Appendix I2. Efforts to Minimize Delta Community Effects (Final Draft)

1. Introduction and Purpose

This technical memorandum (TM) has been developed to provide a summary of efforts conducted by the Delta Conveyance Design and Construction Authority (DCA), under the direction of the California Department of Water Resources (DWR), to minimize effects of the Delta Conveyance Project (Project) on Delta communities and terrestrial and aquatic habitats, based on conceptual design. This document summarizes the approach and highlights the results of activities conducted by the DCA through various processes, including project siting and other analyses, to minimize anticipated effects. One of the activities included implementation of the Stakeholder Engagement Committee (SEC), as described in Section 2.1.

This is a summary document and does not include a full description of the development or siting of key features. Factors considered in the decision process and recommendations for locations, site layouts, and construction methodologies of the key Project features are described in the Concept Engineering Report (CER)

The TM was initially prepared to document supported details for the Project Engineering Project Reports, (DCA, 2022a and 2022b). At that time of submittal in 2022, the Delta Conveyance Authority (DCA) prepared two Engineering Project Reports, one report with the Central Corridor and Eastern Corridor and one report with the Bethany Reservoir Alternative. In December 2023, the Environmental Impact Report (EIR) (DWR, 2023) was released and stated that the Bethany Reservoir Alternative would be the selected Project and renamed the Bethany Reservoir Alignment. The Bethany Reservoir Alignment and the Delta Conveyance Project can be interchanged as the selected Project.

This document includes all efforts to minimize Delta community and habitat effects whether the EIR proposed Project was the Central Corridor Option, Eastern Corridor Option, or the Bethany Reservoir Alternative. The attachments to this technical memorandum document all SEC meeting materials whether they addressed one or more of the EIR alternatives. This information was provided to DWR for analyses in the EIR. Therefore, this summary document does not compare efforts to minimize community effects associated with implementation of the Central Corridor Option, Eastern Corridor Option, or the Bethany Reservoir Alternative.

1.1 Organization

This TM is organized as follows:

- Introduction and Purpose
- Approach to Minimize Effects of Construction and Operation of Delta Conveyance Project
- References
- Appendix A – Stakeholder Engagement Committee Meetings
- Attachment A – Stakeholder Engagement Committee Meeting Agendas
- Attachment B – Stakeholder Engagement Committee Meeting Presentations and Other Materials
- Attachment C – Stakeholder Engagement Committee Meeting Minutes
- Attachment D – Stakeholder Engagement Committee Member Questions and Request Tracking Log

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2. Approach to Minimize Effects of Construction and Operation of Delta Conveyance Project

Consistent with DWR's process to develop potential alternatives to the proposed Project, the DCA initially considered multiple conveyance alignments, intake site layouts and locations, and facility site layouts near the existing State Water Project (SWP) facilities near Clifton Court Forebay to meet the objectives of the Project. This initial analysis included a review of previously identified conveyance options between the north Delta and the SWP south Delta facilities, including a range of canal and tunnel alignments, and use of existing stream channels. F

In response to public comment on potential effects of the Southern Forebay associated with the Central and Eastern options and results from the engineering hydraulic analyses, DWR directed DCA to analyze a new alternative, referred to as the Bethany Reservoir Alignment, that would eliminate the Southern Forebay and associated Southern Complex, and instead convey water to a Bethany Reservoir Discharge Structure along the rim of the existing State Water Project Bethany Reservoir.

This range of options, and results of preliminary evaluations of potential facilities were used to identify a preliminary range of feasible facility locations. Under the direction of DWR, the DCA continued to evaluate these feasible facility locations, along with construction and operations considerations, to minimize effects of the Project on Delta communities. Additionally, a large part of the DCA's overall approach to minimize construction related effects considered ways to reduce the number and size of construction sites.

The DCA established the SEC to provide a forum for Delta stakeholders to offer input and feedback on conceptual technical and engineering issues related to the DCA's activities during DWR's environmental planning phase. Section 2.1 includes additional information related to the SEC meetings.

The DCA considered the results of engineering evaluations and SEC input to develop conceptual Project design objectives that would minimize effects. While regulatory agencies may eventually require some actions that could ultimately be viewed as minimizing community effects, the DCA included many of these actions during the planning phase to better represent the activities to be analyzed in the EIR. For example, construction traffic analysis results indicated the need for road modifications, and therefore these activities could be included in the EIR. The DCA also included additional actions to further minimize effects to local communities.

The conceptual Project design objectives to minimize effects included the following:

- Minimize construction areas and activities that could produce noise, dust, greenhouse gas (GHG) emissions, traffic, and land use disturbances.
- Minimize construction traffic and associated effects to residents, recreationists, wildlife habitat, and agricultural operations.
- Minimize noise during construction and operations.
- Minimize disturbance to existing land uses, including agricultural and residential lands and wildlife refuges and preserves.
- Minimize construction effects to existing infrastructure or other community resources, including powerlines, and groundwater and surface water resources.
- Manage flood risks to the Project facilities and existing land uses.

- Minimize disturbance to sensitive wildlife and protected terrestrial and/or aquatic habitat areas.
- Minimize effects on Delta water-based recreation and navigation.
- Manage seismic risks to people and property due to construction and operation of the Project by avoiding placement of facilities, or including specialized design criteria, in the vicinity of known fault lines.
- Avoid increasing demand for existing emergency services in the Delta due to construction and operation of the Project.
- Minimize effects on environmental justice communities, as defined by DWR.
- Minimize effects to sensitive areas identified by Tribal representatives, as defined by DWR.

Table 1 (located in Section 2.2) summarizes design considerations and facility plans identified to meet the objectives of minimizing effects to Delta communities and habitats from construction and operation of the Project.

In addition, DWR is developing a Community Benefits Program for the Project. The Community Benefits Program will identify and implement commitments to help protect and enhance the cultural, recreational, natural resource, and agricultural values of the Delta. At this time, DWR is continuing to gather input from community leaders and the public regarding potential concepts and approaches. A framework for the Community Benefits Program, as part of the selected Project, is included in DWR's Final EIR. Therefore, this technical memorandum by DCA does not include further discussion of the Community Benefits Program.

2.1 Stakeholder Engagement Committee

The SEC was formed by DCA to provide (1) a forum for Delta stakeholders to provide input and feedback on technical and engineering issues related to the DCA activities, including development of facilities and options for additional study; (2) an opportunity to identify engineering and design considerations that would avoid or minimize effects from constructions and facility siting; and (3) a forum for committee members to relay information between respective groups and the SEC.

The SEC consisted of members from various Delta communities and interests. These included:

- Sacramento, Yolo, San Joaquin, and Contra Costa counties
- Tribal governments
- Delta recreation, public safety, local businesses, and community entities
- Agricultural, historical and heritage, fish and wildlife, and Delta water agencies

Ex-officio members with expertise on public parks, levee engineering, and public safety also participated. The size of the SEC fluctuated but generally included 19 public members, two DCA Director representatives, and three ex-officios.

The SEC was convened in 2019, and the first meeting was held on November 13, 2019. From November 2019 to December 2021, 19 SEC meetings were held. Meetings were initially held in person at various locations in the Delta, and were open to the public and otherwise conducted in compliance with the Brown Act. They were also livestreamed, and meeting materials were all uploaded to DCA's website (DCDCA.org). Starting in April 2020, meetings were shifted to a virtual only setting due to COVID-19 and associated Executive Orders and legislation that permitted meetings in this forum. Following the conclusion of the SEC meetings in December 2021, DCA completed preliminary conceptual

Project designs to be used by DWR for environmental analysis of the Project alternatives under the California Environmental Quality Act (CEQA) in the 2022 draft EIR.

A variety of DCA engineering topics were discussed at the SEC meetings. Past meeting topics included an overview of potential conveyance features, siting of key features, and outcomes from efforts to minimize community effects. Additionally, DWR representatives participated in the meetings and provided presentations and updates on the Project's CEQA process.

SEC members attended meetings, asked questions, and provided feedback. They were asked to share meeting materials and details with others in their communities. The SEC meetings provided a forum for SEC members to discuss their own input and community concerns and questions. The SEC members provided valuable input and feedback to the DCA to inform the engineering design and construction planning process.

The following list provides examples of SEC member input that was incorporated into DCA's Project conceptual designs:

- Removal of barge landings to avoid effects on Delta recreational boaters.
- Changes to the intakes construction phase cofferdam to minimize the number of impact-driven sheet piles and the associated noise.
- Minimization of construction traffic, except for employee shuttle buses or vans and small trucks, on Hood-Franklin Road due to traffic congestion concerns, and to minimize noise, light, and air quality effects on greater sandhill cranes and the Stone Lakes National Wildlife Refuge headquarters.
- Avoidance of using levee roads for heavy construction traffic to reduce potential impacts to levees.
- Adjustment of the Staten Island maintenance shaft site location to minimize adverse effects on greater sandhill cranes.
- Relocation of the tunnel maintenance shaft from Brack Tract to Canal Ranch Tract to minimize disturbance along flight paths of greater sandhill cranes and other birds between units of the Woodbridge Ecological Reserve.
- Relocation of the Byron Tract working shaft site and elimination of the Victoria Island shaft due to traffic congestion concerns on State Route 4 at bridges on the eastern and western sides of Victoria Island.
- Modifications to Byron Highway due to traffic congestion concerns.
- Decision to only use Intake C-E-2 as a 1,500 cubic feet per second (cfs) intake for the 7,500 cfs Project design capacity option due to comments from Tribal representatives and its proximity to the community of Clarksburg.

Appendix A provides details on the SEC, including specific meeting topics and materials.

2.2 Summary of Methods to Minimize Effects to Delta Communities and Habitats

A series of methods, including design considerations and suggested plans, were identified to meet the objectives outlined in Section 2 above. Table 1 includes a summary of these types of methods that were identified to minimize effects to Delta Communities and Habitats during the construction and operation of the Project.

Table 1. Methods to Minimize Effects to Delta Communities and Habitats during Construction and/or Operation of the Delta Conveyance Project

Objective	Design Consideration	Suggested Facility Plans
Minimize construction traffic and associated effects to residents, recreationists, wildlife habitat, and agricultural operations Minimize construction effects to existing infrastructure or other community resources, including powerlines, and groundwater and surface water resources	Limit routes used for construction traffic	• Construction access routes would be defined in the design specifications for each key feature. Designated construction access routes would incorporate the following assumptions: – No construction traffic would be allowed within Solano County except for Interstate 80 and State Route 12 in Solano County (between Interstate 80 and the Sacramento River), or for individuals or vehicles traveling from homes or businesses in Solano County. – No construction traffic would be allowed in Yolo County except for Interstate 80, or for individuals or vehicles traveling from homes or businesses in Yolo County. – No construction traffic would be allowed on State Route 160 between State Route 12 and Cosumnes River Boulevard except for re-alignment of this highway at the intake locations, installation of SCADA cables, or for individuals or vehicles traveling from homes or businesses along the affected route. – No construction traffic, except the employee shuttle buses or vans and small pickup or utility trucks, would be allowed on Hood-Franklin Road to minimize traffic conflicts with the Stone Lakes National Wildlife Refuge visitor center and lands. Construction vehicles along the intake haul road would cross Hood-Franklin Road at the improved intersection with the new intake haul road between Intakes C-E-3 and C-E-5. – No trucks used for construction or operations with three or more axles would be allowed on State Route 4 across Victoria Island. – Construction of the new South Holt Road Overpass over the BNSF Railway tracks and EBMUD Mokelumne Aqueducts would be coordinated with BNSF railroad to avoid rail and road traffic issues and protect existing infrastructure. – Avoid the use of levee roads for heavy construction traffic. • Maintenance and reception shaft siting prioritized locations along existing public roads to minimize the amount of new access road that would be constructed.
Minimize construction traffic and associated effects to residents, recreationists, wildlife habitat, and agricultural operations	Construct park and ride lots to facilitate employee carpools and truck staging areas	• Park and ride lots would be constructed near the major commute corridors to consolidate worker vehicles and allow for conveying workers to some of the construction work sites on clean fuel buses or vans, or in carpools. • Park and ride lots could be used at night for delivery truck staging areas to minimize deliveries during peak commute hours and limit nighttime deliveries to the more rural construction sites.

Objective	Design Consideration	Suggested Facility Plans
Minimize construction traffic and associated effects to residents, recreationists, wildlife habitat, and agricultural operations	Develop designated access routes, improve or modify roads, and construct new dedicated haul roads	• A preliminary traffic analysis (DCA, 2021c, 2021d) was conducted, and the following strategies were identified: – Construct new Project-specific intake haul roads to avoid construction traffic on State Route 160. – Construct new Project-specific haul roads to tunnel shafts (e.g. access to Lower Roberts Island, and Mandeville and Bacon Islands). – Widen existing roadways to support construction vehicles and increased traffic volumes (e.g., widening of Lambert Road and widening of State Route 12 to facilitate access to Bouldin Island). – Modify roadway intersections, realign roadways, and construct new onsite access roads to support construction vehicles and increased traffic volumes (e.g., modification of Byron Highway interchange near the Southern Complex for the Central and Eastern options, and modification of the Lindemann Road/Byron Highway interchange near the Bethany Complex, widening of Byron Highway, and providing a traffic circle on Mountain House Road for the Bethany Reservoir Alignment). – Construct a new Project-specific road to access the Bethany Reservoir Discharge Structure located along the rim of the Bethany Reservoir. This new road would avoid the need for construction and maintenance vehicles to use existing roads through the Bethany Reservoir State Recreation Area.
Minimize construction traffic and associated effects to residents, recreationists, wildlife habitat, and agricultural operations	Develop rail depots and utilize the existing rail network to transport materials from select sites	• A rail spur would be constructed as a siding along the UPRR line that is located to the east of Franklin Boulevard. Two new rail lines, one for each tunnel drive, would be extended from the rail siding to the Twin Cities Complex site to deliver materials to tunnel segmental liner storage areas and to load rail cars with RTM for delivery to the Southern Complex. • Rail lines would be extended from one of the existing rail facilities at the Port of Stockton (UPRR or BNSF). A new rail bridge would be constructed over Burns Cut to connect rail lines to the Lower Roberts Island launch shaft area to deliver tunnel segments and other materials. • A rail spur would be constructed along the UPRR line that is located adjacent to Byron Highway. A new rail line would extend to the concrete batch plants, RTM processing areas, and tunnel liner storage area to serve all tunnel launch and working shaft sites at the Southern Complex.
Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances	Pave access roads near wildlife habitat and residences	• The construction access roads and haul roads located near urban areas, wildlife habitat, and other roads would be paved to minimize noise, dust, and maintenance effects.

Objective	Design Consideration	Suggested Facility Plans
Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances	Reduce the number of shafts, and associated construction areas, by modifying the tunnel alignment to shift to longer lengths between shafts	• A review of appropriate tunnel lengths between tunnel launch shafts and tunnel reception shafts was conducted to minimize the number of tunnel shafts required (DCA, 2021e, 2021f). It was determined that the length between tunnel launch shaft site and tunnel reception shaft site could be up to 15 miles, with tunnel maintenance shafts located at least every 4 to 6 miles along the alignment. • For the Central and Eastern options, this allowed for the consolidation of launch shaft sites for the main tunnel between the intakes and the Southern Complex to only three locations: the Twin Cities Complex, Bouldin Island or Lower Roberts Island, and the Southern Complex on Byron Tract. For the Bethany Reservoir Alignment, this allowed for the consolidation of main tunnel launch shaft sites between the intakes and Bethany Complex to only two locations: the Twin Cities Complex and Lower Roberts Island. A launch shaft would not be constructed in the south Delta. Launch shaft construction sites involve more activities and are significantly larger than maintenance or reception shaft sites due to the need to store tunnel liner segments and handle RTM. Minimizing the number of launch shafts reduces the area affected and consolidates extensive construction activities to fewer locations. • The Staten Island and Canal Ranch Tract maintenance shafts were adjusted due to sensitive wildlife habitat, and the Lambert Road and Victoria Island shaft sites were eliminated. • The Byron Tract maintenance shaft was moved south away from Discovery Bay and became the working shaft, thereby eliminating the original Byron Tract maintenance shaft site.
Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances	Eliminate the Intermediate Forebay	• Hydraulic surge and steady state analyses determined that an Intermediate Forebay would not provide an operational benefit or mitigate hydraulic transient-surge conditions within the conveyance tunnel system because the surge at the maximum recommended tunnel flow velocity could be better accommodated in the tunnel shafts (DCA, 2021g). Therefore, the Intermediate Forebay was eliminated from the Project, which would have disturbed over 200 acres.
Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances Minimize disturbance to sensitive wildlife and protected terrestrial and/or aquatic habitat areas	Use of the Bethany Reservoir Aqueduct and associated tunneled pipelines to connect the Bethany Reservoir Pumping Plant and Surge Basin to the Bethany Reservoir Discharge Structure	• The use of the Bethany Reservoir Aqueduct and associated tunneled pipelines allowed the main tunnel between the intakes and the Bethany Complex to be shorter and allowed the Bethany Reservoir Pumping Plant and Surge Basin to be located away from the conservation easement areas and the Bethany Reservoir State Recreation Area and closer to transportation corridors. • The shorter main tunnel between the intakes and Bethany Complex reduced the number of main tunnel shafts required. • The use of the Bethany Reservoir Aqueduct eliminated the need to have any main tunnel drives launched in the south Delta.

Objective	Design Consideration	Suggested Facility Plans
Minimize disturbance to existing land uses, including agricultural and residential lands and wildlife refuges and preserves Minimize disturbance to sensitive wildlife and protected terrestrial and/or aquatic habitat areas Minimize construction effects to existing infrastructure or other community resources, including powerlines, and groundwater and surface water resources Manage seismic risks to people and property due to construction and operation of the Project by avoiding placement of facilities or including specialized design criteria in the vicinity of known fault lines	Utilization of tunnels to deliver water from the Southern Forebay to the Harvey O. Banks (Banks) Pumping Plant approach channel (referred to as the California Aqueduct)	• An analysis was conducted to consider two options – dual tunnels or a canal – for delivering water from the Southern Forebay to the Banks Pumping Plant approach channel (DCA, 2021h). The analysis concluded that the dual tunnel option would have significant advantages compared to a canal, including the minimization of effects related to the following: – Amount of temporary and permanent aboveground land disturbance, and land acquisition requirements – Environmental disturbance, especially sensitive wildlife habitat located to the east of Byron Highway – Surface disruptions to the constructed facilities across the West Tracy fault – Traffic conflicts on the Byron Highway and potential conflicts on the UPRR – Approval, permitting, and construction challenges with power provides (WAPA and PG&E)
Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances	Consider soil conditions as part of the siting methodology to minimize the need for ground improvement during construction	• Where possible, sites with more stable soils were selected to minimize the need for ground improvement. It is not anticipated that ground improvement would be required at Bethany Complex facilities. • Site-specific ground improvement methods were identified to minimize the need for over-excavation and to efficiently use the available site space (DCA, 2021i, 2021j).
Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances	Minimize the tunnel shaft pad area and height requirements by altering the permanent flood protection concept	• Initially, the tunnel shaft pads were to be constructed to an elevation about the 200-year flood event plus sea-level rise elevation for Year 2100. However, the shaft pad would primarily be required to serve construction activities. • To minimize the size of the shaft pad area, a new approach was developed so that the tunnel shaft pad would only be raised approximately equal to the adjacent levee system (DCA, 2021k, 2021l). Following construction, only the shaft (formed like a tunnel shaft liner) and necessary utilities would be raised to an elevation above the 200-year flood event in Year 2100, plus sea-level rise for Year 2100. At several shaft locations, the shafts would be taller than the projected flood event elevation to contain the hydraulic surge water surface elevation, plus freeboard. If access would be necessary during operations, the tunnel shaft pad would be used as a base to support a crane to access the top of the tunnel shaft. This would result in reduction in soil material needs to form the shaft pads, a reduction in related truck trips to haul soil for the shaft pad, less ground improvement requirements, and a smaller shaft pad area to be disturbed.

Objective	Design Consideration	Suggested Facility Plans
Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances	Balance soil excavation and fill needs with onsite soil material sources, onsite stockpiles, and RTM, and develop RTM processing strategy to facilitate using RTM	• A soil balance was developed to maximize the balance of excavation and fill needs at the intakes and other sites to minimize the need to haul soil to the sites (DCA, 2021m, 2021n). • For concepts that include the Southern Forebay, RTM would be reused to form the embankments, thus reducing the volume of imported materials required. • For several shaft pads that would be constructed during later stages of tunneling operations, RTM would be used to form shaft pads. • Local borrow material from within the construction site boundaries was also identified as a source. This would be backfilled with RTM as appropriate. • Conveyor belts and mechanical dryers would be used to minimize the site area required for RTM processing and use of heavy equipment to move the RTM at the tunnel launch shaft sites. • Existing railroad system would be used to move RTM to the Southern Forebay to avoid using trucks.
Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances	Manufacture precast tunnel liner segments at offsite existing facilities	• The precast tunnel liner segments would be manufactured at existing, permitted facilities with established methods to obtain source materials rather than at Project construction sites. This would eliminate the need to construct additional, new manufacturing and precast concrete facilities and minimize onsite construction activities, noise, energy use, water supply, and truck trips to haul cement, sand and gravel, flash, and other materials to an onsite precast concrete facility.
Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances Minimize effects to sensitive areas identified by Tribal representatives, as defined by DWR Minimize effects on environmental justice communities, as defined by DWR	Do not locate tunnel launch shafts at the intakes	• Construction activities at the tunnel launch shaft sites are substantially more extensive than at tunnel reception or maintenance shafts. Therefore, the tunnel boring machine would be launched from the Twin Cities Complex, rather than at the intakes. This approach would eliminate RTM storage at the intakes; minimize the disturbed land at the intake sites; minimize construction activities, noise, truck trips, and other effects on the intake haul road in the vicinity of the Community of Hood; and reduce the duration of work.

Objective	Design Consideration	Suggested Facility Plans
Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances Minimize effects to sensitive areas identified by Tribal representatives, as defined by DWR Minimize effects on environmental justice communities, as defined by DWR	Do not locate a concrete batch plant for the intakes at intake sites	• The concrete batch plant dedicated to serve the intake construction would be located offsite at the Lambert Road Concrete Batch Plant site near Franklin Boulevard. Locating the concrete batch plant offsite would minimize the intake construction site sizes, associated noise, air quality, and light disturbance.
Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances	Minimize the use of impact pile driving	• The technology used for the cofferdam at the intakes was modified to minimize the amount of piles and the use of impact hammer pile driving that would be required (DCA, 2021o). Under the modified method, each pile would be vibrated into the ground to the depth possible. The pile would then be hammered to the design criteria depth, if needed. This would reduce hammered pile driving substantially. Noise associated with the vibratory pile driving is considerably lower than noise associated with impact hammer pile driving.
Minimize noise during construction and operations Minimize disturbance to existing land uses, including agricultural and residential lands and wildlife refuges and preserves Minimize effects to sensitive areas identified by Tribal representatives, as defined by DWR Minimize effects on environmental justice communities, as defined by DWR	Use cylindrical tee screens at the intakes	• DCA conducted an analysis to review intake fish screen types typically used in the western U.S. (DCA, 2021p). After initial screening, two fish screen types were determined to be viable alternatives: vertical flat plate and cylindrical tee screens. • Cylindrical tee screens would have less operational noise compared to the vertical flat plate screens. The vertical flat plate screens have a “toothbrush” panel cleaner that has a cable and pulley system above the water level and can produce noise. Meanwhile, the cylindrical tee screens are cleaned underwater and do not produce noise above the surface water during normal operations. • The use of cylindrical tee screens results in a shorter intake structure as compared to vertical flat plate screens. The total in-water and on-land disturbance area would generally be smaller than vertical flat plate screens. • Due to these considerations, it was determined that the Project should use cylindrical tee screens at the intakes.
Minimize noise during construction and operations	Include noise reduction methods	• Noise reduction design practices would be implemented at the pumping plants (e.g., noise-limiting enclosures would be used, and fans would be located in ductwork inside the pumping plant buildings rather than on an exterior wall or roof). • Walls and sound-absorption panels would be installed around air handlers. • Portions of the concrete batch plants would be enclosed to minimize noise (and dust) generation.

Objective	Design Consideration	Suggested Facility Plans
Minimize disturbance to existing land uses, including agricultural and residential lands and wildlife refuges and preserves	Minimize demolition of existing structures and reduction in agricultural activities	• The intakes, tunnel shafts, and the Southern Complex were sited, modified, or moved to minimize the need to demolish existing structures (DCA, 2021q, 2021r, 2021s, 2021t). • Facilities on Upper Jones Tract, Union Island and at the Bethany Complex were sited to minimize the need to demolish existing structures or reduce agricultural activities (DCA, 2021t). • A review of appropriate tunnel lengths between tunnel launch, reception, and maintenance shafts was conducted to minimize the number of tunnel shafts required (DCA, 2021e). It was determined that the length between tunnel launch shaft site and tunnel reception shaft site could be up to 15 miles, with tunnel maintenance shafts located at least every 4 to 6 miles along the alignment. Launch shaft sites were consolidated to only three locations for the Central and Eastern options, and to only two locations for the Bethany Reservoir Alignment. Launch shaft construction sites involve more activities and are significantly larger than maintenance or reception shaft sites due to the need to store tunnel liner segments and handle RTM. Minimizing the number of launch shafts reduces the area affected and consolidates extensive construction activities, and associated adverse effects, to fewer locations. Additionally, the Lambert Road and Victoria Island shaft sites were eliminated.
Minimize disturbance to existing land uses, including agricultural and residential lands and wildlife refuges and preserves	Minimize the number of agricultural parcels affected	• The number of parcels affected was a factor in the siting studies for major facilities. Sites with fewer parcels ranked higher than those with more parcels (DCA, 2021q, 2021r, 2021s, 2021t). • Tunnel maintenance and reception shaft site disturbance areas were minimized through site configuration changes and reduced shaft pad size. • Site boundaries were adjusted to be located within parcel boundaries to minimize the number of parcels that would be affected. • The tunnel alignment was adjusted to consolidate the Twin Cities Complex to a location entirely on the eastern side of Interstate 5. • Byron Tract was selected for the Southern Forebay location due to the large parcel size. Other parcels in the area were too small to accommodate one forebay location and would have required multiple forebays, tunnels and pumping plants.
Minimize disturbance to existing land uses, including agricultural and residential lands and wildlife refuges and preserves	Restore land after construction to habitat or agricultural uses	• Following construction, temporary construction areas previously used for material and equipment laydown and staging, material stockpiles, retention ponds, parking areas, bus drop off and pick up, onsite access roads, contractor trailers, and other facilities would be reclaimed for either agriculture or habitat uses. This would occur at the intakes, tunnel launch shaft sites, and the Southern Complex or Bethany Complex. DCA conducted an analysis to evaluate and determine the potentially appropriate post-construction land reclamation treatments for temporary construction areas and the approximate acreage identified to be reclaimed is discussed in the EPR and attachments (DCA, 2021a, 2021b, 2021u, 2021v).

Objective	Design Consideration	Suggested Facility Plans
Minimize disturbance to existing land uses, including agricultural and residential lands and wildlife refuges and preserves Minimize effects to sensitive areas identified by Tribal representatives, as defined by DWR Minimize effects on environmental justice communities, as defined by DWR	Consider nearby communities and number of residential properties in intake selection	• An analysis was conducted to identify and evaluate potential intake sites along the Sacramento River that included considerations for aquatic habitat and existing land uses (DCA, 2021q). • Due to the length of the tunnel and intake haul road required, and geotechnical conditions, Intake C-E-1 was not recommended for further consideration. • Due to the following considerations, Intake C-E-2 would only be recommended for Project design capacity concepts of 7,500 cfs that require three intakes: – Physical characteristics of the river – Proximity to Clarksburg – Input from several SEC members indicated a greater potential presence of known cultural and historic resources – A further distance to the Twin Cities Complex, which would require an additional maintenance shaft, and would increase construction-related effects • Due to the proximity to Hood, Intake C-E-4 was not recommended for further consideration.
Minimize disturbance to existing land uses, including agricultural and residential lands and wildlife refuges and preserves Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances	Minimize nighttime construction disturbance	• Except for tunneling and a few instances where 24-hour work is required during concrete pouring activities, work hours from sunrise to sunset would be established to minimize noise and light disturbance during nighttime hours. • For work that must occur during nighttime hours, downcast lighting would be used. • At night, backup beepers on ready-mix trucks would be disabled in favor of dedicated backup monitors to help minimize noise for concrete construction at the intakes, tunnel shafts, and pumping plants. This would be employed only during required nighttime work for activities such as concrete pours.

Objective	Design Consideration	Suggested Facility Plans
Minimize construction effects to existing infrastructure or other community resources, including powerlines, and groundwater and surface water resources	Avoid existing infrastructure	• The presence of existing infrastructure was a factor in siting Project facilities (DCA, 2021q, 2021r, 2021s, 2021t). Sites with fewer occurrences of existing infrastructure ranked higher than those with more existing infrastructure. Sites with some types of particularly significant infrastructure were entirely avoided in the process. • The New Hope Tract tunnel shaft sites were selected to avoid placing a shaft site on McCormack-Williamson Tract and disturbing the existing communication towers and foundations and a proposed habitat restoration Project. • Construct a new bridge at the community of Holt over the EBMUD Mokelumne Aqueducts and BNSF Railway for construction traffic access to Bacon and Mandeville Islands. • The Bethany Complex and associated access roads were sited to minimize disturbance to a nearby school. • A portion of the Bethany Reservoir Aqueduct would be tunneled under the existing Jones Pumping Plant Penstocks. • Coordination would be conducted, and provisions would be included in the design, for crossings of BBID canals along the Bethany Reservoir Aqueduct. • A dual launch shaft site would be constructed at Lower Roberts Island for the Bethany Reservoir Alignment. This avoids placing a launch shaft site at the Bethany Complex, which is closer to residential communities and supporting infrastructure. Launch shaft construction sites involve more activities and are significantly larger than maintenance or reception shaft sites due to the need to store tunnel liner segments and handle RTM. Minimizing the number of launch shafts reduces the area affected and consolidates extensive construction activities, and associated adverse effects, to fewer locations

Objective	Design Consideration	Suggested Facility Plans
Minimize construction effects to existing infrastructure or other community resources, including powerlines, and groundwater and surface water resources	Use cutoff walls to minimize effects on groundwater during construction and operations	• A groundwater cutoff wall would be installed as part of the sedimentation basin excavation effort at the intakes. The goal of the cutoff wall design would be to extend the walls to a depth where the groundwater outside the sedimentation basin would be less influenced by the level of water inside the sedimentation basin during construction and operations, especially during dewatering. • A cutoff wall would be installed around each tunnel shaft area prior to excavating soil from inside the shaft and dewatering the shaft. The shaft cutoff wall would be constructed to below the tunnel depth, and a thick concrete slab would be constructed at the bottom of the shaft and connected to the shaft walls prior to dewatering. This construction method would minimize the construction area for the tunnel shaft pad area and minimize effects on groundwater during construction. The tunnel shaft would be constructed as a water holding concrete cylinder, including a concrete top and bottom. Therefore, the cutoff wall would only be used during construction of the shaft. • Diaphragm-wall (D-wall) construction would be used at the South Delta Pumping Plant to provide foundation stability in areas with deep excavation and high groundwater. • A cutoff wall and toe drain would be installed along the embankment for the Southern Forebay to minimize seepage potential to nearby lands.
Minimize construction effects to existing infrastructure or other community resources, including powerlines, and groundwater and surface water resources	Treat and reuse water generated during construction activities	• Dewatering flows and runoff from construction sites would be captured and treated to both minimize surface water runoff discharges and minimize the need for additional water supplies for dust control, ground improvement, tunnel boring machine operations, and other construction activities.

Objective	Design Consideration	Suggested Facility Plans
Manage flood risks to the Project facilities and existing land uses	Maintain Sacramento River flood management criteria at the intakes	• The maximum encroachment by the intake structure into the river cross-section would be less than 125 feet from the top of the existing levee to be in compliance with USACE goals to limit the rise of maximum water surface elevation to within the original design profile for the jurisdictional levee (DCA, 2021w). • Construction of new facilities would not reduce existing flood protection to other lands. During construction, the existing levee and State Route 160 would be moved toward the landward side of the site and would serve as the temporary jurisdictional levee per the USACE criteria. A new permanent jurisdictional levee for the new intake facility would be constructed around the sedimentation basin and outlet channel to provide flood management for the 200-year flood event, sea-level rise for Year 2100, including 3 feet of freeboard. The new jurisdictional levee would connect to the existing levees to the north and south of the intakes to maintain existing flood protection levels for other properties. • Following construction of the new intake structure along the Sacramento River riverbank, State Route 160 would be relocated near the Sacramento River with a top elevation similar to existing levee and the temporary levee would be removed. • The combined approach of temporary and permanent levees complying with USACE criteria allows full flood control to the 200-year flood elevation with sea-level rise for Year 2100 and 3 feet of freeboard to be in place at all times during construction and operation of the Project. • If construction would disrupt local drainage facilities, the facilities would be modified to maintain existing flood management.
Manage flood risks to the Project facilities and existing land uses	Develop Southern Forebay embankments to meet DWR DSOD criteria, and protect the facilities from flooding and sea-level rise	• Construction of new facilities would not reduce existing flood protection to other lands. Southern Forebay embankments would be designed to the 200-year flood event from surrounding water bodies, sea-level rise for Year 2100, and 6 feet of freeboard (DCA, 2021x). The embankments would also be designed to meet DWR DSOD minimum freeboard criteria during a probable maximum flood and peak inflow conditions with consideration for wind wave runup on the water surface. The more stringent criteria would be used. • The Southern Forebay Emergency Spillway would be sized to pass peak inflows into Italian Slough based upon a preliminary hydraulic study of the Italian Slough capacity (DCA, 2021y). • The Southern Forebay Emergency Outlet would be designed in accordance with DSOD criteria to pass emergency flows by gravity through the South Delta Outlet and Control Structure into the Banks Pumping Plant approach channel (DCA, 2021z). • If construction would disrupt local drainage facilities, the facilities would be modified to maintain existing flood management.

Objective	Design Consideration	Suggested Facility Plans
Manage flood risks to the Project facilities and existing land uses	Develop Project concepts to protect shaft sites from flooding and sea-level rise	• Levee vulnerability analyses were conducted to identify facility locations that would be protected from flooding and sea-level rise (DCA, 2021aa, 2021l). • A ring levee would be constructed around the Twin Cities Complex to provide flood management during construction for the 100-year flood event in accordance with the Delta-specific Public Law 84-99 equivalent standards. The layout of the ring levee was developed based upon a preliminary hydraulic study to limit local increased flood water depths to completely uninhabited lands with no existing structures present (DCA, 2021h). To accomplish this, the ring levee would be setback from Interstate 5 to allow floodwater to travel in the same direction along Interstate 5 as under existing flood conditions. • Flood protection to the tunnel launch shaft sites at Bouldin Island or Lower Roberts Island would be provided by improving the existing levee system. The modified levee would connect to the existing adjacent levees to maintain existing flood protection levels to other properties (DCA, 2021k, 2021l). • Flood Risk Mitigation actions would also include implementation of non-structural solutions, such has flood emergency response training for all personnel, staging of flood fighting equipment and supplies, and pre-established coordination with local, state, and federal emergency flood response agencies (DCA, 2021k).
Minimize disturbance to sensitive wildlife and protected terrestrial and/or aquatic habitat areas	Implement strategies to minimize effects on Stone Lakes National Wildlife Refuge, Woodbridge Ecological Reserve, and other protected areas	• No construction traffic, except the employee shuttle buses and small pickup and utility trucks, would be allowed on Hood-Franklin Road to minimize disturbance to wildlife and the Stone Lakes National Wildlife Refuge visitors center. • The intake haul road was placed to the west of the railroad embankment that is adjacent to Stone Lakes National Wildlife Refuge to minimize disturbance to the refuge. • The tunnel boring machine would be launched from the Twin Cities Complex, rather than at the intakes (as it was planned in previous iterations of the California WaterFix project). This would minimize the volume of truck trips required for the intakes, thus reducing the volume of traffic traveling near Stone Lakes National Wildlife Refuge. • The Twin Cities Complex was moved to the eastern side of Interstate 5 to be located farther from Stone Lakes National Wildlife Refuge. • The Brack Tract tunnel maintenance shaft was relocated to Canal Ranch Tract to avoid the flight path of greater sandhill cranes and other birds between units of the Woodbridge Ecological Reserve and improve access to the shaft site.

Objective	Design Consideration	Suggested Facility Plans
Minimize disturbance to sensitive wildlife and protected terrestrial and/or aquatic habitat areas	Consider greater sandhill cranes in facility siting and power line alignments	• The Staten Island shaft site was moved toward the northern portion of the island to avoid foraging land used by the sandhill cranes and to minimize the extent of construction access roads used or constructed. • New overhead power lines would not be installed in greater sandhill crane roosting or foraging areas. New power would be added to existing poles or installed underground in these areas. • Helicopters would not be used in greater sandhill crane roosting or foraging areas.
Minimize disturbance to sensitive wildlife and protected terrestrial and/or aquatic habitat areas	Reroute and realign facilities to avoid wetlands	• Facilities including the railroad alignment at the Southern Complex, and portions of the Lower Roberts Island shaft site, were realigned to avoid or minimize effects on wetlands (DCA, 2021r, 2021s, 2021t). • The Bethany Reservoir access road and Bethany Reservoir Aqueduct were realigned to avoid or minimize effects on wetlands and conservation easement areas (DCA, 2021t). • All construction site boundaries were reviewed and adjusted to avoid or minimize effects on wetlands (DCA, 2021q, 2021r, 2021s, 2021t).
Minimize disturbance to sensitive wildlife and protected terrestrial and/or aquatic habitat areas	Avoid conservation easements in siting of key features	• Facilities were moved and surface effects to conservation easement areas were avoided (e.g., existing conservation easements were considered in facility siting) (DCA, 2021r, 2021s, 2021t). A portion of the Bethany Reservoir Aqueduct would be tunneled under an existing conservation easement, and the Bethany Reservoir access road was rerouted to avoid the conservation easement (DCA, 2021t).
Minimize effects on Delta water-based recreation and navigation Minimize disturbance to sensitive wildlife and protected terrestrial and/or aquatic habitat areas Minimize effects on environmental justice communities, as defined by DWR	Limit barge use for Project construction	• Barges would only be used to place riprap, and remove associated excavation, at the intakes near the end of construction, and in preconstruction field investigations, including the pile driving test program and overwater geotechnical investigations. • Barge landings would not be constructed for any Delta Conveyance construction sites. • Barges would not be used in Italian Slough to construct any facilities at the Southern Complex.
Minimize effects on Delta water-based recreation and navigation	Reconfigure the Lower Roberts Island shaft site	• The Lower Roberts Island shaft site access road was relocated away from the Windmill Cove Marina, which is located on the northern portion of the island (DCA, 2021r).

Objective	Design Consideration	Suggested Facility Plans
Minimize construction areas and activities that could produce noise, dust, GHG emissions, traffic, and land use disturbances Minimize effects on environmental justice communities, as defined by DWR	Implement methods to minimize dust and GHG emissions	• The use of Tier 4 equipment that is commercially available would be maximized during construction. • Portions of the concrete batch plants would be enclosed to minimize dust generation offsite. • The excavated peat soil would be buried under mineral topsoil or RTM to minimize off-gassing of GHGs. • Fully electric tunnel boring machines and support vehicles, rather than diesel machines, would be used. • Permanent stockpiles would be seeded to minimize dust generation and erosion.
Manage seismic risks to people and property due to construction and operation of the Project avoiding placement of facilities or including specialized design criteria in the vicinity of known fault lines	Consider the West Tracy Fault in facility siting and design facilities to withstand design seismic loads to prevent structural failures.	• The Southern Forebay site was moved to provide more distance from the West Tracy Fault (DCA, 2021s). • Test trenches, geophysical investigations, soil borings, and cone penetration tests would be conducted during the preconstruction phase to further investigate the nature and location of the West Tracy Fault between the town of Byron and the area southeast of the Clifton Court Forebay (DCA, 2021ab, 2021ac).
Manage seismic risks to people and property due to construction and operation of the Project avoiding placement of facilities or including specialized design criteria in the vicinity of known fault lines	Consider the Bethany Fault in facility siting and design facilities to withstand design seismic loads to prevent structural failures.	• Geophysical investigations would be conducted during the preconstruction phase to further investigate the nature and location of the Bethany Fault north of the Bethany Reservoir (DCA, 2021ac). • The design and construction of Bethany Reservoir Discharge Structure would be reviewed and approved by the Division of Safety of Dams.
Avoid increasing demand for existing emergency services in the Delta due to construction and operation of the Project	Implement emergency response strategies	• Project-specific emergency response facilities would be constructed at the intakes, tunnel launch shaft sites, and the Southern Complex or Bethany Complex (DCA, 2021ad, 2021ae). These facilities could be developed in coordination with communities to increase their emergency response capabilities.

Notes:
Banks Pumping Plant = Harvey O. Banks Pumping Plant
BBID = Byron-Bethany Irrigation District
BNSF Railway = Burlington Northern Santa Fe Railway
DSOD = Division of Safety of Dams
EBMUD = East Bay Municipal Utility District
PG&E = Pacific Gas and Electric Company
RTM = reusable tunnel material
SCADA = supervisory control and data acquisition
USACE = U.S. Army Corps of Engineers
WAPA = Western Area Power Administration

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Attachment 1
Stakeholder Engagement Committee Meetings

Attachment 1 Overview of Stakeholder Engagement Committee Meetings

The Stakeholder Engagement Committee (SEC) provides a forum for Delta Conveyance Design and Construction Authority (DCA) staff to publicly present and receive feedback on technical and engineering issues related to DCA activities. It is an advisory committee to the DCA and is not a voting body. The SEC is subject to the Ralph M. Brown Act (Government Code Sections 54950-54963, referred to as the Brown Act) requirements for public notice and access to meetings. The Brown Act requires local governmental agencies subject to the Act to provide public notice for all meetings, post agenda topics, and provide public access to meetings.

Initially, meetings were held approximately once or twice a month. However, the meeting cadence was adjusted over time (monthly or bimonthly) to stay at pace with engineering activities and accommodate SEC member preferences. Meetings followed a consistent format generally consisting of the following topics:

1) Welcome and Call to Order
2) Roll Call and Housekeeping
3) Review of Previous Meeting Minutes
4) DCA Staff Presentation, California Department of Water Resources (DWR) Updates or Presentation, and Committee Discussion
5) Non-Agenized SEC Questions or Comments
6) Public Comment on Non-Agenized Items
7) Next Meeting and Future Agenda Topics
8) Adjournment

A.1 Stakeholder Engagement Committee Meetings and Materials

The SEC was convened in 2019, and the first meeting was held on November 13, 2019. From November 2019 to December 2021, 19 SEC meetings were held. Meetings were initially held in person at various locations in the Delta and were open to the public.

Starting in April 2020, meetings were shifted to a virtual only setting due to COVID-19 and associated Executive Orders and legislation that permitted meetings in this forum. Meetings were all livestreamed to allow for public viewing, and meeting materials were uploaded to DCA's website (DCDCA.org). In-person and virtual meetings were held on the following dates:

- November 13, 2019 (In-person)
- December 11, 2019 (In-person)
- January 22, 2020 (In-person)
- February 12, 2020 (In-person)
- February 26, 2020 (In-person)
- March 11, 2020 (In-person)
- April 22, 2020 (Virtual)
- May 27, 2020 (Virtual)
- June 24, 2020 (Virtual)
- July 22, 2020 (Virtual)
- August 26, 2020 (Virtual)
- September 23, 2020 (Virtual)
- November 05, 2020 (Virtual)
- December 09, 2020 (Virtual)
- February 24, 2021 (Virtual)
- April 28, 2021 (Virtual)
- June 23, 2021 (Virtual)
- September 22, 2021 (Virtual)
- December 8, 2021 (Virtual)

DCA will not be considering further changes in facility locations or alignments while the California Department of Water Resources (DWR) Draft Environmental Impact Report (EIR) is being completed. Therefore, as of the date of this memorandum, the last planned SEC meeting occurred in December 2021.

The SEC meetings covered a variety of DCA engineering topics and included DWR presentations and updates. Table A.1 includes a summary of key SEC meeting topics and presentations. SEC meeting materials have been compiled and are included in Attachments A-D:

- Attachment A includes meeting agendas.
- Attachment B includes meeting presentations and other materials.
- Attachment C includes meeting minutes.
- Attachment D includes the compiled SEC Member Question and Request Tracking Log.

In addition to regular SEC meetings, activities, tours, and other community meetings occurred. A tour of tunneling operations at the Silicon Valley Clean Water Gravity Pipeline Project in Redwood City, California occurred on March 10, 2020. A tour of Intake Screens, Inc. manufacturing plant occurred on August 7, 2020. The in-person tours were attended by less than a quorum of the SEC consistent with the Brown Act.

Additional outreach meetings involving less than a quorum of the SEC occurred in several communities at the request of an SEC representative. Presentation topics included information presented at previous SEC meetings in a venue that allowed for more in-depth conversation. DWR representatives attended and provided an update on environmental planning. Community meetings were held in Hood (August 21, 2020 and June 22, 2021), Point Pleasant (September 8, 2021), and Courtland (November 9, 2021).

In addition to these activities, virtual tours of the facilities were developed for SEC members to view the alignments because in-person tours could not be held. The tours included a narrated video walkthrough of the facilities. The virtual tours were provided in English, Spanish, and Cantonese to provide additional access for a variety of stakeholders in the Delta community. Virtual tours and other materials are available on DCA's website (https://www.dcdca.org/meetings/#engagement-committee-meetings) and YouTube Channel.

Table A.1. Stakeholder Engagement Committee Meetings and Agenda Topics

Date	Agenda Topics	Microsoft PowerPoint Presentations, Posters, and Maps (by DCA / DWR)
11/13/2019	DCA: Committee Overview and Purpose	By DCA
	DCA and DWR: Roles & Responsibilities	By DCA and DWR
	Ralph M. Brown Act & Public Records Act (PRA) Training	By DCA
12/11/2019	DWR: Review CEQA Process	By DWR
	DCA: Concept Engineering Directive / Stakeholder Engagement Committee Role	By DCA
	DCA: Delta Conveyance System Overview, Introduction to Individual Features, and Introduction to Facility Siting Drivers	By DCA

Date	Agenda Topics	Microsoft PowerPoint Presentations, Posters, and Maps (by DCA / DWR)
1/22/2020	DWR: Review CEQA Process	By DWR
	DCA: Overview of NOP key Items for DCA and Stakeholder Engagement Committee Feedback	By DCA
	DCA: Introduction to Intakes, and Logistics Alternatives for Launch Shaft Siting, and Updates to Facility Siting Drivers	By DCA
2/12/2020	DCA: Introduction to Launch Shaft Sites, Logistics and Siting Analysis for Launch Shafts	By DCA
2/26/2020	DCA: Introduction to Retrieval and Maintenance Shafts, Retrieval and Maintenance Shaft Siting Analysis	By DCA
3/11/2020	DCA: Integrated Project Siting and Logistics, Mapbook	By DCA
4/22/2020	DCA: Key Stakeholder Engagement Committee Siting Comments from Previous Meeting, Introduction to Southern Complex Facilities	By DCA
5/27/2020	DWR: Review CEQA Process	By DWR
	DCA: Mapbook Updates, Virtual Tour, and Route Book with Traffic Histograms	By DCA
	DCA: Traffic Impacts & Logistics Responses	By DCA
6/24/2020	Ralph M. Brown Act Update	By DCA
	DWR: Tribal Consultation Update	By DWR
	DWR: Review CEQA Process	By DWR
	DCA: Soils and RTM Management; Soils Transportation and Balance	By DCA
	DCA: Stakeholder Engagement Committee Tour Updates: Tunnel/Fish Screen Tours	By DCA
7/22/2020	DWR: Alternatives Selection Process and Status	By DWR
	DCA: Response to Stakeholder Engagement Committee Comments	By DCA
	DCA: Mapbook Updates	By DCA
8/26/2020	Stakeholder Engagement Committee Open Forum-Reflection on Status	By DCA
	DWR: Review CEQA Process	By DWR
	DCA: Intake Design Refinements, Traffic Reductions, Introduction to Bethany Alternative	By DCA
9/23/2020	DWR: Review CEQA Process	By DWR
	DCA: Bethany Alternative Facility Siting Analysis and RTM Management Plan	By DCA
11/5/2020	DWR: Review CEQA Process	By DWR
	DCA: Deferred Stakeholder Engagement Committee Questions and Bethany Alternative Update	By DCA
12/9/2020	Introduction to Proposed Delta Conveyance Community Benefit Program	By DWR
	DCA: Bethany Complex and Bethany Alternative Traffic Analysis	By DCA

Date	Agenda Topics	Microsoft PowerPoint Presentations, Posters, and Maps (by DCA / DWR)
2/24/2021	AD 992 Ralph M. Brown Act Amendment and DCA Board Updates	By DCA
	DWR: Review CEQA Process	By DWR
	DCA: Bethany Alternative, Geotechnical Field Work Update, and Mapbook Update	By DCA
	DWR: Project Financing Overview	By DWR
4/28/2021	DCA: Review of Updates	By DCA
	DWR: Review CEQA Process	By DWR
	DCA: Design Changes	By DCA
	DWR: Ongoing Outreach Efforts, Environmental Justice Survey Results, Community Benefits Program Update	By DWR
6/23/2021	DCA: Review and Updates	By DCA
	DWR: CEQA Status Update	By DWR
	DCA: Design Changes	By DCA
	DWR: Ongoing Outreach Efforts, Environmental Justice Survey, and Community Benefits Program Update	By DWR
9/22/2021	DCA: Review and Updates	By DCA
	DWR: CEQA Status Update	By DWR
	DWR: Air Quality Analysis Methods	By DWR
	DCA: Ongoing Outreach Methods	By DCA
	DCA: Engineering Design Updates	By DCA
12/8/2021	DCA: Review and Updates	By DCA
	DWR: CEQA Status Update	By DWR
	DCA: Updated Intake Conceptual Design	By DCA
	DCA: Overall Review of Conceptual Designs	By DCA
	DCA: Ongoing Outreach Methods	By DCA
	DWR: Outreach Overview for 2022	By DWR
	DCA: Proposed SEC Sunset Process	By DCA

Attachment A
Stakeholder Engagement Committee Meeting Agendas

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE MEETING

REGULAR MEETING
Wednesday, November 13, 2019
3:00 p.m.
DELTA DIAMOND
15175 CA-160, Isleton, CA 95641

Thank you for joining us today. 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 Committee and its meetings are **not** part of any California Environmental Quality Act process related to a potential Delta Conveyance project. All items are information only. 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 when reasonable based on the circumstances. Persons wishing to speak are requested to complete speaker cards.

AGENDA

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **WELCOME/INTRODUCTIONS**

4. **DISCUSSION ITEMS/PRESENTATIONS**
   a. Committee Overview and Purpose
   b. Roles & Responsibilities: DCA and DWR
   c. Ralph M. Brown Act & Public Records Act (PRA) Training

5. **PUBLIC COMMENT**
   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. Persons wishing to speak are requested to complete speaker cards. 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.

6. **FUTURE AGENDA ITEMS**

7. **ADJOURNMENT**

* * * * * *

The next scheduled DCA Stakeholder Engagement Committee meeting will be December 11, 2019. Time and location will be confirmed.

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested person must request the accommodation at least two working days in advance of the meeting by contacting the Design and Construction Authority support staff at (916) 347-0486.

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE MEETING

REGULAR MEETING

Wednesday, December 11, 2019

3:00 p.m. – 6:00 p.m.

BELLE VIE VINEYARD

19900 Sherman Island Cross Rd., Rio Vista, CA 94571

AGENDA

Thank you for joining us today. 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 Committee and its meetings are **not** part of any California Environmental Quality Act process related to a potential Delta Conveyance project. All items are information only. 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 when reasonable based on the circumstances. Persons wishing to speak are requested to complete speaker cards.

1. **CALL TO ORDER / ROLL CALL**

2. **WELCOME & REMINDERS**

3. **MINUTES REVIEW: November 13, 2019 Regular SEC Meeting**

4. **DISCUSSION ITEMS/PRESENTATIONS**
   a. DWR: Review CEQA Process
   b. DCA Concept Engineering Directive / Stakeholder Engagement Committee Role
   c. Delta Conveyance System Overview, Introduction to Individual Features, and Introduction to Facility Siting Drivers

5. **SEC MEMBER ROUNDTABLE**

6. **PUBLIC COMMENT**
   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. Persons wishing to speak are requested to complete speaker cards. 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.

7. **FUTURE AGENDA ITEMS**

8. **ADJOURNMENT**

* * * * * *

Next scheduled Stakeholder Engagement Committee Meeting: January 8, 2020 at 3:00 p.m., location TBD

NOTE: Please check the dcdca.org website for news and updates, it is anticipated that the proposed NOP will be issued in the coming weeks and materials will be posted accordingly.

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested person must request the accommodation at least two working days in advance of the meeting by contacting the Design and Construction Authority support staff at (916) 347-0486 or info@dcdca.org.

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE MEETING

REGULAR MEETING

Wednesday, January 22, 2020

3:00 p.m. – 6:00 p.m.

BELLE VIE VINEYARD

19900 Sherman Island Cross Rd., Rio Vista, CA 94571

AGENDA

Thank you for joining us today. 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's 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. 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 when reasonable based on the circumstances. Persons wishing to speak are requested to complete speaker cards.

1. **WELCOME/CALL TO ORDER**

2. **ROLL CALL/HOUSEKEEPING**

3. **MINUTES REVIEW: December 11, 2019 Regular SEC Meeting**

4. **PUBLIC COMMENT**
   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. Persons wishing to speak are requested to complete speaker cards. 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.

5. **DISCUSSION ITEMS/PRESENTATIONS**
   a. Follow-Up & Roundtable on December 11, 2019 SEC Meeting
   b. NOP Overview and SEC Work Product Discussion
   c. Intakes Overview
   d. Tunnel Launch Site Overview

6. **NEXT MEETING**

7. **ADJOURNMENT**

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Next scheduled meeting: February 12, 2020 Regular Stakeholder Engagement Committee Meeting at 3:00 p.m. at The Willow Ballroom, 10724 CA-160, Hood, CA 95639.

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested person must request the accommodation at least two working days in advance of the meeting by contacting the Design and Construction Authority support staff at (916) 347-0486 or info@dcdca.org.

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE MEETING

REGULAR MEETING

Wednesday, February 12, 2020

3:00 p.m. – 6:00 p.m.

WILLOW BALLROOM

10724 CA-160, Hood, CA 95639

AGENDA

Thank you for joining us today. 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's 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. Members of the public may speak regarding items on the agenda when recognized by the Chair. Please note that Item 4 is a single discussion item. Subparts are listed for clarity. Speakers are limited to three minutes each; however, the Chair may limit this time when reasonable based on the circumstances. Persons wishing to speak are requested to complete speaker cards.

1. **WELCOME/CALL TO ORDER**

2. **ROLL CALL/HOUSEKEEPING**

3. **MINUTES REVIEW: January 22, 2020 Regular SEC Meeting**

4. **STAFF PRESENTATION & COMMITTEE DISCUSSION**
   a. Follow-Up & Roundtable on January 22, 2020 SEC Meeting
   b. Basics of Tunnel Drive
   c. Launch Shaft Siting

6. **PUBLIC COMMENT 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. Persons wishing to speak are requested to complete speaker cards. 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.

7. **NEXT MEETING**

8. **ADJOURNMENT**

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Next scheduled meeting: February 26, 2020 Regular Stakeholder Engagement Committee Meeting at 3:00 p.m. at Belle Vie Vineyards, 19900 Sherman Island Cross Rd., Rio Vista, CA 94571.

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested person must request the accommodation at least two working days in advance of the meeting by contacting the Design and Construction Authority support staff at (916) 347-0486 or info@dcdca.org.

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE MEETING

REGULAR MEETING

Wednesday, February 26, 2020

3:00 p.m. – 6:00 p.m.

BELLE VIE VINEYARDS

19900 Sherman Island Cross Rd., Rio Vista, CA 94571

AGENDA

Thank you for joining us today. 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's 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. Members of the public may speak regarding items on the agenda when recognized by the Chair. Please note that Item 4 is a single discussion item. Subparts are listed for clarity. Speakers are limited to three minutes each; however, the Chair may limit this time when reasonable based on the circumstances. Persons wishing to speak are requested to complete speaker cards.

1. **WELCOME/CALL TO ORDER**

2. **ROLL CALL/HOUSEKEEPING**

3. **MINUTES REVIEW: February 12, 2020 Regular SEC Meeting**

4. **STAFF PRESENTATION & COMMITTEE DISCUSSION**
   a. Follow-Up & Roundtable on February 12, 2020 SEC Meeting
   b. Basics of Retrieval and Maintenance Shafts
   c. Siting Retrieval and Maintenance Shafts

5. **PUBLIC COMMENT- 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. Persons wishing to speak are requested to complete speaker cards. 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.

6. **NEXT MEETING**

7. **ADJOURNMENT**

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Next scheduled meeting: March 11, 2020 Regular Stakeholder Engagement Committee Meeting at 3:00 p.m. at The Willow Ballroom, 10724 CA-160, Hood, CA 95639.

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested person must request the accommodation at least two working days in advance of the meeting by contacting the Design and Construction Authority support staff at (916) 347-0486 or info@dcdca.org.

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE MEETING

REGULAR MEETING

Wednesday, March 11, 2020

3:00 p.m. – 6:00 p.m.

WILLOW BALLROOM

10724 CA-160, Hood, CA 95639

AGENDA

Thank you for joining us today. 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's 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. Members of the public may speak regarding items on the agenda when recognized by the Chair. Please note that Item 4 is a single discussion item. Subparts are listed for clarity. Speakers are limited to three minutes each; however, the Chair may limit this time when reasonable based on the circumstances. Persons wishing to speak are requested to complete speaker cards.

1. **WELCOME/CALL TO ORDER**

2. **ROLL CALL/HOUSEKEEPING**

3. **MINUTES REVIEW: February 26, 2020 Regular SEC Meeting**

4. **STAFF PRESENTATION & COMMITTEE DISCUSSION**
   a. SEC Questions on Previous Technical Presentation
   b. Integrated Project Siting
   c. Integrated Project Logistics
   d. SEC Clarifications on Item 4
   e. Public Comment on Item 4

5. **Non-Agendized SEC Questions or Comments**

6. **PUBLIC COMMENT 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. Persons wishing to speak are requested to complete speaker cards. 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.

7. **NEXT MEETING**

8. **ADJOURNMENT**

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Next scheduled meeting: March 25, 2020 Regular Stakeholder Engagement Committee Meeting at 3:00p.m. at Belle Vie Vineyards, 19900 Sherman Island Cross Rd., Rio Vista, CA 94571.

Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested person must request the accommodation at least two working days in advance of the meeting by contacting the Design and Construction Authority support staff at (916) 347-0486 or info@dcdca.org.

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

REGULAR MEETING AGENDA

Wednesday, April 22, 2020

3:00 p.m.

Remote – Conference Access Information:

Phone Number: 1 (623) 404-9000 **Access Code**: 148-428-6141

Electronic Meeting Link:

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

https://meetings.ringcentral.com/j/1484286141

In compliance with the Governor's Executive Orders and based on the recent Sacramento County health order and similar orders statewide, the meeting will be held electronically only through the listed meeting link and telephone number. Assistance to those wishing to participate in the meeting in person or remotely will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request the accommodation as soon as possible in advance of the meeting by contacting the DCA support staff at (916) 347-0486 or info@dcdca.org. Members of the public may speak regarding items on the agenda when recognized by the Chair as set forth below. Speakers are limited to three minutes each; however, the Chair may limit this time when reasonable based on the circumstances. Persons wishing to provide public comment remotely on Agenda Items must email claudiarodriguez@dcdca.org by 3:15 pm. Additional information will be provided at the commencement of the meeting.

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. Members of the public may speak regarding items on the agenda when recognized by the Chair. Please note that Item 4 is a single discussion item. Subparts are listed for clarity. Speakers are limited to three minutes each; however, the Chair may limit this time when reasonable based on the circumstances. Persons wishing to provide live remote comment are requested to email claudiarodriguez@dcdca.org @dcdca.org by 3:15pm with their name, phone number, or other identifier and the Item number(s) (3, 4, 5, 6 and/or 7) that they wish to comment regarding. The public may also provide written public comment by email to claudiarodriguez@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.

1. **WELCOME/CALL TO ORDER**
2. **ROLL CALL/HOUSEKEEPING**
3. **MINUTES REVIEW: March 11, 2020 Regular SEC Meeting**
4. **STAFF PRESENTATION & COMMITTEE DISCUSSION**
   - 4a: SEC Questions or Comments on March 11th Presentation
   - 4b: DCA Response to key SEC Siting Comments from March 11th Meeting
   - 4c: Southern Complex Facilities Discussion
   - 4d: SEC Comments on Agendized Items
   - 4e: Discussion on DCA Board Presentation by SEC Representative
   - 4f: Public Comment on Agendized Items
5. **FUTURE AGENDA ITEMS**
6. **NON-AGENDIZED SEC QUESTIONS OR COMMENTS**

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

APRIL 22, 2020 REGULAR MEETING AGENDA, CONTINUED

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. Persons wishing to speak are requested to email claudiarodriguez@dcdca.org by 3:15pm 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: May 27, 2020 Regular Stakeholder Engagement Committee Meeting at 3:00p.m.

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

REGULAR MEETING AGENDA

Wednesday, May 27, 2020

3:00 p.m.

Remote – Conference Access Information:

Phone Number: 1 (623) 404-9000 **Access Code**: 149-667-1968

Electronic Meeting Link:

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

https://meetings.ringcentral.com/j/1496671968

In compliance with the Governor's Executive Orders and based on the recent Sacramento County health order and similar orders statewide, the meeting will be held electronically only through the listed meeting link and telephone number. Assistance to those wishing to participate in the meeting in person or remotely will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request the accommodation as soon as possible in advance of the meeting by contacting the DCA support staff at (916) 347-0486 or info@dcdca.org. Members of the public may speak regarding items on the agenda when recognized by the Chair as set forth below. Speakers are limited to three minutes each; however, the Chair may limit this time when reasonable based on the circumstances. Persons wishing to provide public comments remotely on Agenda Items must email claudiarodriguez@dcdca.org by 3:15 pm. Additional information will be provided at the commencement of the meeting.

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. Members of the public may speak regarding items on the agenda when recognized by the Chair. Please note that Item 4 is a single discussion item. Subparts are listed for clarity. Speakers are limited to three minutes each; however, the Chair may limit this time when reasonable based on the circumstances. Persons wishing to provide live remote comments are requested to email claudiarodriguez@dcdca.org by 3:15pm with their name, phone number, or other identifier and the Item number(s) (3, 4, 5, 6 and/or 7) that they wish to comment regarding. The public may also provide written public comment by email to claudiarodriguez@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.

1. **WELCOME/CALL TO ORDER**
2. **ROLL CALL/HOUSEKEEPING**
3. **MINUTES REVIEW: April 22, 2020 Regular SEC Meeting**
4. **STAFF PRESENTATION & COMMITTEE DISCUSSION**
   - 4a: CEQA Process Update
   - 4b: Presentation Traffic Impacts and Logistics Improvements
   - 4c: Update on DCA Follow-up studies in response to SEC comments
   - 4d: SEC Questions or Comments on April 22nd Presentation
   - 4e: Proposed Alignment Tours and Map Book
   - 4f: Public Comment on Agendized Items
5. **FUTURE AGENDA ITEMS**
6. **NON-AGENDIZED SEC QUESTIONS OR COMMENTS**

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

MAY 27, 2020 REGULAR MEETING AGENDA, CONTINUED

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. Persons wishing to speak are requested to email claudiarodriguez@dcdca.org by 3:15pm 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: June 24, 2020 Regular Stakeholder Engagement Committee Meeting at 3:00p.m.

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

REGULAR MEETING AGENDA

Wednesday, June 24, 2020

3:00 p.m.

Remote – Conference Access Information:

Phone Number: 1 (623) 404-9000 **Access Code**: 148 897 1866

Electronic Meeting Link:

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

https://meetings.ringcentral.com/j/1488971866

In compliance with the Governor's Executive Orders and based on the recent Sacramento County health order and similar orders statewide, the meeting will be held electronically only through the listed meeting link and telephone number. Assistance to those wishing to participate in the meeting in person or remotely will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request the accommodation as soon as possible in advance of the meeting by contacting the DCA support staff at (916) 347-0486 or info@dcdca.org. Members of the public may speak regarding items on the agenda when recognized by the Chair as set forth below. Speakers are limited to three minutes each; however, the Chair may limit this time when reasonable based on the circumstances. Persons wishing to provide public comments remotely on Agenda Items must email claudiarodriguez@dcdca.org by 3:15 pm. Additional information will be provided at the commencement of the meeting.

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. Members of the public may speak regarding items on the agenda when recognized by the Chair. Please note that Item 5 is a single discussion item. Subparts are listed for clarity. Speakers are limited to three minutes each; however, the Chair may limit this time when reasonable based on the circumstances. Persons wishing to provide live remote comments are requested to email claudiarodriguez@dcdca.org by 3:15pm with their name, phone number, or other identifier and the Item number(s) (3, 4, 5, 6, 7 and/or 8) that they wish to comment regarding. The public may also provide written public comment by email to claudiarodriguez@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.

1. **WELCOME/CALL TO ORDER**
2. **ROLL CALL/HOUSEKEEPING**
3. **MINUTES REVIEW: May 27, 2020 Regular SEC Meeting**
4. **RALPH M. BROWN ACT REMINDER**
5. **STAFF PRESENTATION & COMMITTEE DISCUSSION**
   - 5a: DWR Tribal Engagement & Other Updates
   - 5b: Delta-wide Soils Transportation and Balance
   - 5c: Update on DCA Follow-Up Studies in Response to SEC Comments
   - 5d: SEC Questions or Comments on May 27th Presentation
   - 5e: Public Comment on Item 4
6. **FUTURE AGENDA ITEMS**
   - 6a. SEC Tour Updates
   - 6b. July 22nd SEC Meeting Topics
   - 6c. July 18th SEC Report to DCA Board
7. **NON-AGENDIZED SEC QUESTIONS OR COMMENTS**

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

June 24, 2020 REGULAR MEETING AGENDA, CONTINUED

8. 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. Persons wishing to speak are requested to email claudiarodriguez@dcdca.org by 3:15pm 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.

9. NEXT MEETING

9. ADJOURNMENT

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Next scheduled meeting: July 22, 2020 Regular Stakeholder Engagement Committee Meeting at 3:00p.m.

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

REGULAR MEETING AGENDA

Wednesday, July 22, 2020, 3:00 p.m.

Remote – Conference Access Information:

Phone Number: 1 (623) 404-9000 **Access Code**: 148 914 0415

Electronic Meeting Link:

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

https://meetings.ringcentral.com/j/1489140415

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 (916) 347-0486 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 Item 4 is a single discussion item; subparts are listed for clarity. Persons wishing to provide public comments remotely on Agenda Items must email claudiarodriguez@dcdca.org by 4:00 pm. Email should include the name, phone number, or other identifier for the speaker and the requested item(s) on which he or she wishes to speak. The public may also provide written public comment by email to claudiarodriguez@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: June 24, 2020 Regular SEC Meeting**
4. **STAFF PRESENTATION & COMMITTEE DISCUSSION**
   - 4a. DWR General Updates and Alternatives Formulation
   - 4b. DCA Response to SEC Comments
   - 4c: SEC Questions or Comments on June 24th Presentation
   - 4d: Public Comment on Item 4
5. **FUTURE AGENDA ITEMS**
   - 5a. SEC Tour Updates
   - 5b. August 24th SEC Meeting Topics
   - 5c. August 20th SEC Report to DCA Board
6. **NON-AGENDIZED SEC QUESTIONS OR COMMENTS**

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

July 22, 2020 REGULAR MEETING AGENDA, CONTINUED

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. Persons wishing to speak are requested to email claudiarodriguez@dcdca.org by 4:00pm 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: August 24, 2020 Regular Stakeholder Engagement Committee Meeting at 3:00p.m.

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

REGULAR MEETING AGENDA

Wednesday, August 26, 2020, 3:00 p.m.

Remote – Conference Access Information:

Phone Number: 1 (916) 262-7278 **Access Code**: 149 467 2175

Electronic Meeting Link:

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

https://meetings.ringcentral.com/j/1494672175

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 (916) 347-0486 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 Item 4 is 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: July 22, 2020 Regular SEC Meeting**
4. **STAFF PRESENTATION & COMMITTEE DISCUSSION**
   - 4a. SEC Open Forum – Reflection on Status
   - 4b. DWR Updates
   - 4c. Intakes Design Refinements
   - 4d. Traffic Reductions
   - 4e. Briefing on Bethany Alternative
   - 4f. Public Comment on Item 4
5. **FUTURE AGENDA ITEMS**
   - 5a. SEC Tours Update
   - 5b. September 23rd SEC Meeting Topics
   - 5c. September 17th SEC Report to DCA Board
6. **NON-AGENDIZED SEC QUESTIONS OR COMMENTS**

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

August 26, 2020 REGULAR MEETING AGENDA, CONTINUED

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. Persons wishing to speak are requested to email claudiarodriguez@dcdca.org by 4:00pm 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: September 23, 2020 Regular Stakeholder Engagement Committee Meeting at 3:00p.m.

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

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

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

REGULAR MEETING AGENDA

Thursday, November 5, 2020, 3:00 p.m.

Remote – Conference Access Information:

Phone Number: 1 (650) 242-4929 **Access Code**: 148 065 8465

Electronic Meeting Link:

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

https://webinar.ringcentral.com/j/1480658465

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 Item 4 is 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: September 23, 2020 Regular SEC Meeting**
4. **WORKSHOP: STAFF PRESENTATION & COMMITTEE DISCUSSION**
   - 4a. DCA Responds to Deferred SEC Questions
   - 4b. Bethany Alternative Logistics & Traffic
   - 4c. DWR Updates
   - 4d. SEC Questions or Comments on September 23rd Meeting Presentation
   - 4e. Public Comment on Item 4
5. **FUTURE AGENDA ITEMS & NEXT MEETING**
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. **ADJOURNMENT**

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Next scheduled meeting: December 9, 2020 Regular Stakeholder Engagement Committee Meeting at 3:00p.m.

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

REGULAR MEETING AGENDA

Wednesday, December 9, 2020, 3:00 p.m.

Remote – Conference Access Information:

Phone Number: 1 (650) 242-4929 **Access Code**: 148 065 8465

Electronic Meeting Link:

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

https://webinar.ringcentral.com/j/1480658465

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 single discussion items; 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: November 5, 2020 Regular SEC Meeting**
4. **DWR UPDATE STAFF PRESENTATION & COMMITTEE DISCUSSION**
   - 4a. DWR Planning Status
   - 4b. Community Benefits Framework Discussion
   - 4c. Public Comment on Item 4
5. **DCA UPDATE: STAFF PRESENTATION & COMMITTEE DISCUSSION**
   - 5a. Bethany Complex
   - 5b. Bethany Alternative Traffic Analysis
   - 5c. SEC Questions or Comments on November 5th Meeting Presentation
   - 5d. Public Comment on Item 5
6. **FUTURE AGENDA ITEMS & NEXT MEETING**
7. **NON-AGENDIZED SEC QUESTIONS OR COMMENTS**
8. **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. **ADJOURNMENT**

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Next scheduled meeting: January 27, 2021 Regular Stakeholder Engagement Committee Meeting at 3:00p.m.

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

REGULAR MEETING AGENDA

Wednesday, February 24, 2021, 3:00 p.m.

Remote – Conference Access Information:

Phone Number: 1 (650) 242-4929 **Access Code**: 148 065 8465

Electronic Meeting Link:

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

https://webinar.ringcentral.com/j/1480658465

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, 5 and 6 are single discussion items; 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**
3. **MINUTES REVIEW: December 9, 2020 Regular SEC Meeting**
4. **DCA/SEC HOUSEKEEPING UPDATES**
   - 4a. AB 992 Brown Act Amendment – Social Media Postings by SEC Members
   - 4b. DCA Board Update
   - 4c. Public Comment on Item 4
5. **TECHNICAL UPDATES & COMMITTEE DISCUSSION**
   - 5a. DWR CEQA Status Update
   - 5b. Bethany Alternative Wrap-Up
   - 5c. Geotechnical Field Work Update
   - 5d. SEC Questions or Comments on December 9th Meeting Presentation
   - 5e. Public Comment on Item 5
6. **DWR PRESENTATIONS & COMMITTEE DISCUSSION**
   - 6a. Community Benefits Program Update
   - 6b. Project Financing Overview
   - 6c. Public Comment on Item 6
7. **FUTURE AGENDA ITEMS & NEXT MEETING**
   - 7a. DWR Communications Plan 2021
8. **NON-AGENDIZED SEC QUESTIONS OR COMMENTS**

9. 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. ADJOURNMENT

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Next scheduled meeting: ***Regular Stakeholder Engagement Committee Meeting: April 28, 2021 at 3:00p.m.***

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

REGULAR MEETING AGENDA

Wednesday, April 28, 2021, 3:00 p.m.

Remote – Conference Access Information:

Phone Number: 1 (650) 242-4929 **Access Code**: 148 065 8465

Electronic Meeting Link:

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

https://webinar.ringcentral.com/j/1480658465

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 single discussion items; 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**
3. **MINUTES REVIEW: February 24, 2021 Regular SEC Meeting**
4. **UPDATES & COMMITTEE DISCUSSION**
   - 4a. DCA Review and Updates
   - 4b. DWR CEQA Status Update
   - 4c. SEC Questions or Comments on February 24th Meeting Presentation
   - 4d. Public Comment on Item 4
5. **PRESENTATIONS & COMMITTEE DISCUSSION**
   - 5a. Design Changes
   - 5b. Ongoing Outreach Efforts
   - 5c. Environmental Justice Survey Results
   - 5d. Community Benefits Program Update
   - 5e. Public Comment on Item 5
6. **FUTURE AGENDA ITEMS & NEXT MEETING**
   - 6a. Community Benefits Framework
   - 6b. Design Change Updates
7. **NON-AGENDIZED SEC QUESTIONS OR COMMENTS**

8. 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.

9. ADJOURNMENT

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Next scheduled meeting: ***Regular Stakeholder Engagement Committee Meeting: June 23, 2021 at 3:00p.m.***

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

REGULAR MEETING AGENDA

Wednesday, June 23, 2021, 3:00 p.m.

Remote – Conference Access Information:

Phone Number: 1 (650) 242-4929 **Access Code**: 148 065 8465

Electronic Meeting Link:

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

https://webinar.ringcentral.com/j/1480658465

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 Executive Order N-08-21, 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 single discussion items; 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**
3. **MINUTES REVIEW: April 28, 2021 Regular SEC Meeting**
4. **UPDATES & COMMITTEE DISCUSSION**
   - 4a. DCA Review and Updates
   - 4b. DWR CEQA Status Update
   - 4c. SEC Questions or Comments on April 28th Meeting Presentation
   - 4d. Public Comment on Item 4
5. **PRESENTATIONS & COMMITTEE DISCUSSION**
   - 5a. Design Change Updates
   - 5b. Ongoing Outreach Efforts
   - 5c. Community Benefits Program Update
   - 5d. Public Comment on Item 5
6. **FUTURE AGENDA ITEMS & NEXT MEETING**
   - 6a. Community Benefits Framework
   - 6b. Engineering Updates
   - 6c. Subsurface Investigations Updates
7. **NON-AGENDIZED SEC QUESTIONS OR COMMENTS**

8. 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.

9. ADJOURNMENT

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Next scheduled meeting: Regular Stakeholder Engagement Committee Meeting: September 22, 2021 at 3:00p.m.

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

REGULAR MEETING AGENDA

Wednesday, September 22, 2021, 3:00 p.m.

Remote – Conference Access Information:

Phone Number: 1 (650) 242-4929 **Access Code**: 148 065 8465

Electronic Meeting Link:

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

https://webinar.ringcentral.com/j/1480658465

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 Executive Order N-08-21, 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 single discussion items; 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**
3. **MINUTES REVIEW: June 23, 2021 Regular SEC Meeting**
4. **UPDATES & COMMITTEE DISCUSSION**
   - 4a. DCA Review and Updates
   - 4b. DWR CEQA Status Update
   - 4c. SEC Questions or Comments on June 23rd Meeting Presentation
   - 4d. Public Comment on Item 4
5. **PRESENTATIONS & COMMITTEE DISCUSSION**
   - 5a. Air Quality Analysis Methods
   - 5b. Ongoing Outreach Efforts
   - 5c. Engineering Updates
   - 5d. Public Comment on Item 5
6. **FUTURE AGENDA ITEMS & NEXT MEETING**
   - 6a. Overall Review of Current Configurations
7. **NON-AGENDIZED SEC QUESTIONS OR COMMENTS**
8. **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.
9. **ADJOURNMENT**

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Next scheduled meeting: Regular Stakeholder Engagement Committee Meeting: December 8th at 3:00p.m.

DCA | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY STAKEHOLDER ENGAGEMENT COMMITTEE

REGULAR MEETING AGENDA

Wednesday, December 8, 2021, 3:00 p.m.

Remote – Conference Access Information:
Phone Number: 1 (650) 242-4929 **Access Code**: 148 065 8465
Electronic Meeting Link:
Please join our meeting from your smartphone, computer or tablet.
https://webinar.ringcentral.com/j/1480658465

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 Government Code Section 54953(e), 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 single discussion items; subparts are listed for clarity. Persons wishing to provide public comments remotely on Agenda Items are encouraged to complete the online public comment form at https://tinyurl.com/dcapubliccomment-SEC by 4:00 pm. In addition, members of the public may use the "raise hand" function (*9 if participating by telephone only) during the meeting to request the opportunity to speak. 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**

3. **MINUTES REVIEW: September 22, 2021 Regular SEC Meeting**

4. **UPDATES & COMMITTEE DISCUSSION**
   - 4a. DCA Review and Updates
   - 4b. DWR CEQA Status Update
   - 4c. SEC Questions or Comments on September 22nd Meeting Presentation
   - 4d. Public Comment on Item 4

5. **PRESENTATIONS & COMMITTEE DISCUSSION**
   - 5a. Updated Intake Conceptual Design
   - 5b. Overall Review of Conceptual Designs
   - 5c. Ongoing DCA Outreach Efforts
   - 5d. DWR Outreach Overview for 2022

5e. Proposed SEC Sunset Process

5f. Public Comment on Item 5

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. ADJOURNMENT

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Attachment B
Stakeholder Engagement Committee Meeting Presentations and Other Materials

Note: Visit the Delta Conveyance Design and Construction Authority YouTube channel to view recordings of the Stakeholder Engagement Committee Meetings (SEC Meeting Videos - YouTube).

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Stakeholder Engagement Committee (SEC)

Orientation: November 13, 2019

MEETING OVERVIEW

- SEC Overview & Purpose
- Roles & Responsibilities: DCA & DWR
- Brown Act & Public Records Act (PRA) Training
- Public Comment
- Next Meeting: Wednesday, Dec. 11, 2019

SEC Member Introductions

- **Sarah Palmer,** Chair
- **Barbara Keegan,** Co-Chair
- **Paul Clausen,** Recreation
- **James Cox,** Sports Fishing
- **Cecille Giacoma,** Public Safety
- **David Gloski,** At Large Contra Costa
- **Douglas Hsia,** At Large Sacramento
- **Lindsey Liebig,** Agriculture
- **Mel Lytle, Ph.D.,** Delta Water District
- **Karen Mann,** South Delta Local Business
- **Phillip Merlo,** At Large San Joaquin County
- **Barbara Barrigan Parrilla,** Environmental Justice
- **Isabella Gonzales Potter,** Environment NGO - Aquatic
- **Anna Swenson,** At Large Yolo County
- **Jesus Tarango,** Tribal Government (Alt)
- **Malissa Tayaba,** Tribal Government
- **James Wallace,** Delta History/Heritage
- **Angelica Whaley,** North Delta Local Business
- **Sean Wirth, Environmental NGO,** Terrestrial
- **Gilbert Cosio,** Ex-Officio
- **Michael Moran,** Ex-Officio

DCA/DWR Team Introductions

- **Kathryn Mallon:** DCA, Executive Director
- **Carolyn Buckman:** DWR, Environmental Manager
- **Janet Barbieri:** DWR, Communications Manager
- **Nazli Parvizi:** DCA, Stakeholder Engagement
- **Melisa Bittancourt:** DCA, Stakeholder Liaison
- **Valerie Martinez:** DCA, SEC Facilitator
- **Pat Clark:** DWR, Stakeholder Liaison
- **Julie Spezia:** DWR, Stakeholder Liaison
- **Rebecca Nicholas:** DWR, Stakeholder Liaison
- **Hannah Flanagan:** DCA, SEC Support
- **Claudia Rodriguez:** DCA, Board Secretary
- **Jasmine Runquist:** DCA, Board Clerk

Meeting Schedule through May 2020

- Duration: Approximately 2-3 hours
- Timeframe: Between 3 pm – 6 pm
- Tentative Meeting Dates:
  - December 11, 2019
  - January 8, 2020
  - January 22, 2020
  - February 12, 2020
  - February 26, 2020
  - March 11, 2020
  - March 25, 2020
  - April 8, 2020 (if needed)
  - April 22, 2020
  - May 13, 2020 (if needed)
  - May 27, 2020

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Clarifications?

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Committee Overview

Purpose, Guidelines, How Meetings will be Conducted, SEC Report-Outs

General Purpose

Technical/Engineering Feedback

Committee provides a forum for Delta stakeholders to provide input and feedback on technical/engineering issues related to the DCA's current activities.

Discuss Measures to Offset Effects

Opportunity to identify engineering and design considerations that would avoid, reduce or offset effects from constructions and facility siting.

Connect to Community Groups

Committee members can relay information between their respective groups and the Stakeholder Engagement Committee.

General Guidelines

- Consider the interests of local and wider community
- Help move the planning process forward in the spirit of compromise and cooperation
- Participate in open communication among differing interests
- Listening is as important as speaking
- Self-monitor the amount of time you are speaking to ensure everyone has the opportunity to provide feedback
- Seek clarification if you are unclear of a term or concept
- No value judgements on other participants' comments

How Meetings Will Be Conducted

- All meetings are subject to the Brown Act
- Chair will preside over meetings
- Facilitator will guide discussion
- Each meeting will be goal-oriented and purpose-driven
- Information is not binding
- Committee holds no formal voting authority
- We will seek consensus
- All views will be recorded and reported

SEC Report-Outs

- To be distributed the Friday following SEC meetings
- Will present highlights of committee discussions
- Designed to present all views of each topic, including opposing or conflicting views
- Includes next steps
- These are **not** minutes, but rather a snapshot to capture the highlights of the meeting in order to support next steps and outreach

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Clarifications?

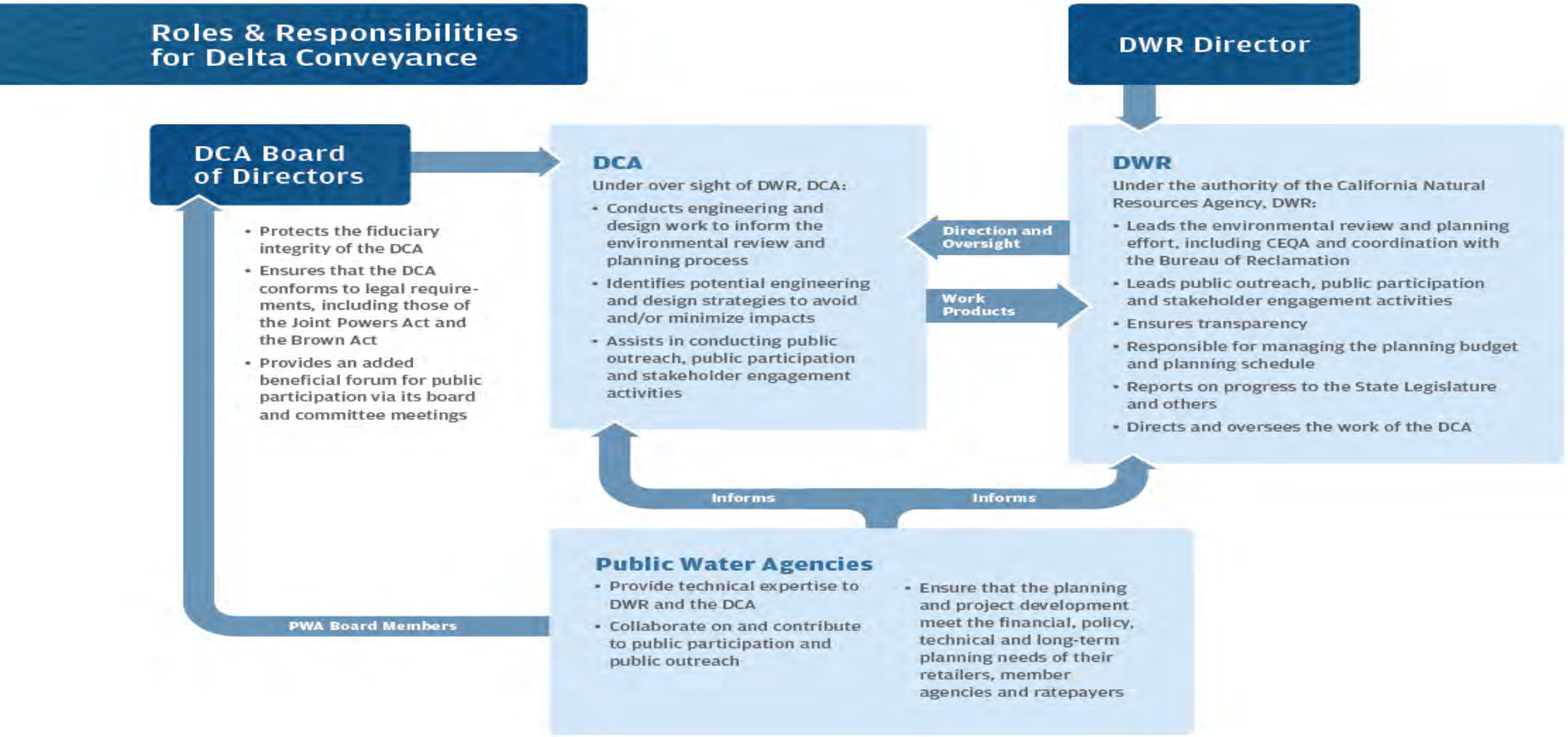
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Roles & Responsibilities: DWR & DCA

An Introduction

DWR/DCA Team Organization



DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Department of Water Resources (DWR)

Delta Conveyance Environmental Review

November
2019

Delta Conveyance Environmental Review

Carrie Buckman
Environmental Program Manager

CALIFORNIA DEPARTMENT OF WATER RESOURCES

Background

February 2019: Governor Newsom announces new direction for Delta conveyance that builds upon previous work.

DWR Actions:

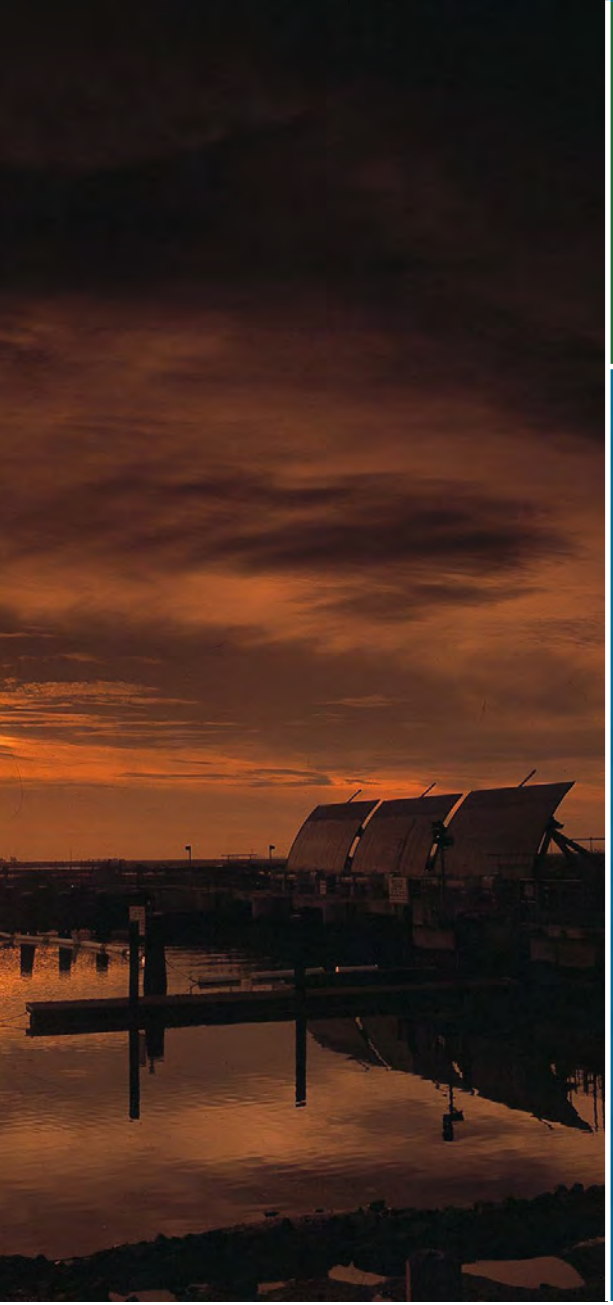
- Withdrew WaterFix environmental compliance documentation
- Began to prepare for new environmental compliance process for a single tunnel

DWR Role

Lead Agency under the California Environmental Quality Act (CEQA)

Under the authority of the California Natural Resources Agency, DWR:

- Leads the environmental review and planning effort, including CEQA and coordination with the Bureau of Reclamation
  - Will prepare an Environmental Impact Report that complies with the National Environmental Policy Act should federal agencies initiate environmental compliance process
- Leads public outreach, public participation and stakeholder engagement activities
- Ensures transparency
- Is responsible for managing the planning budget and planning schedule
- Reports on progress to the State Legislature and others
- Directs and oversees the work of the DCA



DCA Role

DCA Responsibilities Under Oversight of DWR:

- Conduct engineering and design work to inform the environmental review and planning process
- Identify potential engineering and design strategies to avoid and/or minimize impacts
- Assist in conducting public outreach, public participation and stakeholder engagement activities

Public Water Agency Role

PWA Responsibilities:

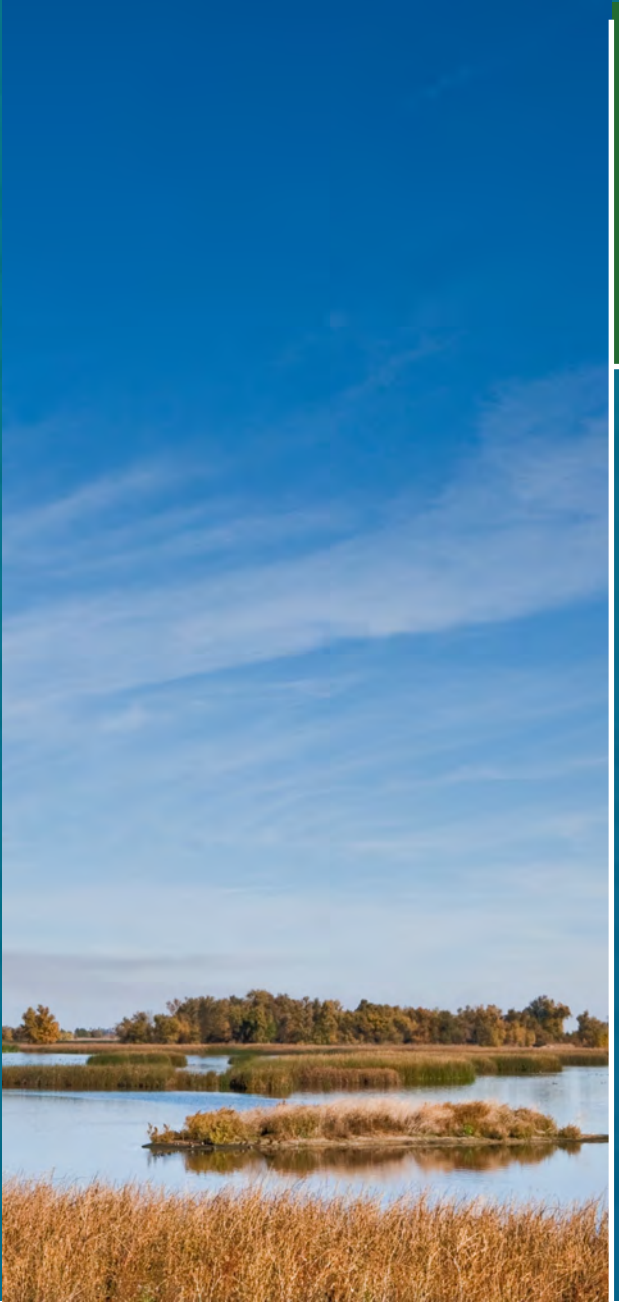
- Provide technical expertise to DWR and the DCA
- Collaborate on and contribute to public participation and public outreach
- Ensure that the planning and project development meet the financial, policy, technical and long-term planning needs of their retailers, member agencies and ratepayers

Environmental Impacts Analyzed

Under CEQA, the effects of Delta conveyance on the physical, human and natural will be evaluated.

Resources Studied:

- Water Supply
- Surface Water
- Groundwater
- Water Quality
- Geology and Seismicity
- Soils
- Fish and Aquatic Resources
- Terrestrial Biological Resources
- Land Use
- Agricultural Resources
- Recreation
- Socioeconomics
- Aesthetics and Visual Resources
- Cultural Resources
- Transportation
- Public Services and Utilities
- Energy
- Air Quality and Greenhouse Gas
- Noise
- Hazards and Hazardous Materials
- Public Health
- Mineral Resources
- Paleontological Resources
- Environmental Justice
- Climate Change
- Growth Inducement and Other Indirect Effects



Notice of Preparation

Expected for Release in December 2019

Documents the Intent to Develop an EIR for Delta Conveyance:

- Triggers Start of Scoping
- Public Comment Period
- Public Meetings

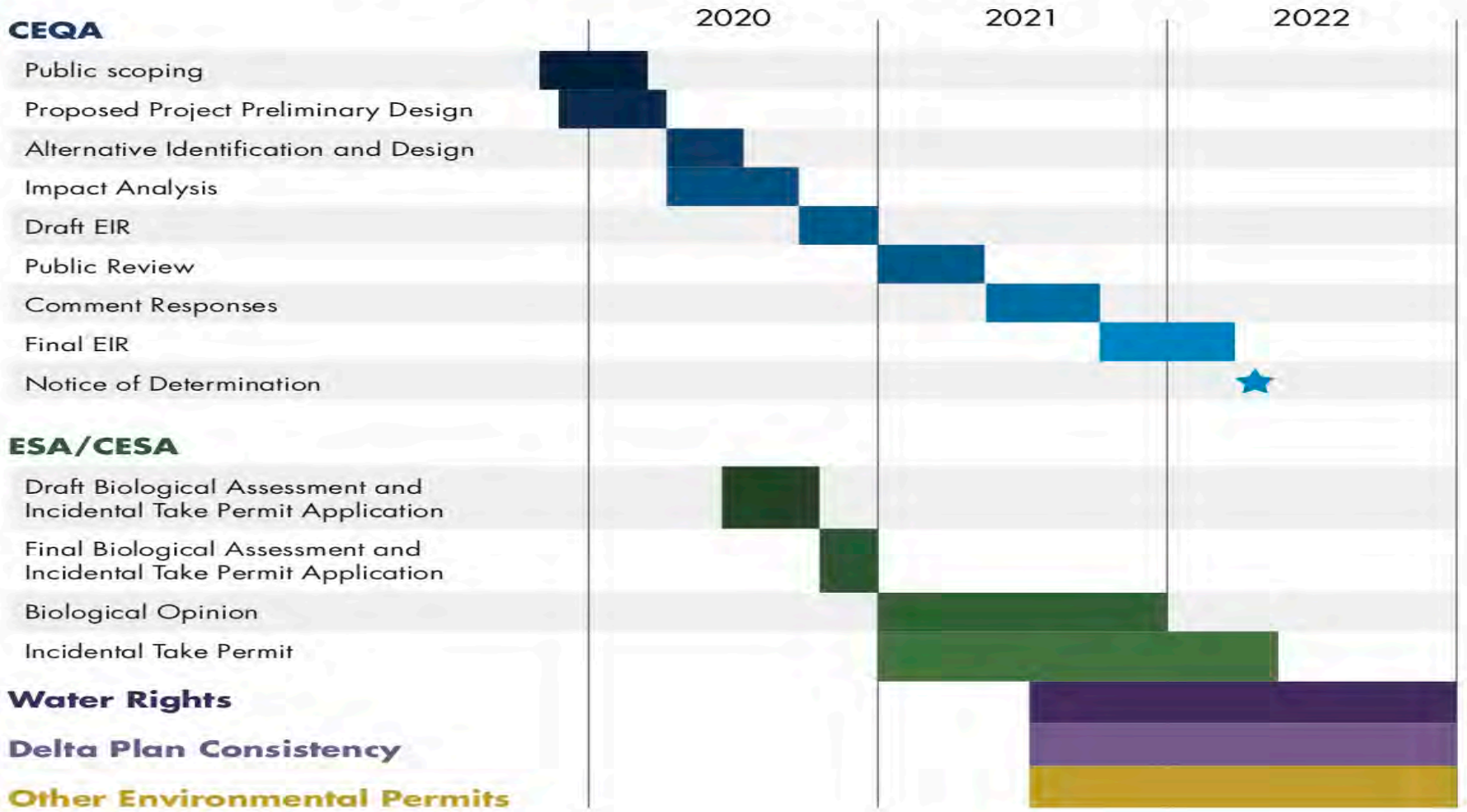
The NOP will include:

- Description of Proposed Project
- Proposed Project Objectives
- Proposed Project Area
- Proposed Project Facilities

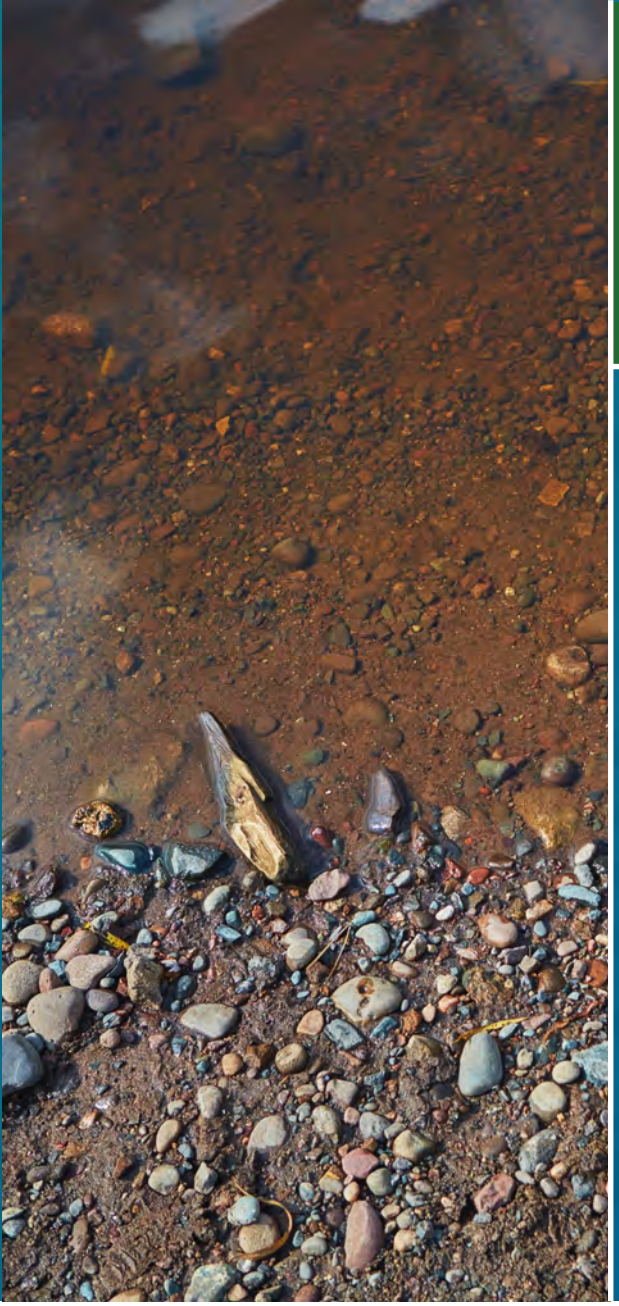
Key Milestones

Delta Conveyance CEQA Milestones

Environmental Compliance Schedule



CALIFORNIA DEPARTMENT OF WATER RESOURCES



Future Proposed Soil Investigations

Delta Conveyance CEQA Milestones

DWR is proposing to gather data to inform and evaluate alternatives for Delta conveyance over an approximate 36 month period including:

- Soil borings (on-land and overwater)
- Cone Penetration Tests
- Geophysical surveys

Currently undergoing CEQA Analysis

Mitigated Negative Declaration Expected November

How Does this Committee Intersect with the CEQA Process?

DWR leading public involvement effort for CEQA

Discussions during the SEC are intended to provide recommendations to DCA Board of Directors

Comments for CEQA must be made through DWR CEQA process

Stakeholder Engagement Committee

Provides critical input to the design and engineering that will be considered as part of the environmental review process.

Construction Effects Considered:

- Logistics
- Roadways
- Transportation
- Noise
- Air Quality
- Dual Benefit Facilities

Ways to Stay Informed

Learn more on DWR website & stay up to date
with news and more on social media.

DWR Website

https://water.ca.gov/Programs/State-Water-Project/Delta-Conveyance

Twitter

@CA_DWR

Project Hotline

866.924.9955

Project Email

DeltaConveyance@water.ca.gov

November
2019

Questions?

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Delta Conveyance Design & Construction Authority (DCA)

An Introduction

Discussion Topics

- Who is the DCA?
- DCA Role in Planning Period
- DCA Schedule
- Committee Expectations
- Engineering Presentation Format
- Question and Answer

Who is the DCA?

- **Formation & Purpose:** Joint powers agency formed in May 2018 via a Joint Powers Agreement between participating Public Water Agencies (PWAs) for the purpose of design and construction of the Delta Water Conveyance Project

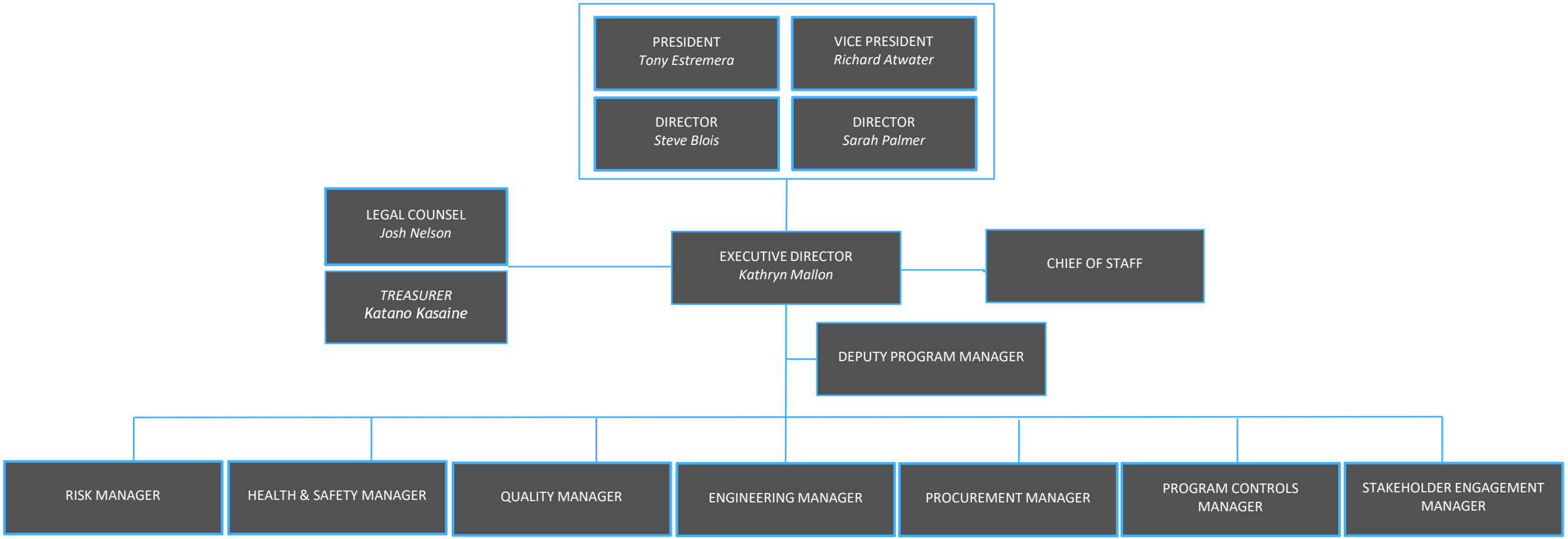
- **Services:** Engineering and related services in support of DWR's environmental process for the consideration of a potential Delta Water Conveyance Project and appropriate alternatives (outlined in a Joint Exercise of Powers Agreement (JEPA) between the DCA and DWR)

- **Oversight:** DCA is under the ultimate control and oversight of DWR

- **Governance:** Board of Directors comprised of representatives of the participating Public Water Agencies, currently:
  - 2 members from the Metropolitan Water District of Southern California (Richard Atwater and Steve Blois)
  - 1 member from Santa Clara Valley Water District (Tony Estremera)
  - 1 member from Zone 7 (Sarah Palmer) representing at large contractors

- **Staff Appointments:** DCA Board appoints Executive Director (Kathryn Mallon), General Counsel (Josh Nelson – Interim) and Treasurer (Katano Kasaine). The Executive Director is responsible for providing overall direction and management of DCA staff to execute the work requested by DWR. Authority is outlined in the Joint Powers Agreement and DCA By-Laws.

DCA Organizational Structure



DCA Role in Planning Period

Background

- On May 2, 2019 all approvals of California WaterFix were withdrawn and the DWR initiated a new planning and environmental documentation process for a proposed Delta Conveyance Project
- The role and authority of the DCA during the new Planning Period was agreed in an Amendment to the JEPA (Amendment No. 1, June 27, 2019)
- DWR is the owner, operator and water right holder for the State Water Project and, if approved, the proposed Delta Conveyance Project and is responsible for providing direction and oversight of all DCA Activities
- DWR provides this oversight through their Delta Conveyance Office (DCO), under the management of Executive Director, Anthony Meyers.

DWR Has Directed DCA to Perform the Following Work

1. Engineering

Conduct engineering and design work to inform the environmental review and planning process.

Identify potential engineering and design strategies to avoid and/or minimize construction effects in the Delta.

2. Stakeholder Support

Assist DWR in conducting public outreach, public participation and stakeholder engagement activities.

Host and support the DCA Stakeholder Engagement Subcommittee to solicit input to the DCA engineering work that will be submitted for environmental review.

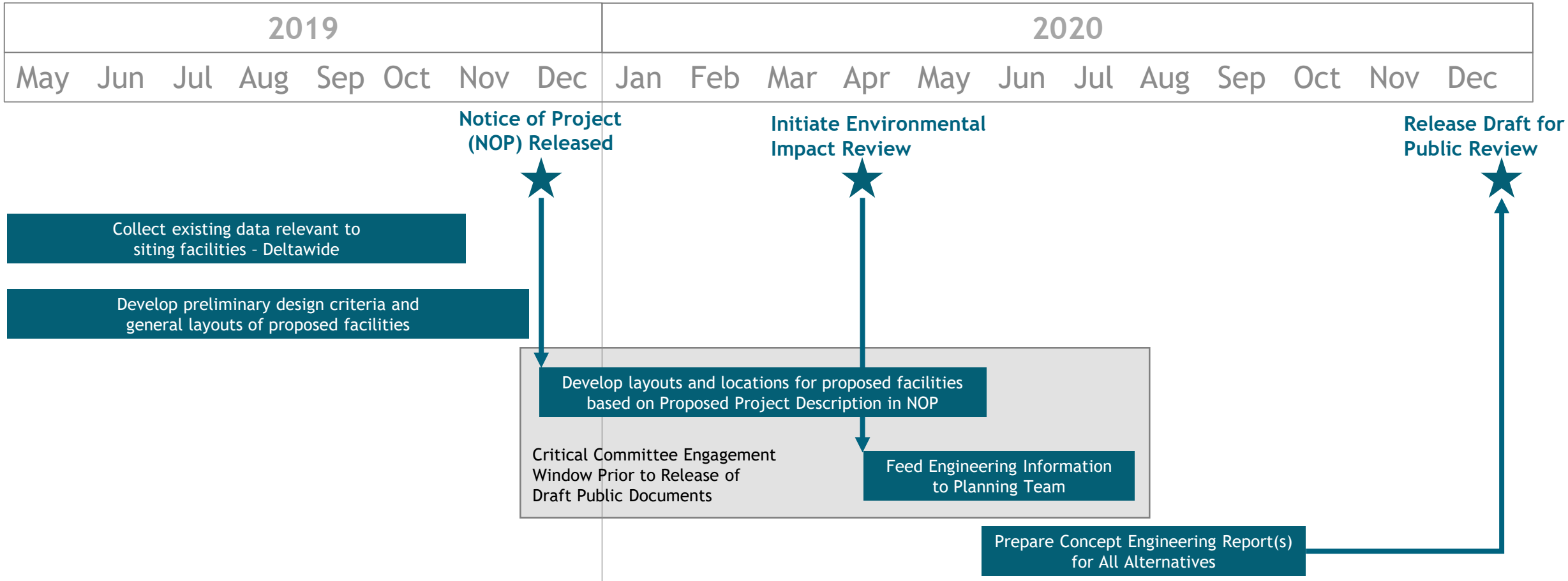
3. Program Controls

Establish a program controls office to support the management of risks, procurement, costs, schedule and document control related to the activities of the DCA.

DCA Schedule for Upcoming Year

- Subtitle

DCA Workplan and Key Milestones



SEC Collaboration

SEC Parameters

1. DCA's defined role in this Planning Phase limits the areas of discussion within the Stakeholder Engagement Committee.
2. The DCA seeks to collaborate **with Delta Stakeholders to minimize the effects of construction through** engineering design, logistics optimization, and facility siting.
3. DCA's engineering and Delta stakeholder engagement efforts will be described in a DRAFT Concept Engineering Report to be delivered to DWR for their use in the environmental review of a proposed Delta Conveyance Project.
4. Neither the DCA nor this SEC will review or decide the case for the proposed project, the alternatives to be evaluated in the environmental documentation process, the flow and operating parameters of the proposed project and alternatives, or the assessment of environmental impacts under the CEQA process.

Areas of SEC Collaboration

Construction Effects

Provide feedback on proposed methods to reduce facility construction effects focused largely on traffic, noise, air emissions and dust control.

Contribute insights on additional considerations that may help minimize effects.

Facility Siting

For some facilities, there will be flexibility in site selection. For these facilities, provide input on sites that best address the critical siting considerations.

Dual Benefits

Some of the facilities provide opportunities to design with a goal of dual purpose between water conveyance and community benefit.

Engineering Information

Engagement Roadmap

Facility Layouts Book

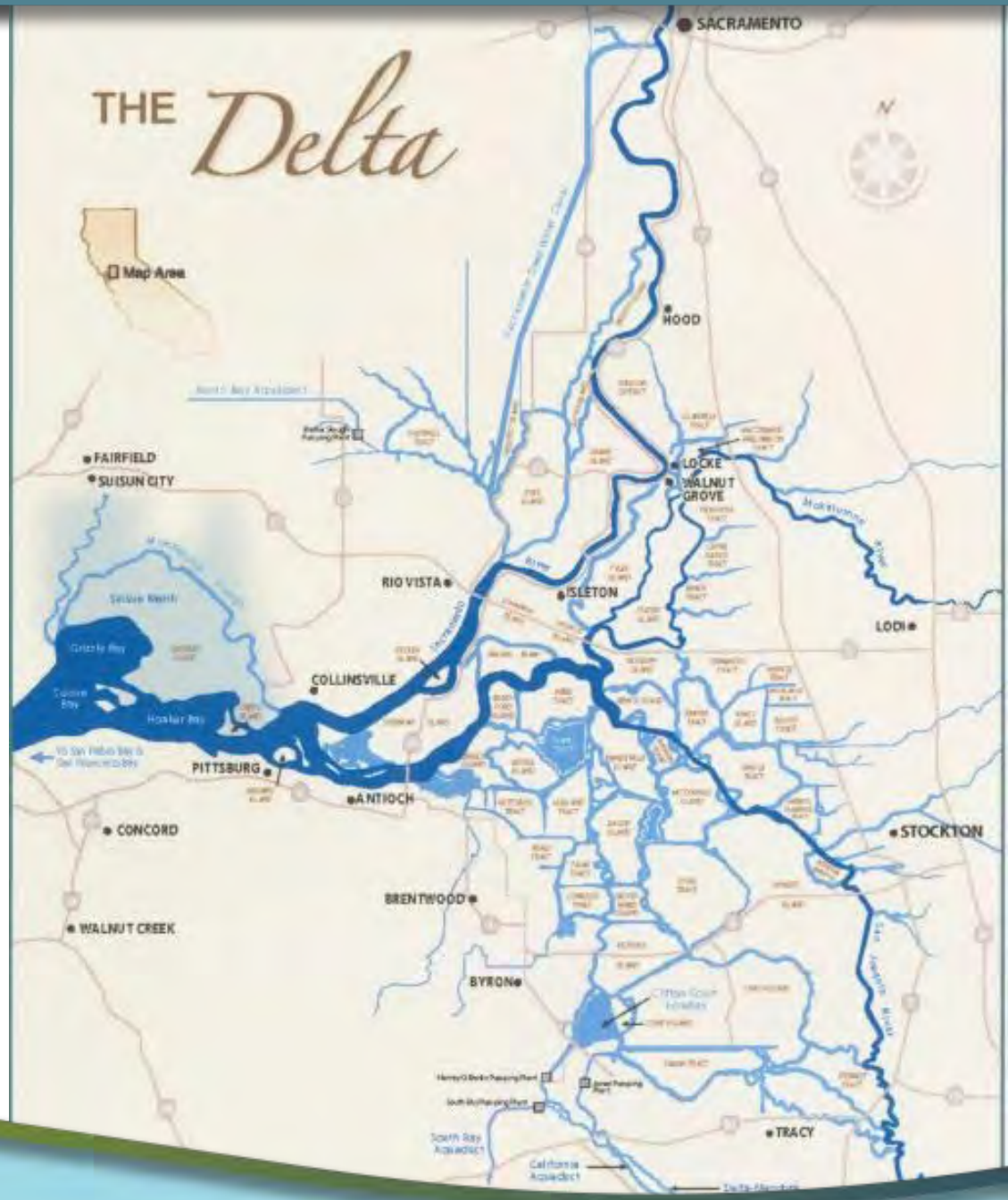
Delta Siting Considerations Map Book

Systemwide Discussion (December)

Facility Construction Optimization

Facility Siting Optimization

Individual Facility Discussions (January through April)



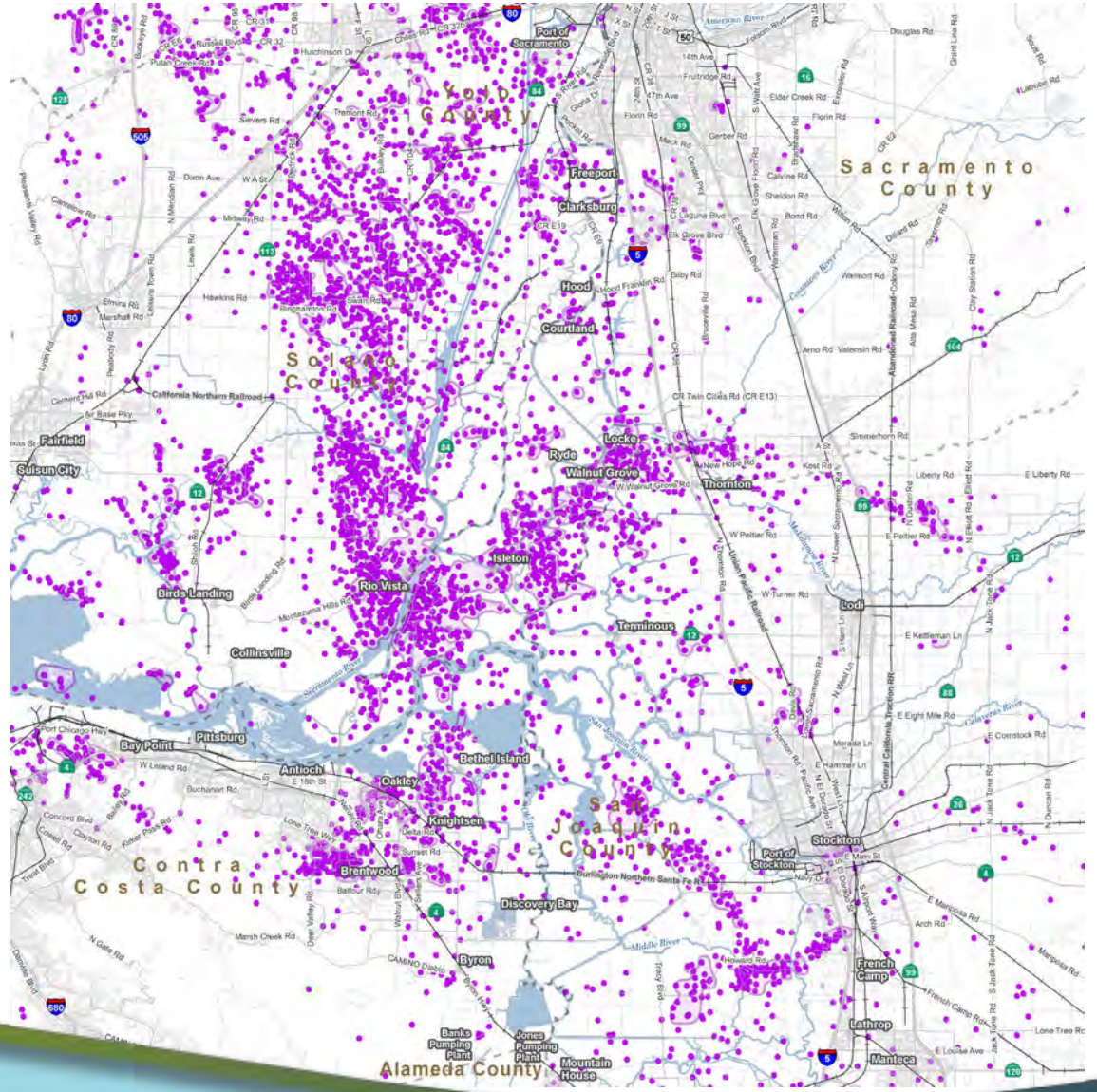
Facility Discussions

- General Purpose of Facility
- Facility Renders
- Proposed Site Layout(s)
- Construction Duration and Key Activities
- Construction Sequence Animation
- Key Construction Effects (e.g. Trucks, Noise)
- Proposed Reduction Measures
- Introduction to Siting Considerations

Siting Driver Discussions

- Review Facility Siting Drivers – Engineering or Operations
- Review Key Siting Considerations (e.g. Transportation Corridors or ESA)
- Review Site Alternatives Identified
- Discussed Proposed Sites against the Key Siting Considerations

MAP OF DELTA AREA OIL & GAS LOCATIONS



DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Clarifications?

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Brown Act and Public Records Act

Introduction & Overview

Overview

- Brown Act
  - Application of the Act
  - What is a Meeting?
  - Serial Meetings
  - Open and Public
- Public Records Act
  - What is a Record?
  - Electronic Records
  - Best Practices
- More Information
- Questions?

Ralph M. Brown Act

Application

Brown Act

Government Code § 54950

California's open meeting law for local agencies

Ensures most discussions and deliberations occur in public

Basic Rule

Meetings of

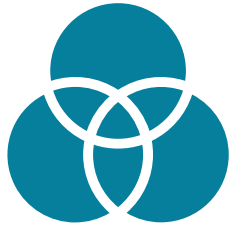
Local Legislative Bodies

Must be Open and Public

Application

Local Agency

Means a county, city, whether general law or chartered, city and county, town, school district, municipal corporation, district, political subdivision, or any board, commission or agency thereof, or other local public agency



Legislative Body

Governing body;

Board, commission, committee created by formal action of the governing body;

Private organizations (in limited circumstances).

Application

Meeting

- Any gathering of a majority of the members at the same time and place to hear, discuss or deliberate upon any matter under their jurisdiction

- Majority = 10 members of the SEC, **excluding** ex officio members

Application

Not a Meeting

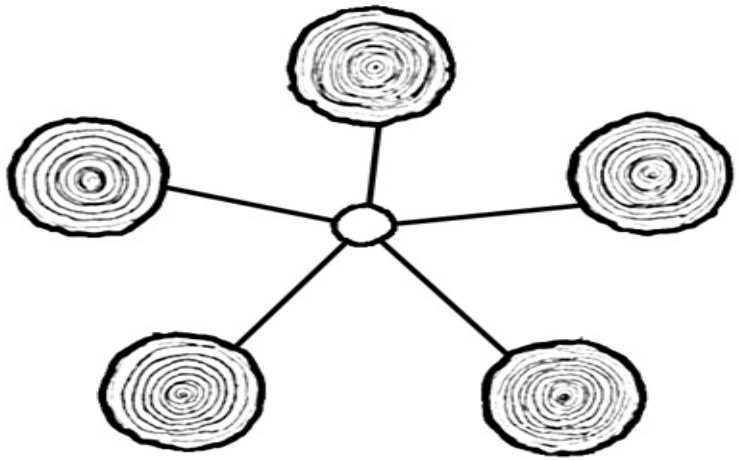
- Individual contacts;
- Purely social or ceremonial occasions;
- Meetings with other legislative bodies – a majority of the governing body may attend as long as they do not discuss among themselves issues related to the agency.

Serial meetings

- Hub and spoke

OR

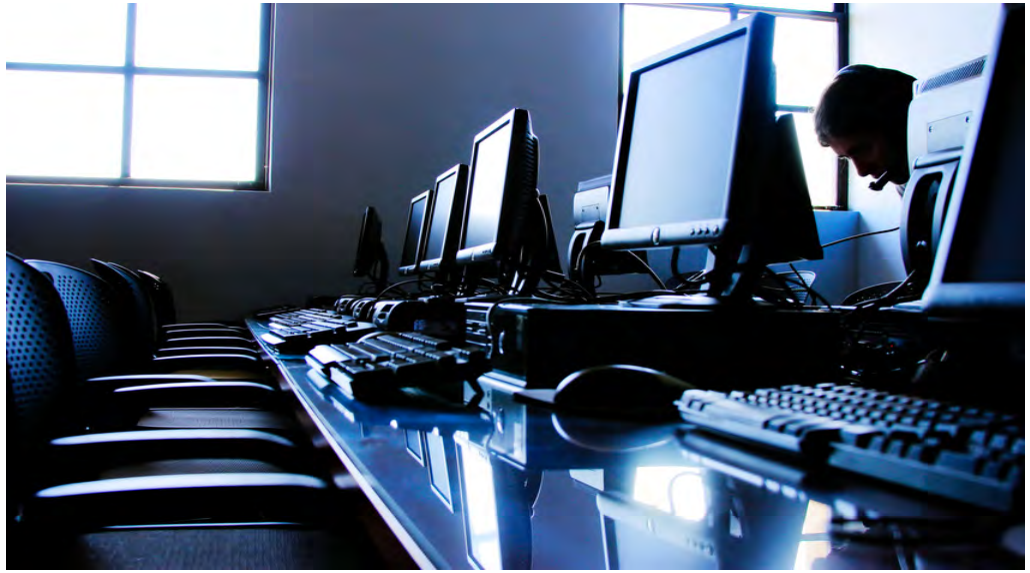
- Daisy chain



Serial Meetings

Ways Serial Meetings Can Occur

- Personal Meeting
- Telephone
- Email
- Written Correspondence
- Use of Intermediaries
- Social Networking sites such as Facebook and Twitter



Open and Public

Agenda

- 72 hours for regular meeting and 24 hours for special meeting
- Posted online and at a location freely accessible to the public
- Packet is a public record once distributed to the SEC
- SEC can only discuss items on the agenda

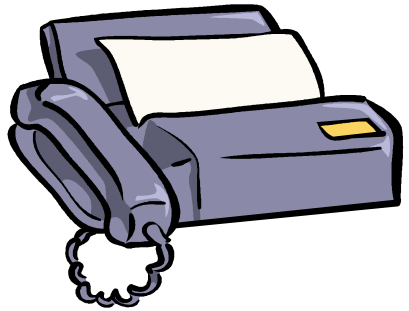
Public Comment

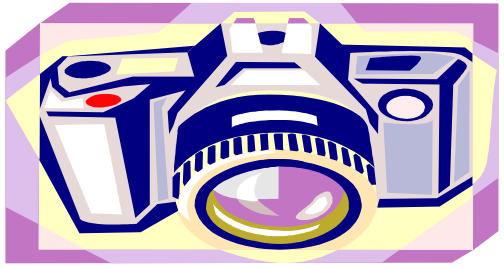
- Comment must be provided on agenda items and non-agenda items
- Time limits are permissible
- SEC members should not engage with the public

Public Records Act

Public Records Act

Public record: “any writing containing information **relating to the conduct of the public’s business** *prepared, owned, used, or retained by any state or local agency* regardless of physical form or characteristics.” Gov. Code § 6252(e).





Public Records Act

- Must respond within 10 days of the request
- May take 14-day extension for “unusual circumstances”
- Records provided within a reasonable time
- Direct copying costs only
- All records are disclosable unless an exemption applies
    - Personnel (BUT salaries)
    - Attorney-client privileged records

Public Records Act: Best Practices

- All SEC records should be assumed to be public
- This includes all emails sent or received by SEC members regarding the SEC
- Please use your DeltaStakeholders.org email for SEC business
- IF NOT, you must cc your DeltaStakeholders.org email on all sent emails and forward copies of all received emails to your DCDCA email account

More information

- SEC Charter
- Guidelines for Avoiding Serial Meetings
- Open and Public V*
- The People's Business*

* Available at https://www.cacities.org/Resources/Open-Government

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Questions?

Josh Nelson

joshuanelson@dcdca.org

916-551-2859 (office)

916-677-7403 (cell)

NEXT SEC MEETING

- DATE: December 11, 2019
- TIME & LOCATION: TBD
- TOPICS*: System and Siting Overview (pending NOP)
    - Review of Notice of Preparation
    - DCA Direction to perform Concept Engineering work in these corridors
    - System and Facilities
    - Siting Process Overview

**Subject to change*

December 2019

Delta Conveyance
Environmental Review Update

Carrie Buckman
Environmental Program Manager
Agenda Item 4a

What is CEQA?

- California Environmental Quality Act – 1970 statute enacted by the state legislature
  - Provides for protection of the environment through adoption of feasible mitigation
  - Decision-making with environmental consequences in mind
  - Public participation is essential
  - Does not require that projects with significant impacts be denied. Approval must be justified.
- More restrictive than the federal National Environmental Policy Act

CEQA Objectives

- Provide information to the public and decision- makers about potential significant environmental impacts of a proposed project
- Identify ways to avoid or reduce significant impact(s)
- Minimize and avoid significant impacts to the environment by using feasible alternatives and mitigation
- Disclose to the public the reasons a project is approved even if it will have some significant adverse impacts

Who is Responsible?

- DWR (CEQA Lead Agency)
  - Leads the environmental review and planning effort
  - Will comply with CEQA as lead agency and likely prepare and Environmental Impact Report (EIR)
  - Will prepare EIR that also complies with National Environmental Policy Act should federal agencies initiate environmental compliance process
  - Leads CEQA's required public and agency outreach, public participation and stakeholder engagement activities
- Responsible agencies
- Trustee agencies
- Federal agencies

Key Acronyms

- CEQA - California Environmental Quality Act
- NOP - Notice of Preparation
- EIR - Environmental Impact Report
- NOD - Notice of Determination

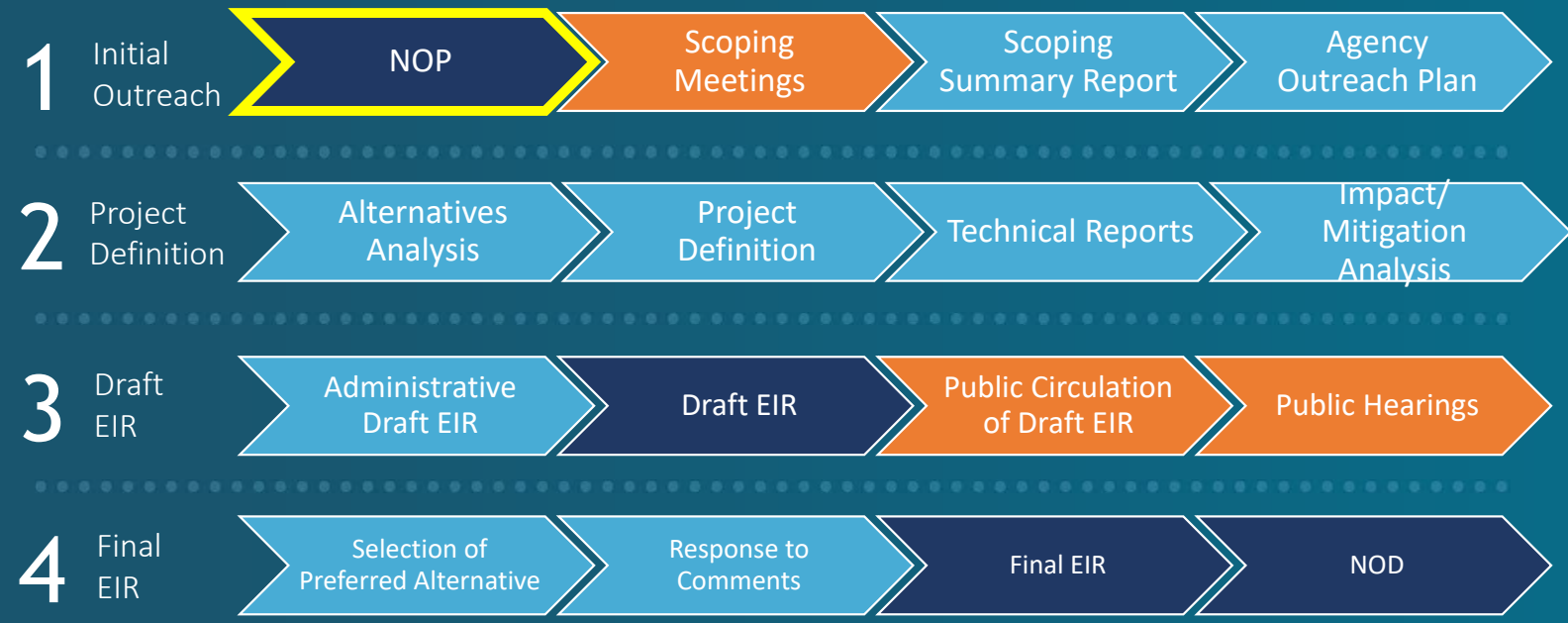
Process

- Action proposed
- Decide if action is a project
- Decide if the project is subject to CEQA
- Decide if the project is exempt
- If not exempt, may prepare an Initial Study
- Determine environmental document required for agency decision (ND, MND, or EIR)
- Prepare appropriate environmental document
- Public review
- Certify EIR/adopt ND or MND, project approval, findings
- Notice of Determination

Delta Conveyance Environmental Review

Identify, analyze and disclose the potential significant adverse environmental impacts of a proposed project, and provide feasible mitigation measures and alternatives to avoid or reduce such effects.

Stakeholder Engagement



CALIFORNIA DEPARTMENT OF WATER RESOURCES

CALIFORNIA DEPARTMENT OF
WATER RESOURCES

DCA Stakeholder Engagement Committee

Develop Understanding of Delta Conveyance Components and Siting Drivers

Review material on facility layouts, site selections, and efforts to address construction effects such as traffic volume, noise, site run-off and air emissions and provide advice to the DCA

DCA Engineering Team

Studies to Support Identification of Proposed Project

Initiate Concept Engineering Work on Proposed Project as Described in NOP

Finalize Concept Engineering Work on All Proposed Alternatives Identified by DWR

DWR Planning Team

NOP Preparation
Identify Proposed Project that will Studied in Environmental Impact Report (EIR)

Notice of Preparation (NOP)

Scoping
Seek Public Comment on the NOP; Based on Feedback, Identify Alternatives for Further Study

Alternatives Identified

Environmental Impact Assessment
Comprehensive assessment of the impacts associated with each of the defined alternatives

Draft EIR for Public Comment

General Public

Attend Scoping Meetings and Provide Comment on NOP Including Project Description and List of Potential Environmental Impacts to be Assessed

Provide Comment on Entire Content of Draft EIR

Permitting Requirements

- Endangered Species Act (ESA) Section 7 Consultation
- National Historic Preservation Act (NHPA) Section 106 Compliance
- California Department of Fish and Wildlife (CDFW) 2081(B) Incidental Take Permit
- SWRCB Section 401 of the Clean Water Act - Water Quality Certification
- CDFW Lake and Streambed Alteration Agreement, Section 1602
- USACE Section 404/10 Permit
- SWRCB Change in Point of Diversion Petition
- Delta Stewardship Council Delta Plan Consistency
- USACE Section 408 Permit

Notice of Preparation

Documents the Intent to Develop an EIR for proposed Delta conveyance project:

- Triggers Start of Scoping –
  Receive input on the scope and content of the EIR
- Public Comment Period
- Public Meetings

The NOP will include:

- Description of Proposed Project
- Proposed Project Objectives
- Proposed Project Area
- Proposed Project Facilities

Environmental Impacts Analyzed

Under CEQA, the adverse effects of proposed Delta conveyance project on the physical, human and natural environment will be evaluated.

- Resources Studied:
  - Water Supply
  - Surface Water
  - Groundwater
  - Hydrology and Water Quality
  - Geology and Soils
  - Fish and Aquatic Resources
  - Terrestrial Biological Resources
  - Land Use
  - Agricultural Resources
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  - Air Quality and Greenhouse Gas
  - Noise
  - Hazards and Hazardous Materials
  - Public Health
  - Mineral Resources
  - Paleontological Resources
  - Climate Change
  - Growth Inducement and Other Indirect Effects

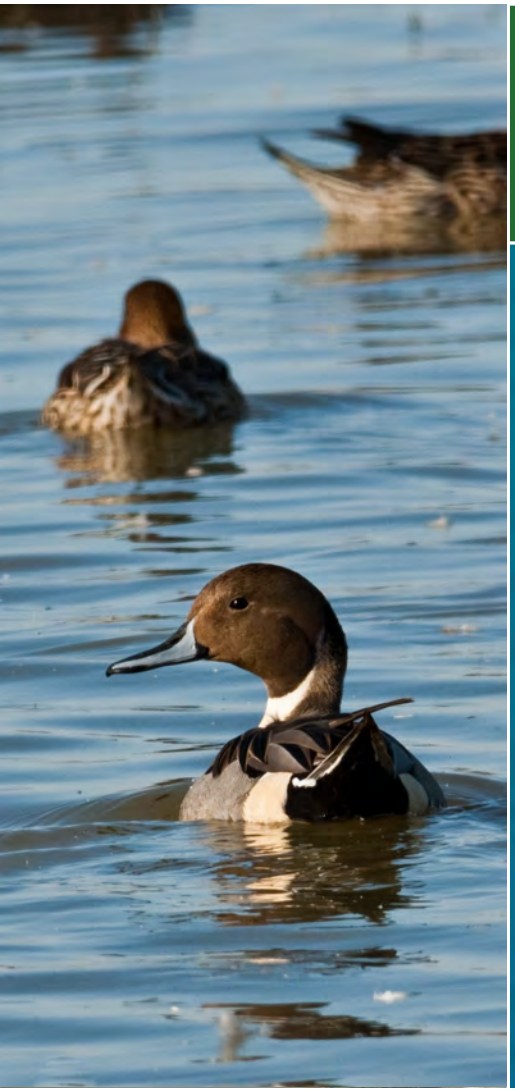
How Does this Committee Intersect with the CEQA Process?

- Discussions during the SEC are intended to provide critical input to the design and engineering that will be considered as part of the environmental review process, including identifying potential engineering and design strategies to avoid and/or minimize community effects

Construction Effects Considered:

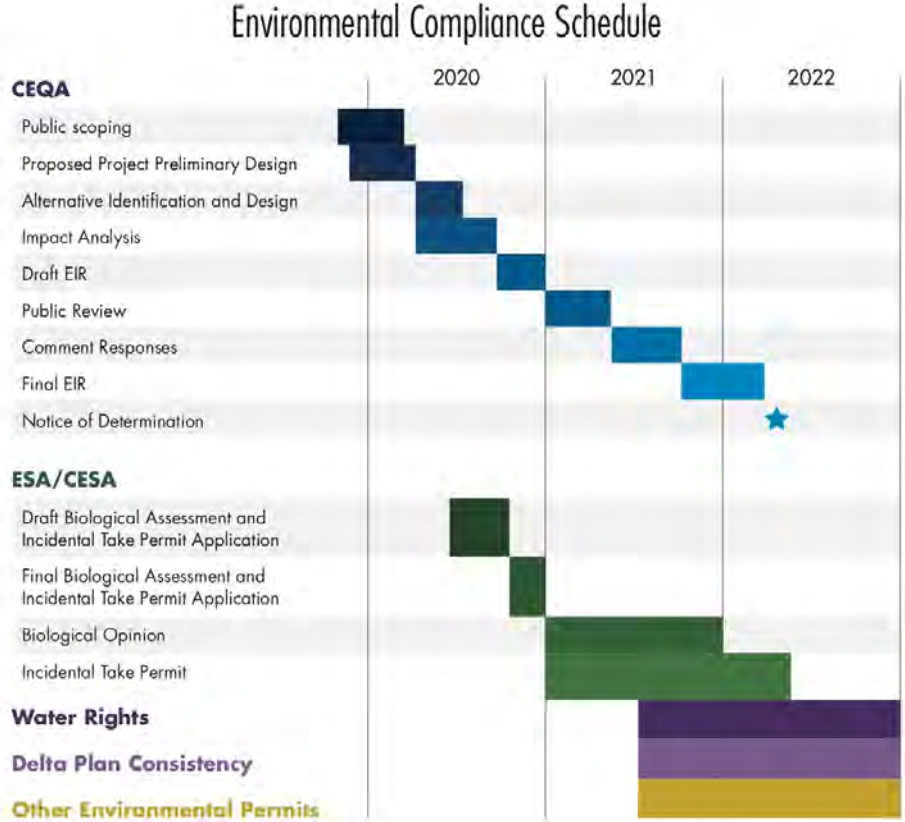
Logistics | Noise | Roadways | Air Quality | Dual Benefit Facilities | Transportation

CALIFORNIA DEPARTMENT OF WATER RESOURCES

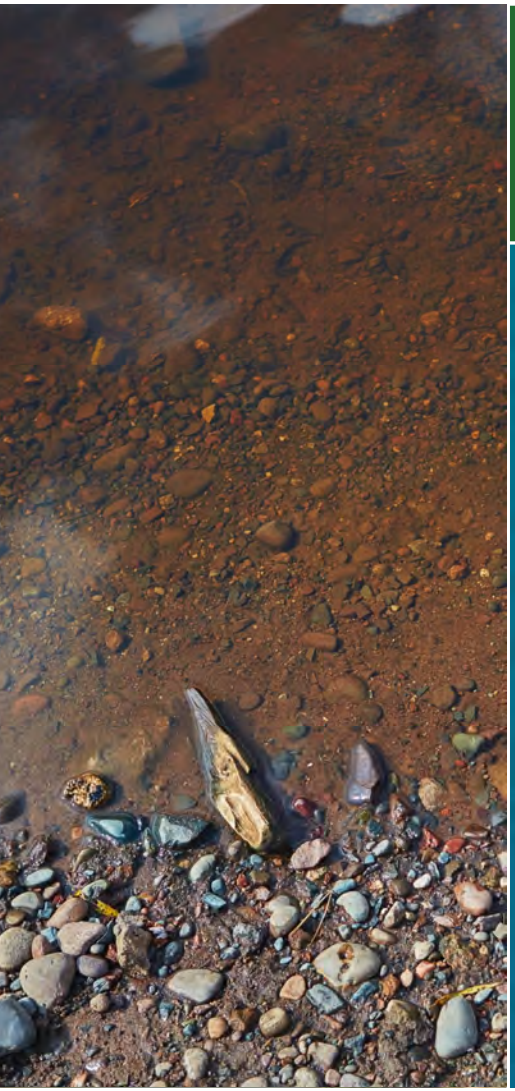


Key Milestones

Delta Conveyance CEQA Milestones



CALIFORNIA DEPARTMENT OF WATER RESOURCES



Future Proposed Soil Investigations

Additional CEQA Activities

Initial Study/proposed Mitigated Negative Declaration available for public review and comment through January 15, 2020.

DWR is proposing to gather data to inform and evaluate alternatives for Delta conveyance over an approximate 36-month period including:

- Soil borings (on-land and overwater)
- Cone Penetration Tests
- Geophysical surveys

Ways to Stay Informed

Learn more on the DWR website and stay up to date with news and other information on social media.

DWR Website

https://water.ca.gov/Programs/State-Water-Project/Delta-Conveyance

Twitter

@CA_DWR

Project Hotline

866.924.9955

Project Hotline

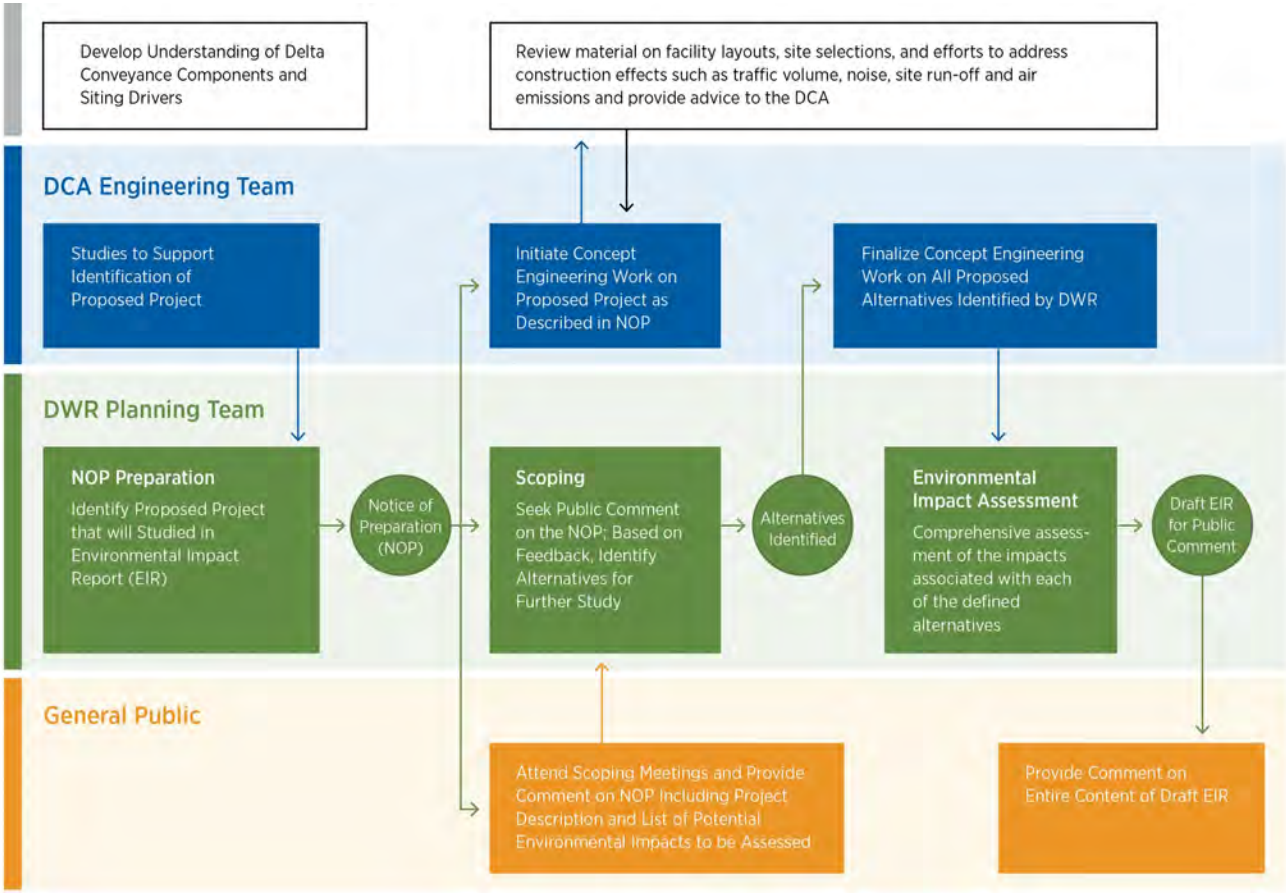
DeltaConveyance@water.ca.gov

CALIFORNIA DEPARTMENT OF WATER RESOURCES

December 2019

Questions?

DCA Role Review: Kathryn Mallon, Executive Director



Engineering Discussion

- What will the DCA deliver to DWR for their Environmental Assessment?
- How will the DCA use this Committee to help us complete this work?
- What would we like to receive from the Committee?
- What are we showing you today?

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Conveyance System Overview

An Overview
Agenda Item 4c

Delta Conveyance System Summary

Key Conveyance Components

- Intakes
- Tunnels and Shafts
- Intermediate Forebay
- Tunnel and Shafts
- Pumping Plant
- Southern Forebay
- South Delta Conveyance

Key Supporting Facilities

- Concrete Batch Plants
- Reuseable Tunnel Material RTM)

Conveyance System Overview (Animation)

Delta Conveyance System Summary

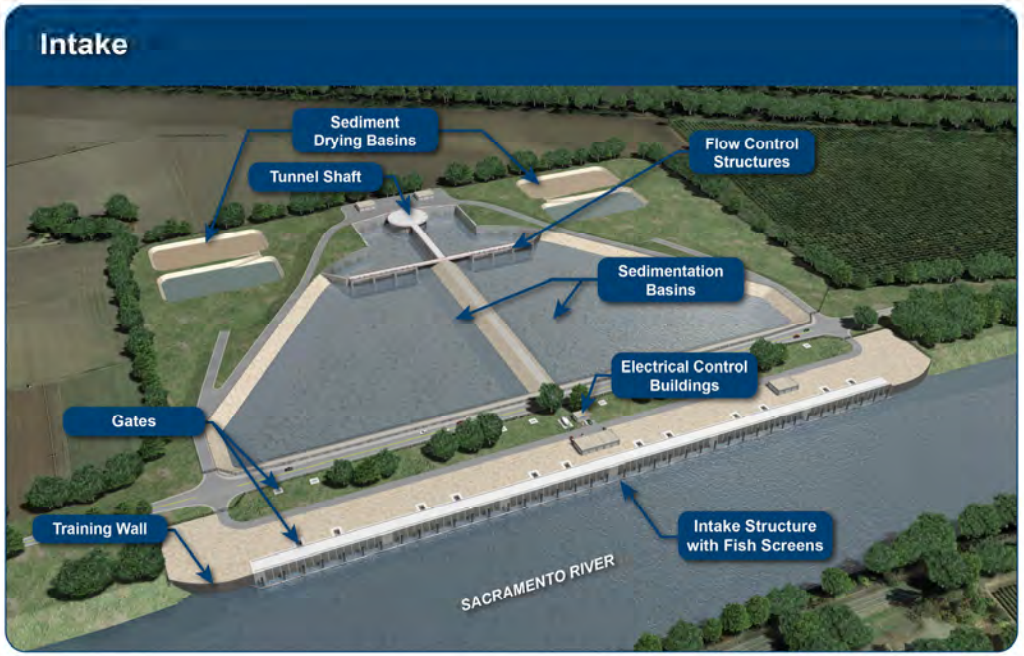
Key Conveyance Components

- Intakes
- Tunnels and Shafts
- Intermediate Forebay
- Tunnel and Shafts
- Pumping Plant
- Southern Forebay
- South Delta Conveyance

Key Supporting Facilities

- Concrete Batch Plants
- Reuseable Tunnel Material RTM)

Component Features: Intake



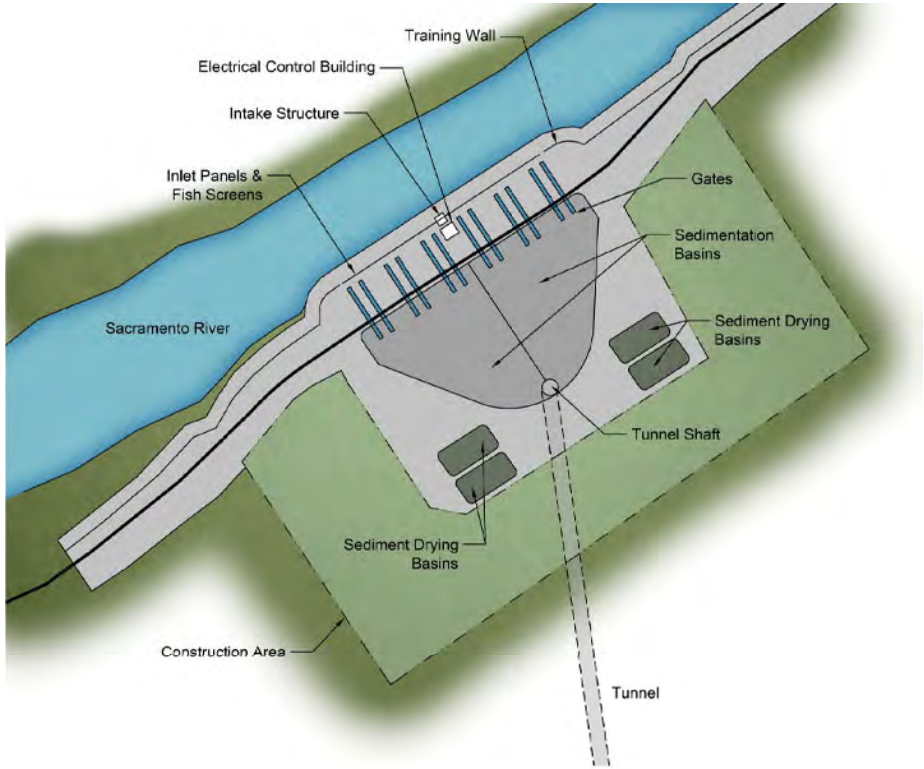
For Illustration Purposes Only

Purpose

- Diverts water from a water source into the conveyance system
- Protects fish from entering system
- Controls the flow rate of diversions
- Removes sediment from entering tunnel
- Provides flood protection

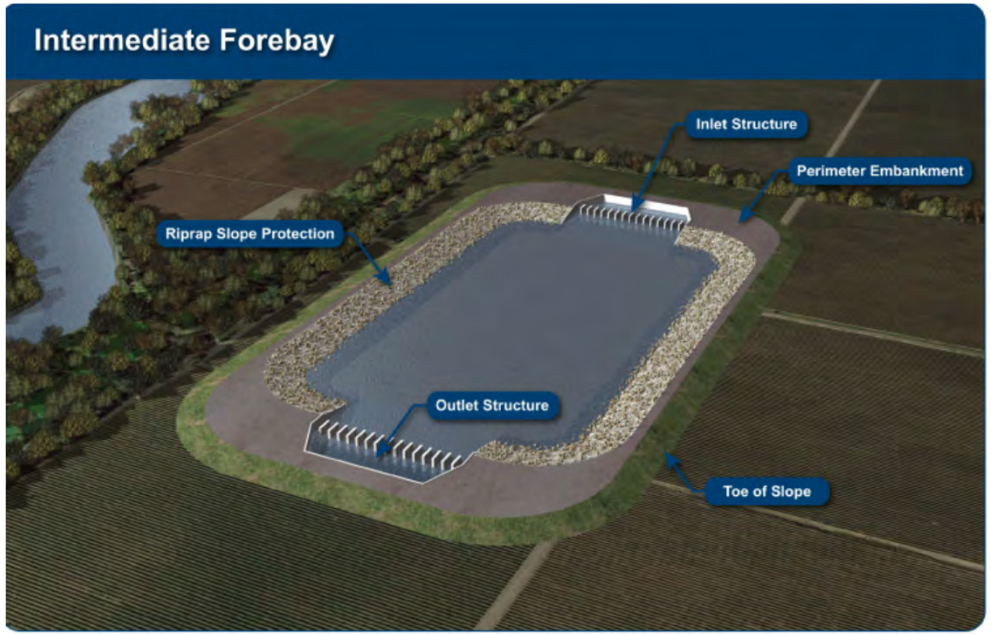
Construction Site Plan: Intake

Requires approximately 115-120 acres for construction



For Illustration Purposes Only

Component Features: Intermediate Forebay



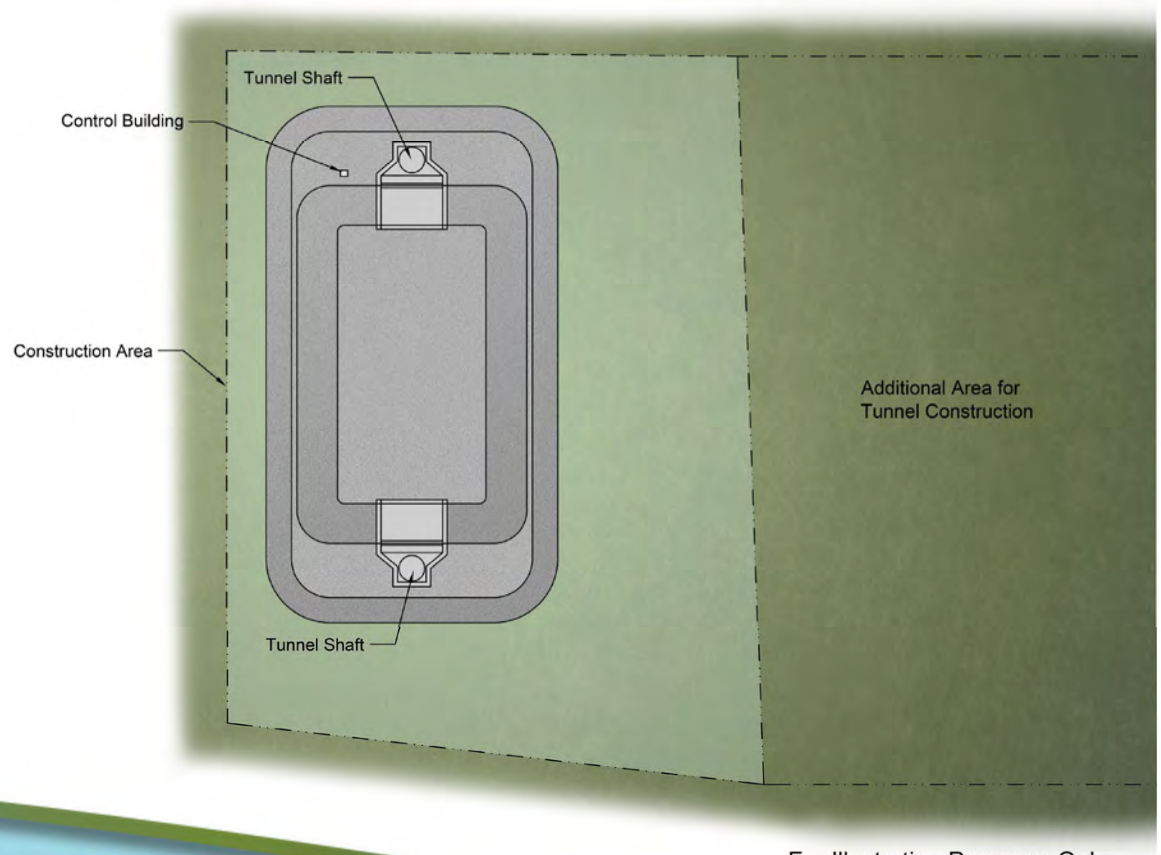
For Illustration Purposes Only

Purpose

Water storage volume to balance the flow between the intakes and the pumping station

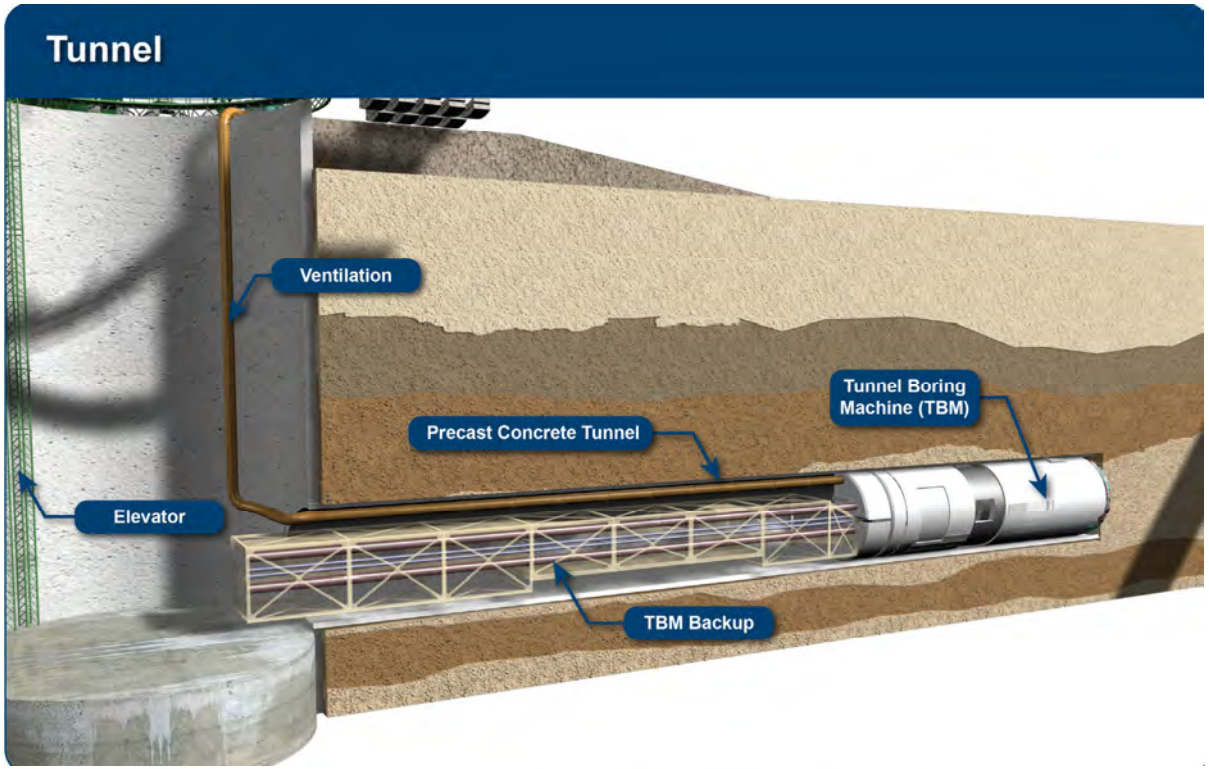
Construction Site Plan: Intermediate Forebay

Requires approximately 250 acres



For Illustration Purposes Only

Component Features: Tunnel Launch Shaft



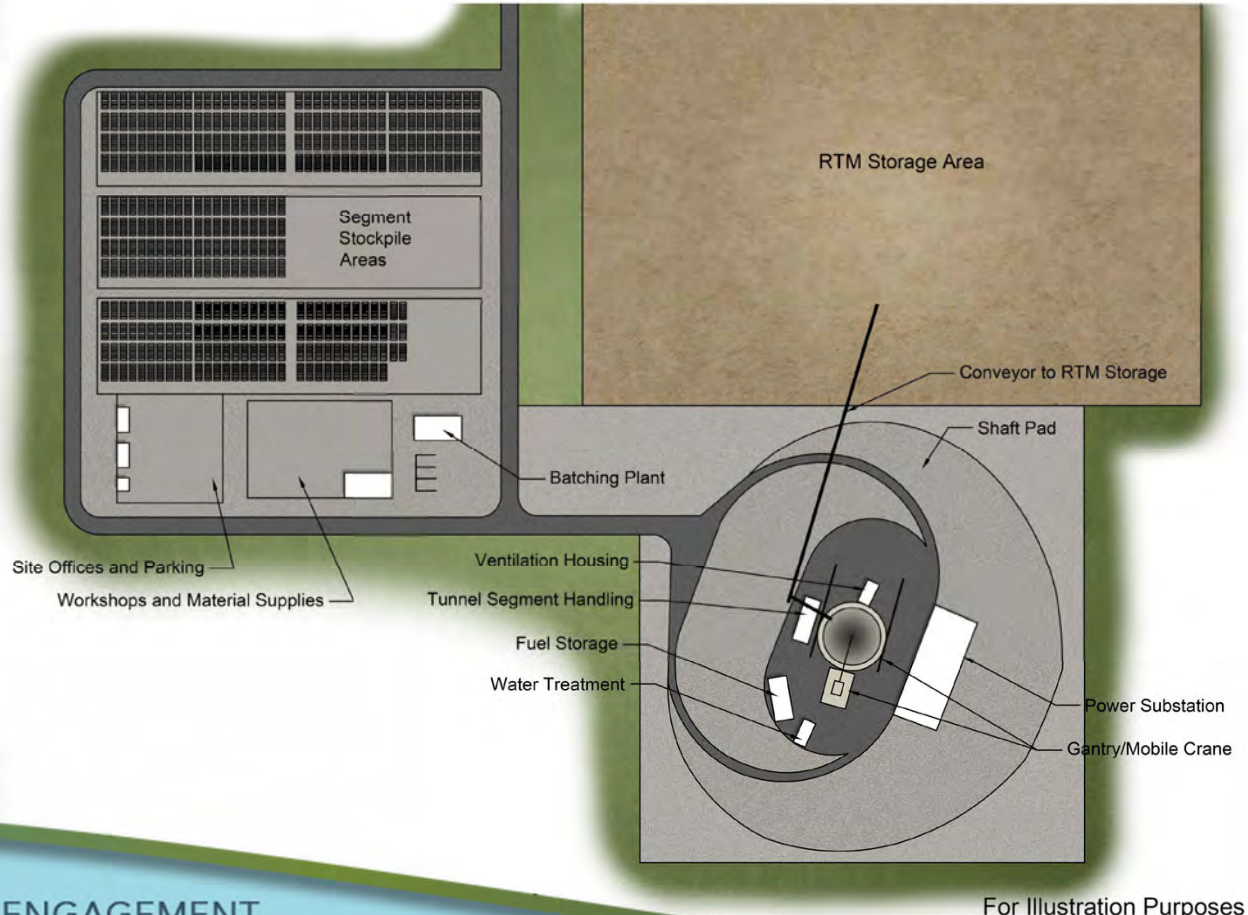
For Illustration Purposes Only

Purpose

The starting location of a tunnel drive that provides access for a tunnel boring machine during construction

Construction Site Plan: Tunnel Launch Shaft

Requires up to approximately 450 acres



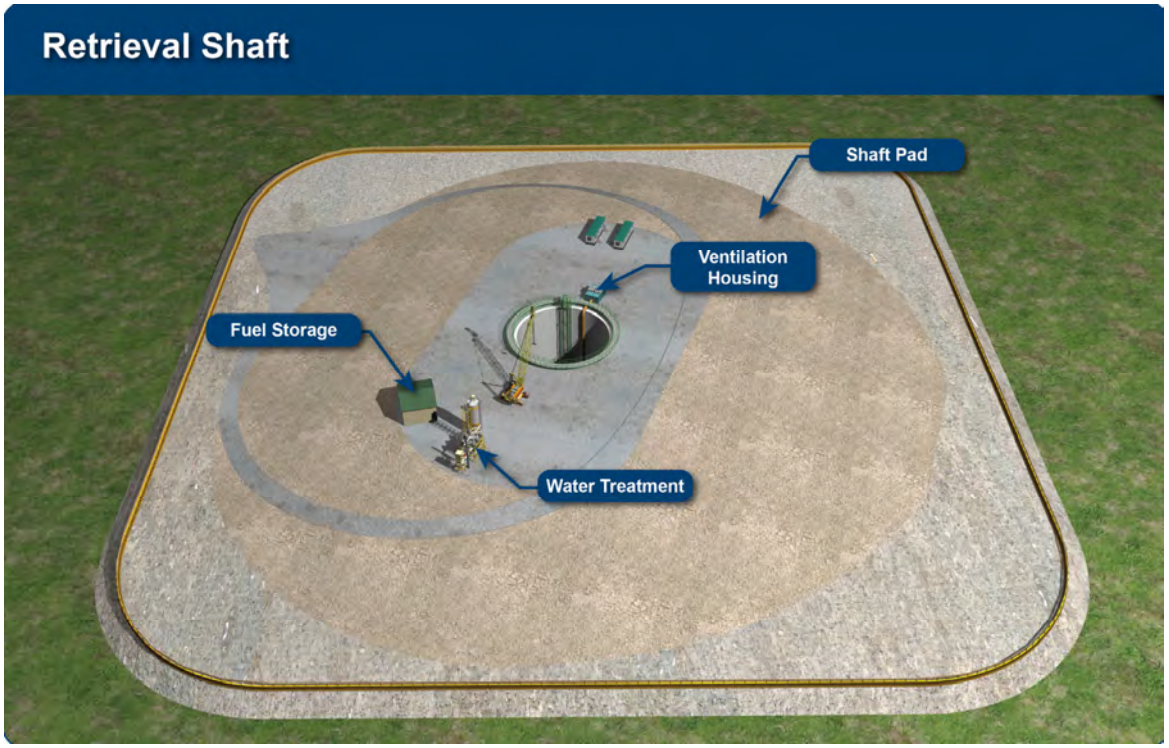
For Illustration Purposes Only

Component Features: Tunnel (Animation)

Purpose

Transports water from the intakes to the new Pumping Plant in the South Delta

Component Features: Tunnel Retrieval Shaft



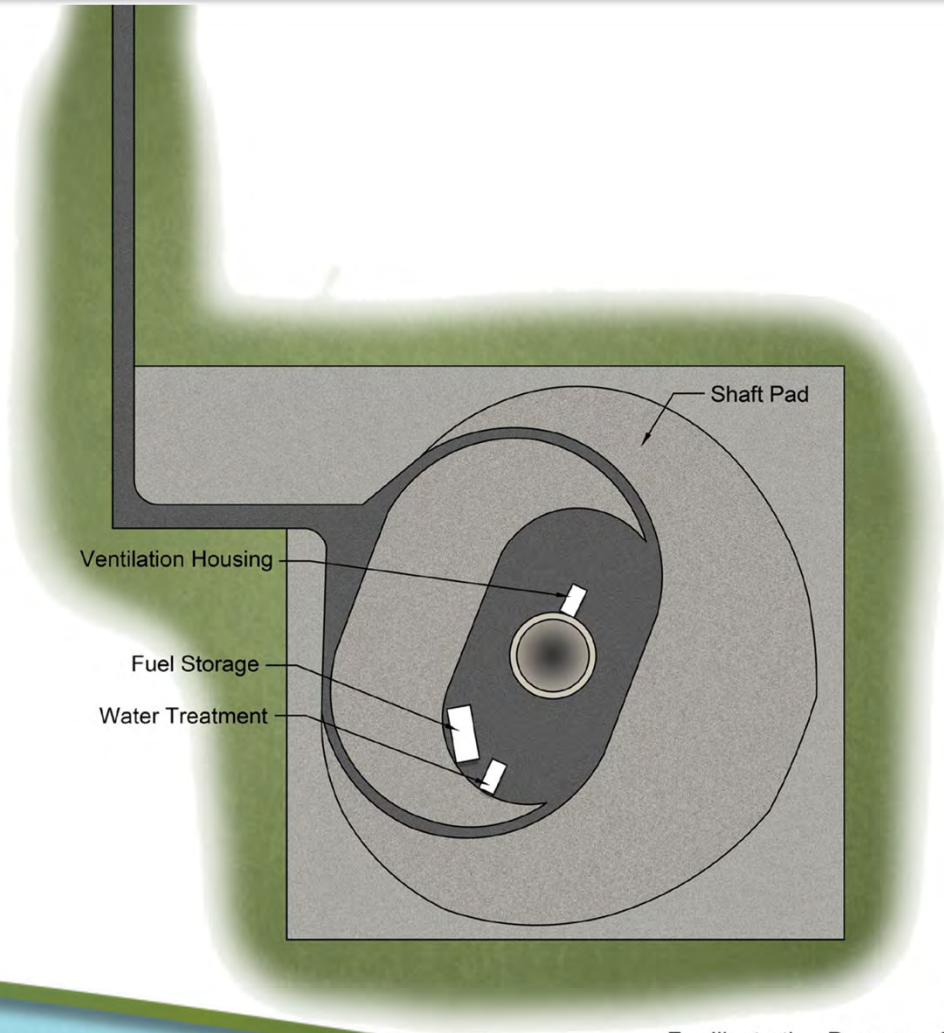
For Illustration Purposes Only

Purpose

The ending location of a tunnel drive through which the boring machine can be disassembled and removed after it has bored a tunnel

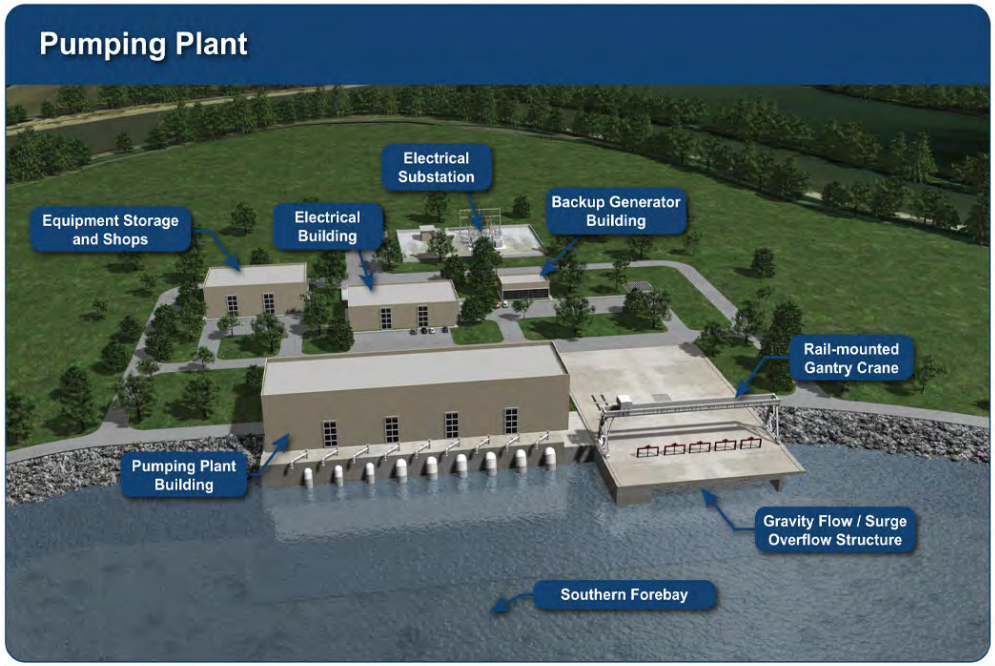
Construction Site Plan: Tunnel Retrieval Shaft

Requires approximately 4 acres



For Illustration Purposes Only

Component Features: Pumping Plant



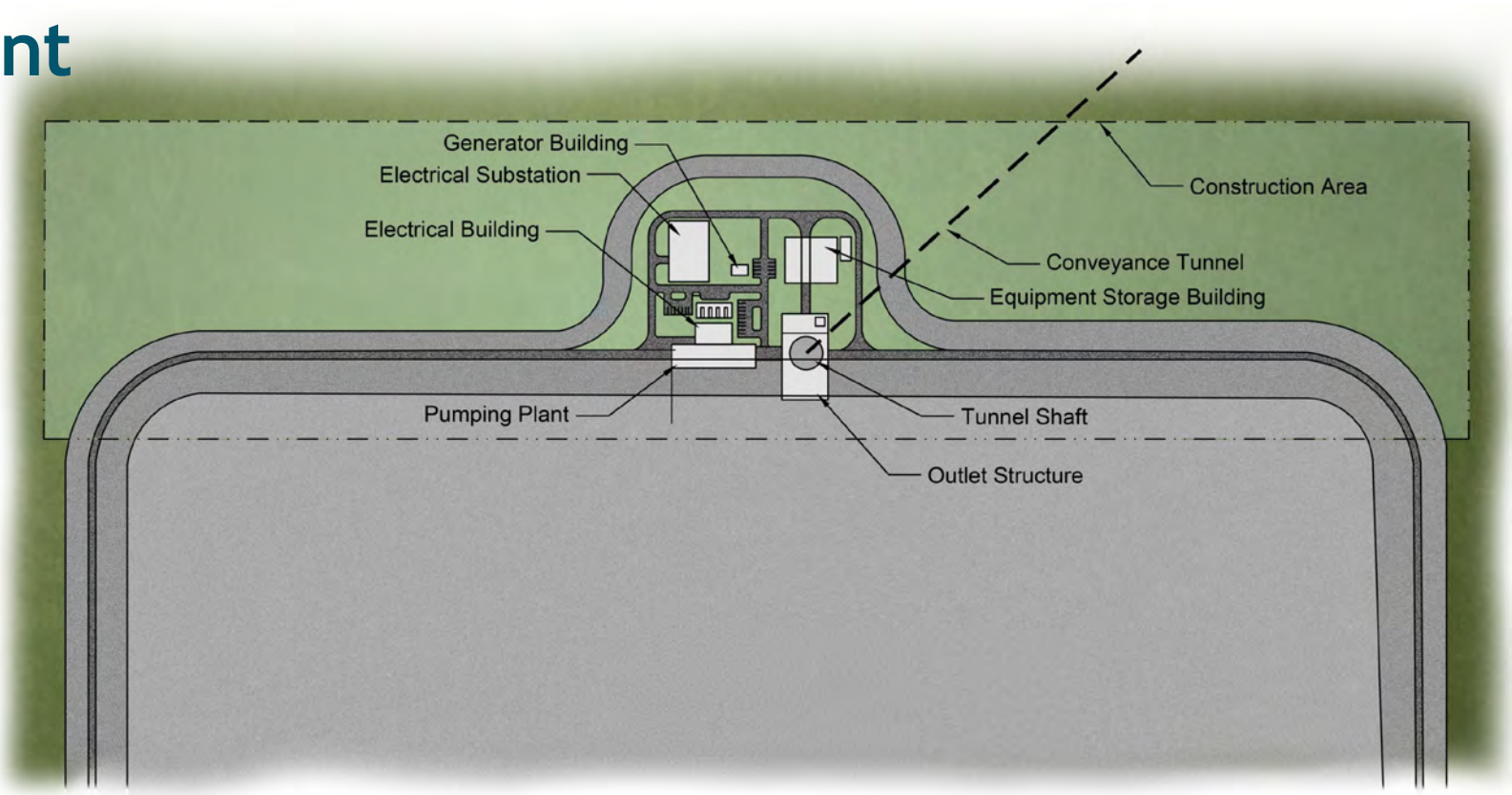
For Illustration Purposes Only

Purpose

Lifts the water up from the tunnel into a new Southern Forebay near the existing Clifton Court Forebay. This begins the process of integrating the proposed Delta conveyance system into the existing State Water Project system

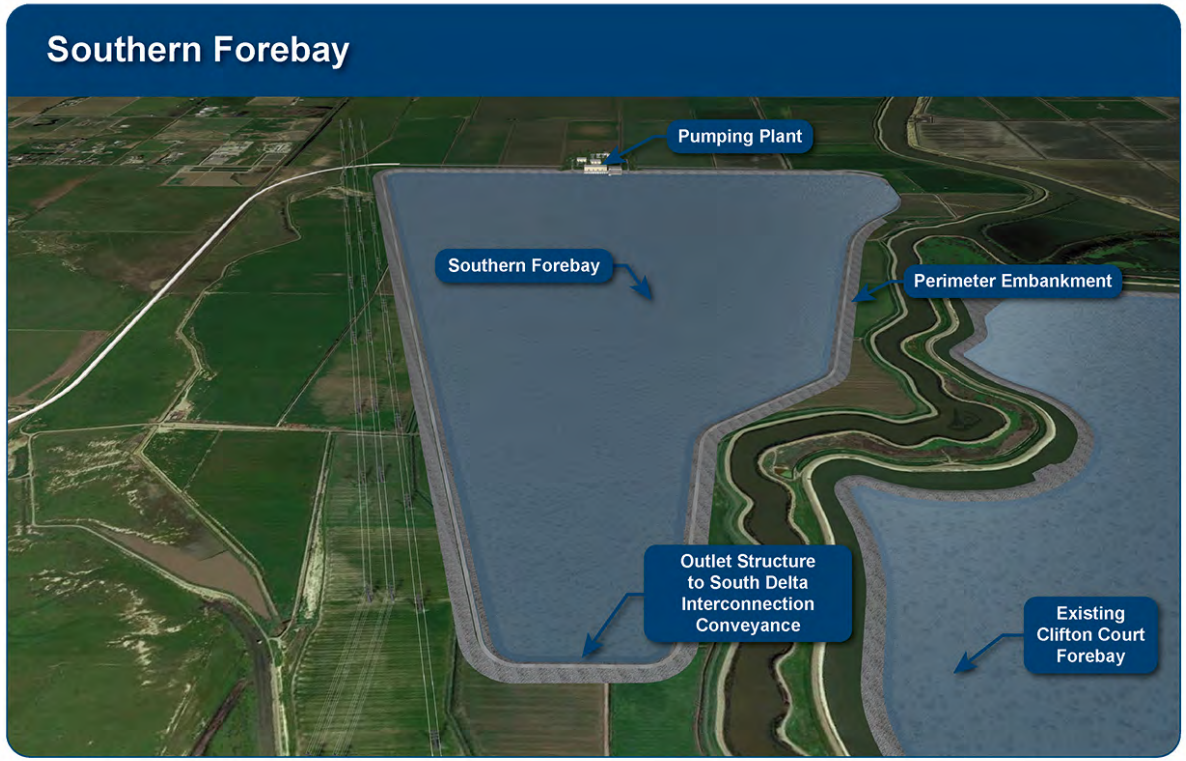
Construction Site Plan: Pumping Plant

Requires approximately 25 acres



For Illustration Purposes Only

Component Features: Southern Forebay



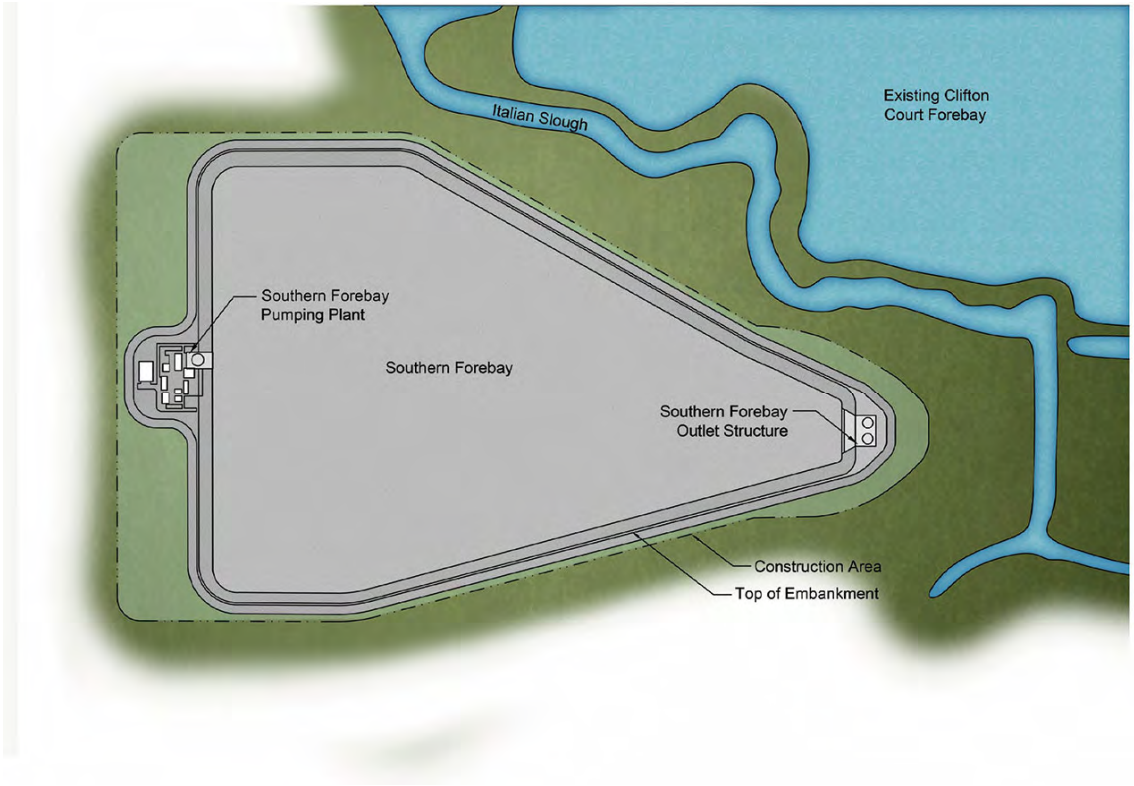
Purpose

Balances inflow and outflow by storing water conveyed by the system until it is released to existing water facilities

For Illustration Purposes Only

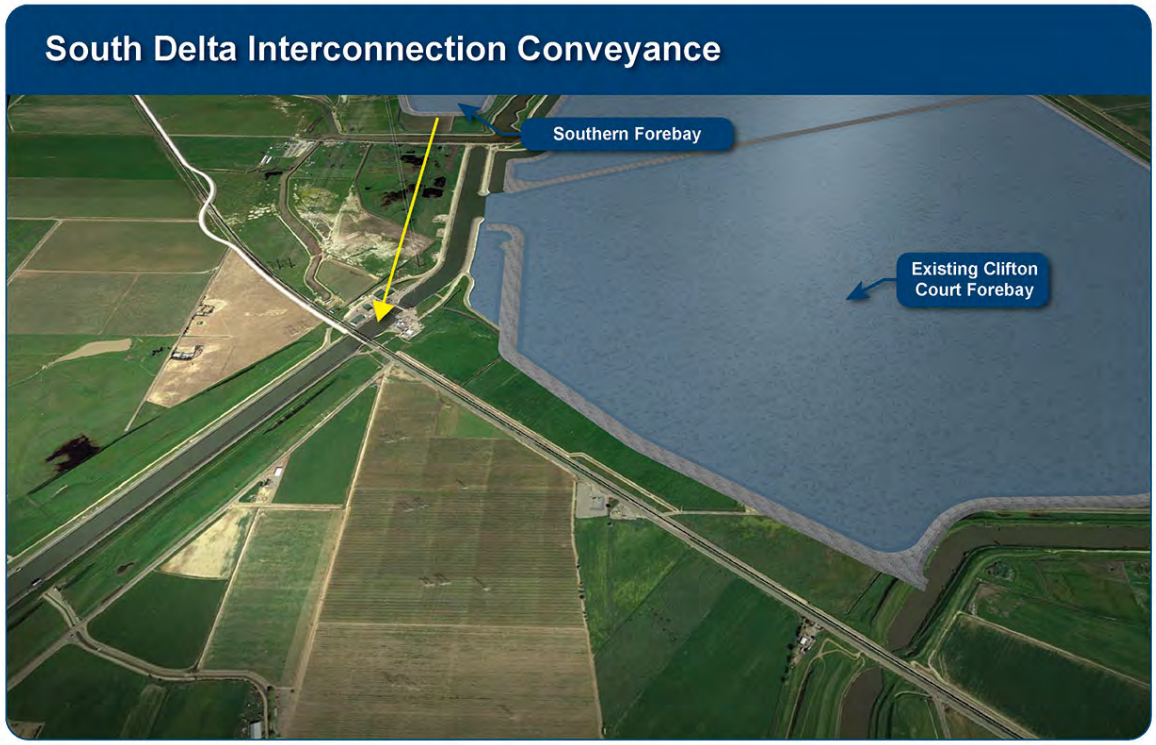
Construction Site Plan: Southern Forebay

- Requires approximately 1100 acres
- Large area required due to storage needs



For Illustration Purposes Only

Component Features: South Delta Interconnection Conveyance to Existing Pumping Plants

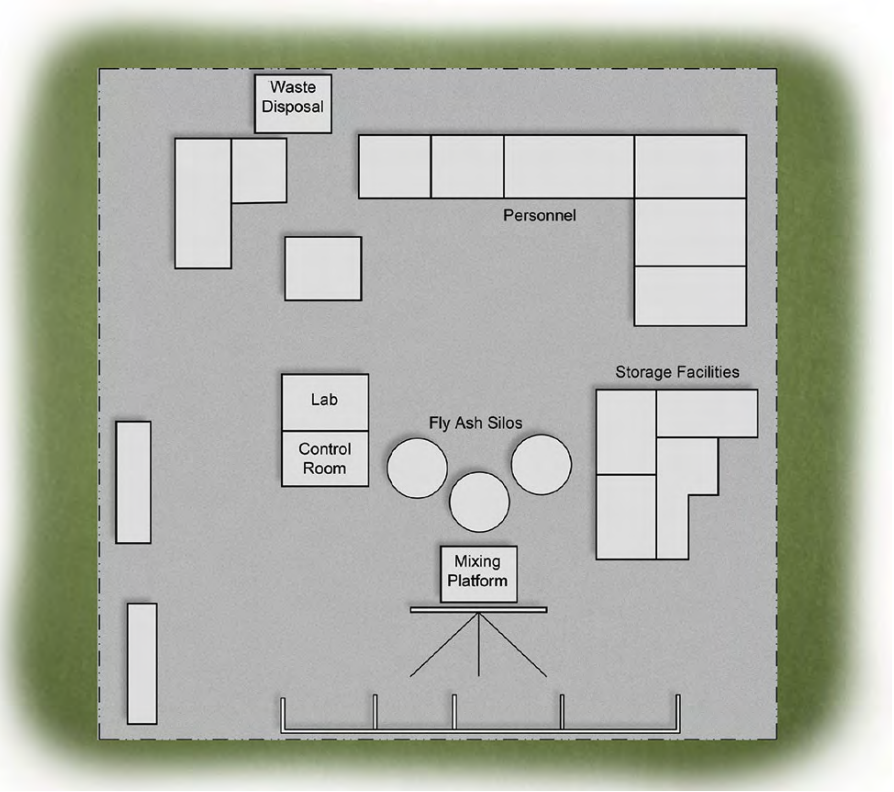


For Illustration Purposes Only

Purpose

Conveys water from proposed Southern Forebay to existing pumping plants

Component Features: Temporary Batch Plants



Purpose

Produces cementitious products used to construct various project elements

Component Features: Reusable Tunnel Material (RTM)

- **Description**
  RTM consists of soils excavated from the boring of tunnels and the digging of shafts
- Space would be provided at a launch site to store RTM while it is tested, dried and sorted before being reused

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Clarifications?

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Conveyance System Overview: Feature Siting Drivers

Understanding Key Siting Drivers
Agenda Item 4c

Feature Siting Drivers

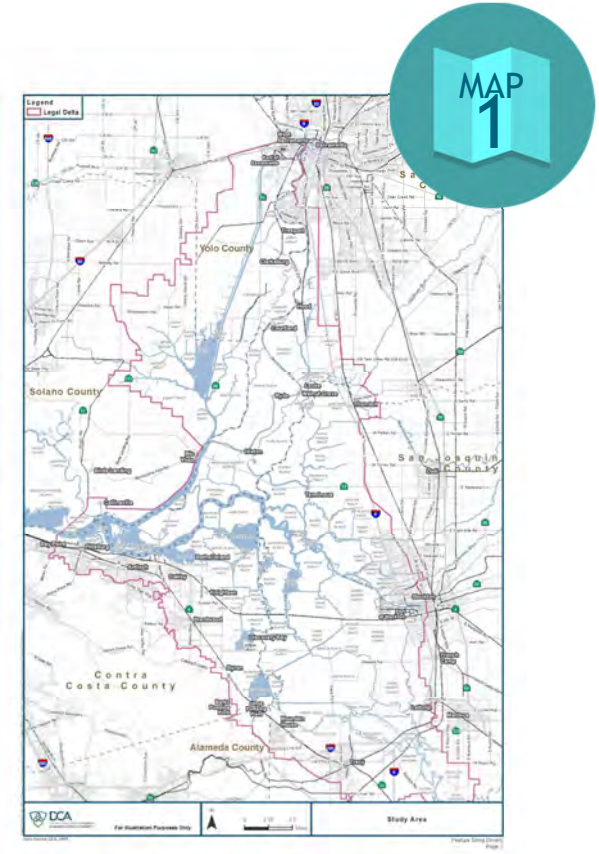
1. Study Area
2. Soil Compressibility
3. Oil & Gas Wells
4. Railroad Access Routes
5. Barge Access Routes
6. Power Supply
7. Land Use
8. Sensitive Receptors
9. Greater Sandhill Cranes
10. River Geomorphology

**Numbers correspond to numbered maps provided separately*

Key Driver: Study Area

Importance

- Study area boundary extends from the potential intake locations in the north Delta to the existing southern Delta water facilities
- Engineering study area utilizes the legal Delta boundary



Facilities Affected

- ☑ Intakes
- ☑ Tunnel- Launch
- ☑ Tunnel
- ☑ Tunnel- Retrieval
- ☑ Intermediate Forebay
- ☑ Southern Forebay
- ☑ Pumping Plant
- ☑ South Delta Interconnection Conveyance

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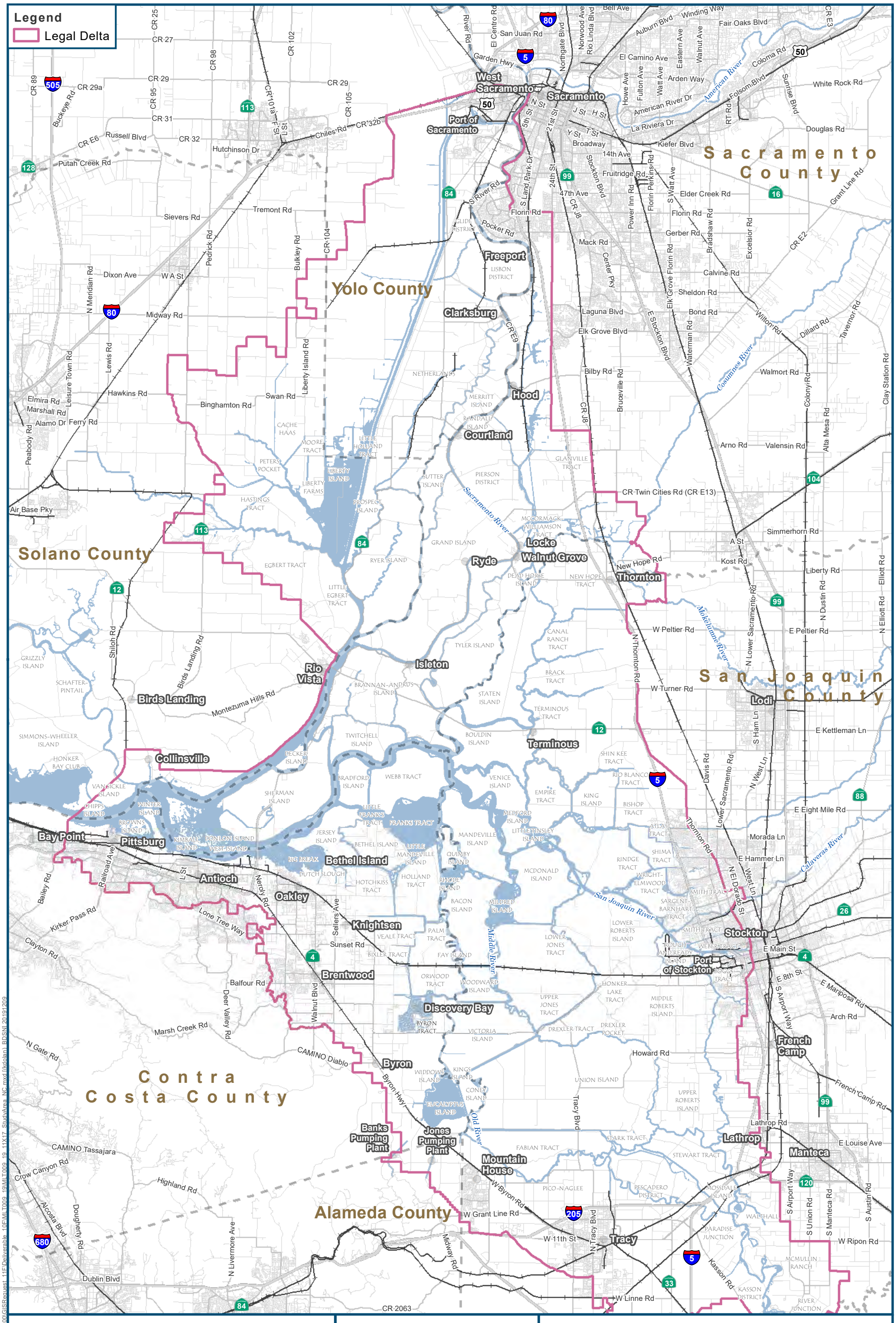
Map 1

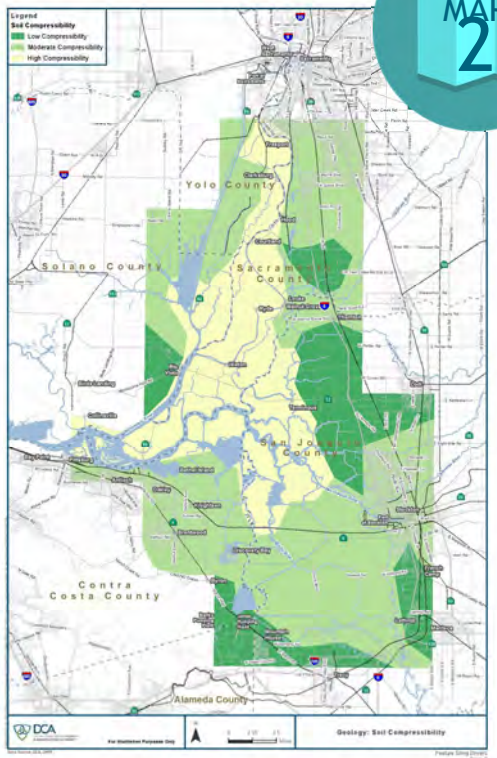


Data Source: DCA, DWR

Key Driver: Soil Compressibility

Importance

- The Delta is underlain by a complex network of buried stream channels and ancient marsh areas that have developed over thousands of years
- Some resulting deposits are susceptible to compression under weight or liquefaction during a seismic event



Facilities Affected

- ☑ Intakes
- ☑ Tunnel- Launch
- ☐ Tunnel
- ☑ Tunnel- Retrieval
- ☑ Intermediate Forebay
- ☑ Southern Forebay
- ☑ Pumping Plant
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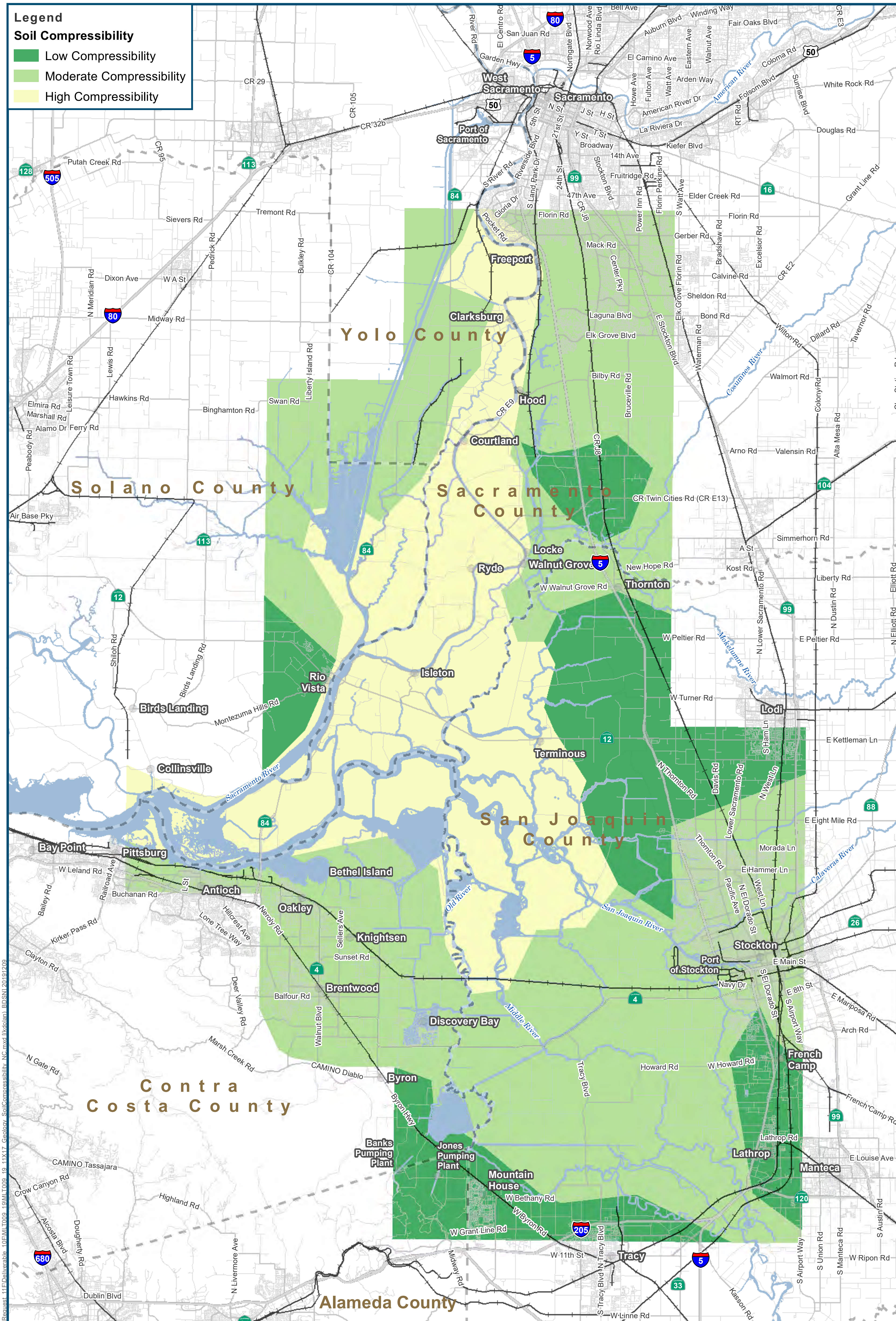
Map 2



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N
0 2.25 4.5 Miles

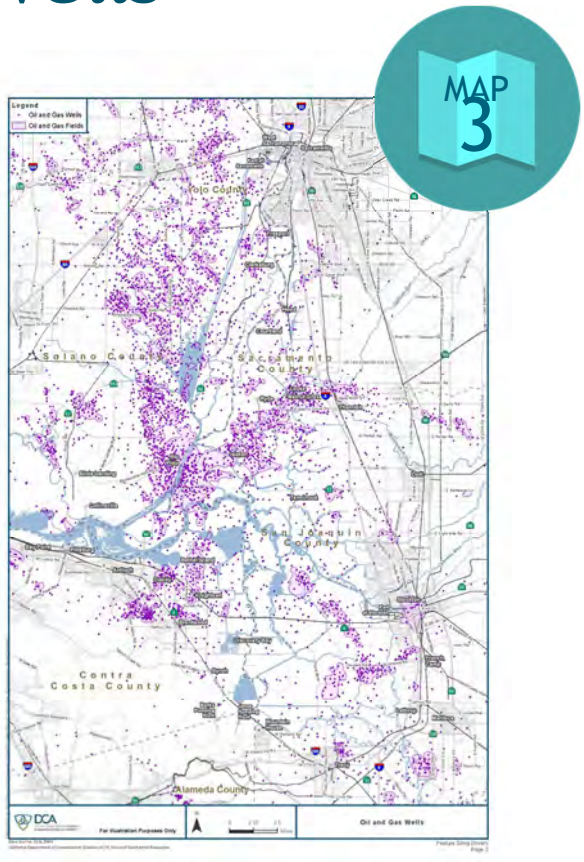
Geology: Soil Compressibility

Data Source: DCA, DWR

Key Driver: Oil & Gas Wells

Importance

- Steel casings of oil & gas wells could obstruct tunnel boring and trapped gas creates a safety hazard for tunneling



Facilities Affected

- ☐ Intakes
- ☐ Tunnel- Launch
- ☑ Tunnel
- ☐ Tunnel- Retrieval
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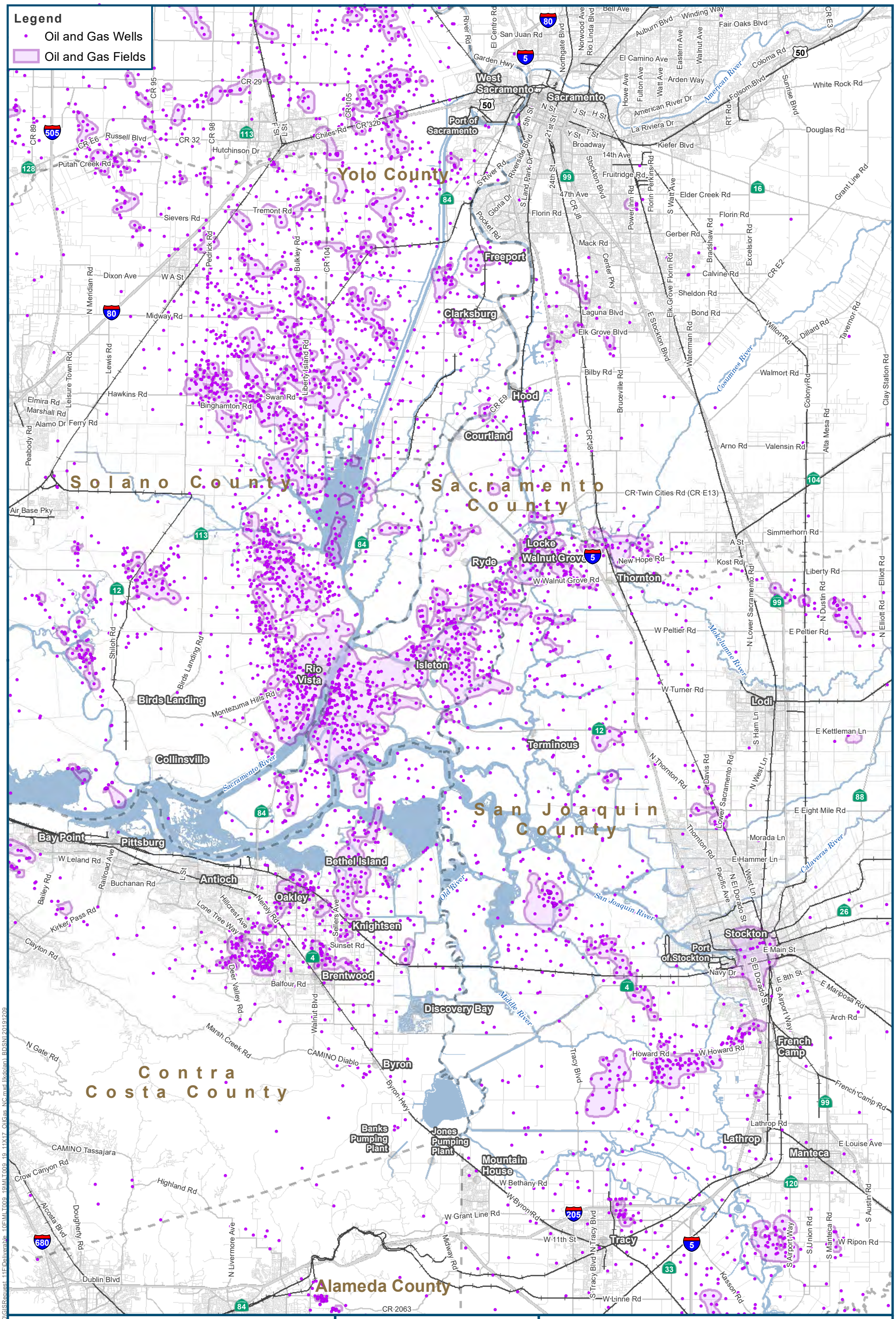
Map 3

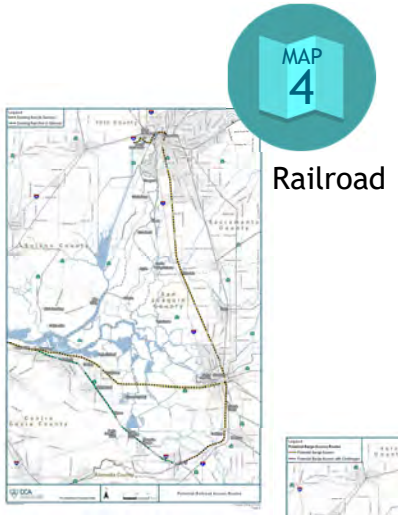


Data Source: DCA, DWR
California Department of Conservation: Division of Oil, Gas and Geothermal Resources

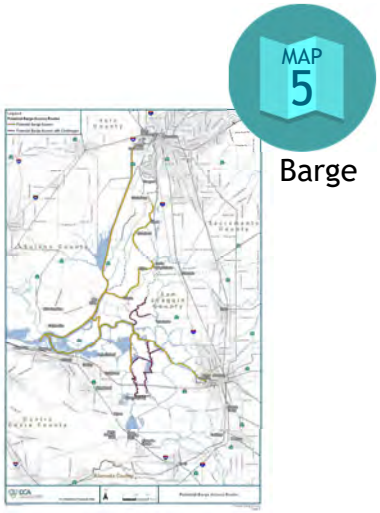
Key Driver: Existing Access Routes

Importance

- A network of transportation routes and modes needed to move equipment, materials and workers to and from work sites through duration of construction
- An efficient network of access routes would reduce disturbance to other land uses



Railroad

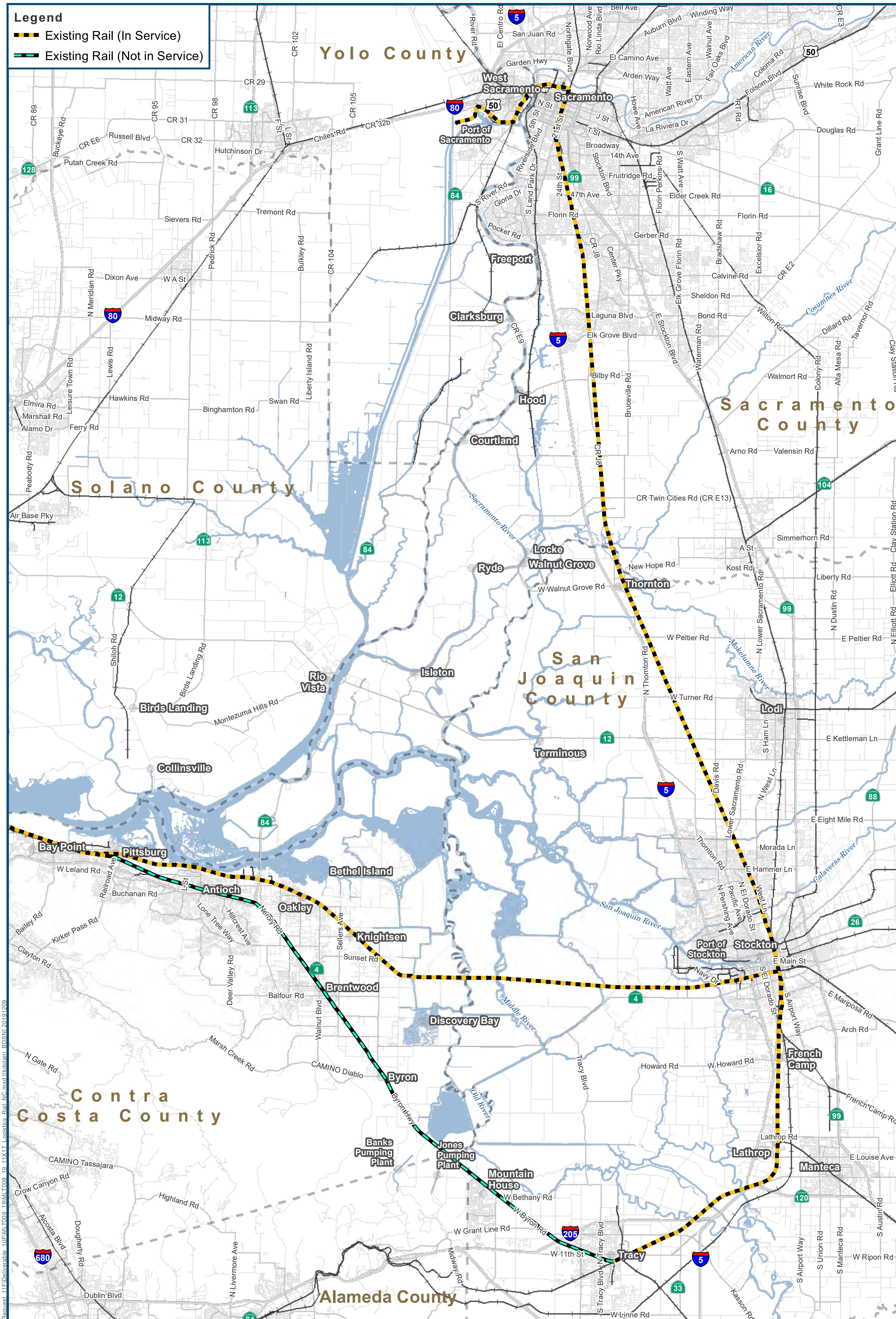


Barge

Facilities Affected

- ☑ Intakes
- ☑ Tunnel- Launch
- ☐ Tunnel
- ☑ Tunnel- Retrieval
- ☑ Intermediate Forebay
- ☑ Southern Forebay
- ☑ Pumping Plant
- ☑ South Delta Interconnection Conveyance

Map 4



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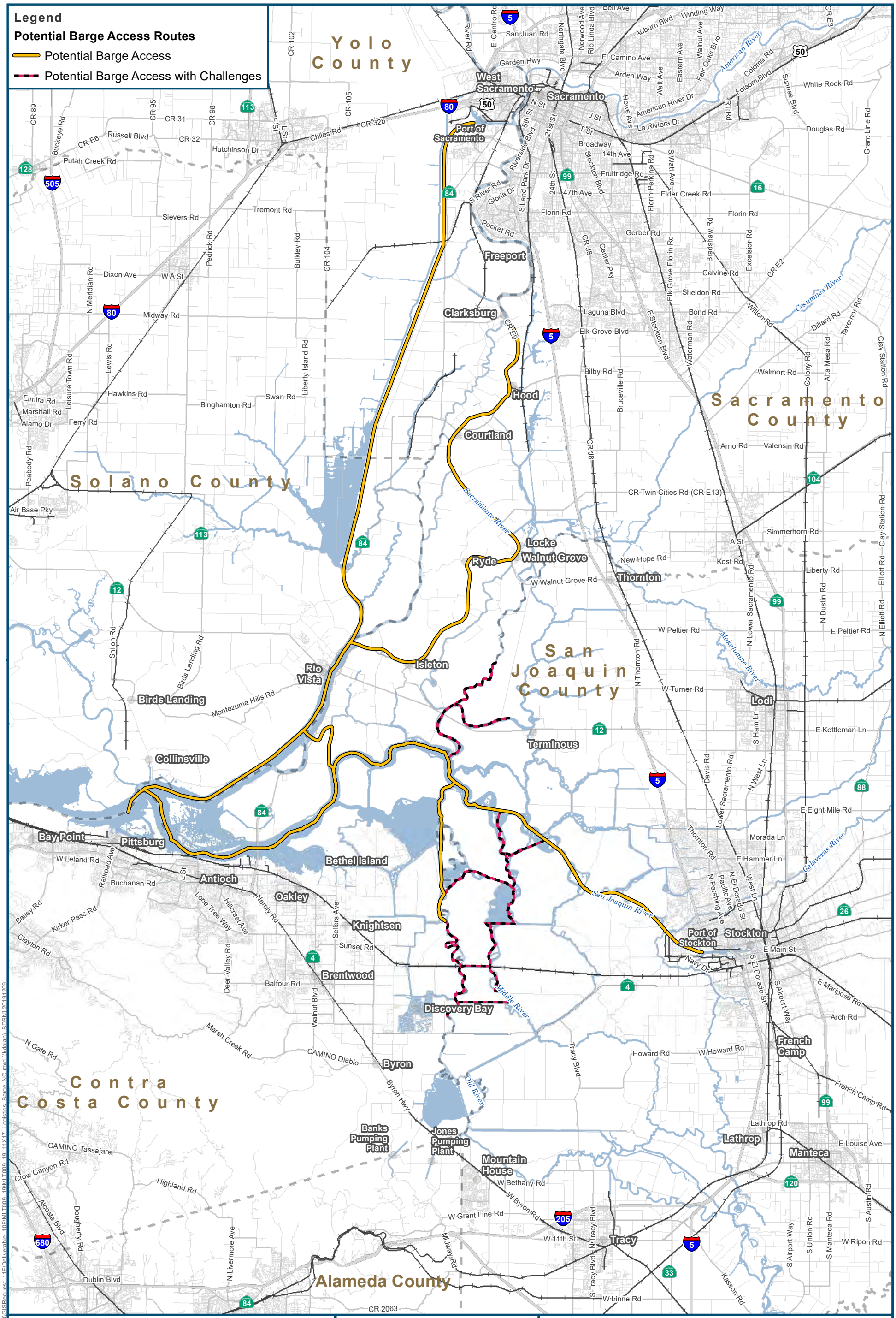
N

0 2.25 4.5 Miles

Potential Railroad Access Routes

Data Source: DCA

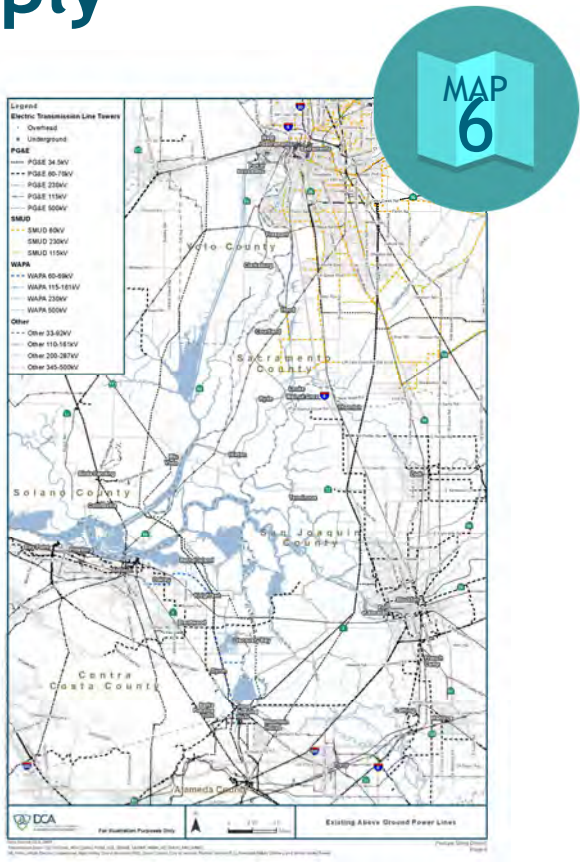
Map 5


Legend
Potential Barge Access Routes
Potential Barge Access
Potential Barge Access with Challenges
Yolo County
Solano County
Sacramento County
San Joaquin County
Contra Costa County
Alameda County
West Sacramento
Sacramento
Port of Sacramento
Freeport
Clarksburg
Hood
Courtland
Locke
Walnut Grove
Ryde
Thornton
Isleton
Rio Vista
Birds Landing
Collinsville
Terminous
Bay Point
Pittsburg
Bethel Island
Antioch
Oakley
Knightsen
Brentwood
Discovery Bay
Byron
Banks Pumping Plant
Jones Pumping Plant
Mountain House
Lathrop
Manteca
Lodi
Tracy
French Camp
Port of Stockton
Stockton
Sacramento River
San Joaquin River
Middle River
Old River
Mokelumne River
Calaveras River
American River
Delta Conveyance Design & Construction Authority
For Illustration Purposes Only
N
0 2.25 4.5 Miles
Potential Barge Access Routes
Data Source: DCA

Key Driver: Power Supply

Importance

- Electrical power required for system construction and operation could require new electrical transmission corridors
- Some work locations could utilize on-site generators or existing power lines



Facilities Affected

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- ☑ South Delta Interconnection Conveyance

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Map 6

Legend

Electric Transmission Line Towers

- Overhead
- Underground

PG&E

- PG&E 34.5kV
- PG&E 60-70kV
- PG&E 230kV
- PG&E 115kV
- PG&E 500kV

SMUD

- SMUD 60kV
- SMUD 230kV
- SMUD 115kV

WAPA

- WAPA 60-69kV
- WAPA 115-161kV
- WAPA 230kV
- WAPA 500kV

Other

- Other 33-92kV
- Other 110-161kV
- Other 200-287kV
- Other 345-500kV

Yolo County

Sacramento County

Solano County

San Joaquin County

Contra Costa County

Alameda County

West Sacramento, Sacramento, Port of Sacramento, Freeport, Clarksburg, Hood, Courtland, Locke, Walnut Grove, Ryde, Thornton, Isleton, Rio Vista, Birds Landing, Collinsville, Terminous, Bay Point, Pittsburg, Antioch, Bethel Island, Oakley, Knightsen, Brentwood, Discovery Bay, Byron, Banks Pumping Plant, Jones Pumping Plant, Mountain House, Tracy, Lathrop, French Camp, Manteca, Lodi, Stockton, Port of Stockton

Sacramento River, American River, Cosumnes River, Mokelumne River, Calaveras River, San Joaquin River, Old River, Middle River

For Illustration Purposes Only

N

0 2.25 4.5 Miles

Existing Above Ground Power Lines

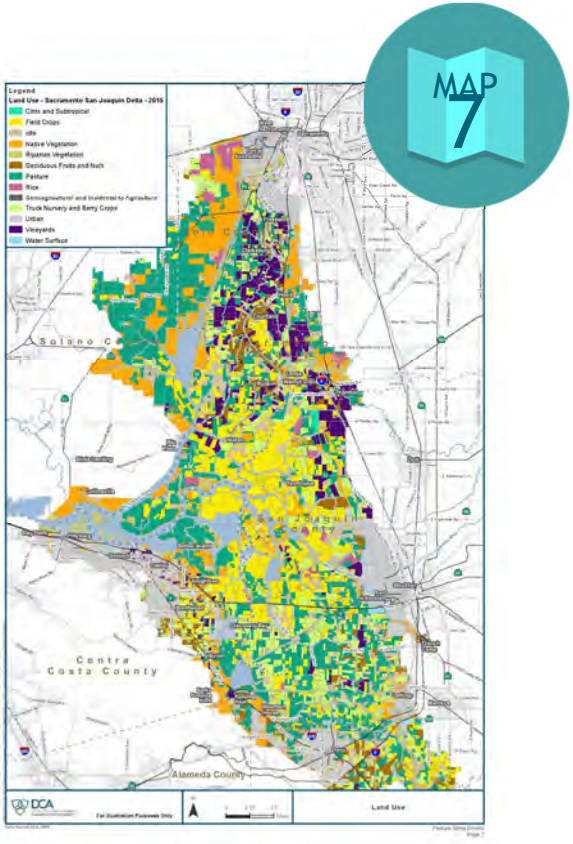
Data Source: DCA, DWR

Transmission Lines: CEC GIS Unit, REAT, Caliso, PG&E, SCE, SDG&E, LADWP, WAPA, IID, SMUD, MID, MWD, GE, Platts, ANZA Electric Cooperative, Bear Valley, City of Anaheim PUD, City of Colton, City of Vernon, Plumas Sierram PUC, Riverside Public Utilities, and Silicon Valley Power.

Key Driver: Land Use

Importance

- Multiple land uses
  - Agricultural lands – 450,000 acres
  - Habitat – 183,000 acres
  - Urban – 84,000 acres
- Changes could occur over the long term for facilities and short term for construction



Facilities Affected

- ☑ Intakes
- ☑ Tunnel- Launch
- ☐ Tunnel
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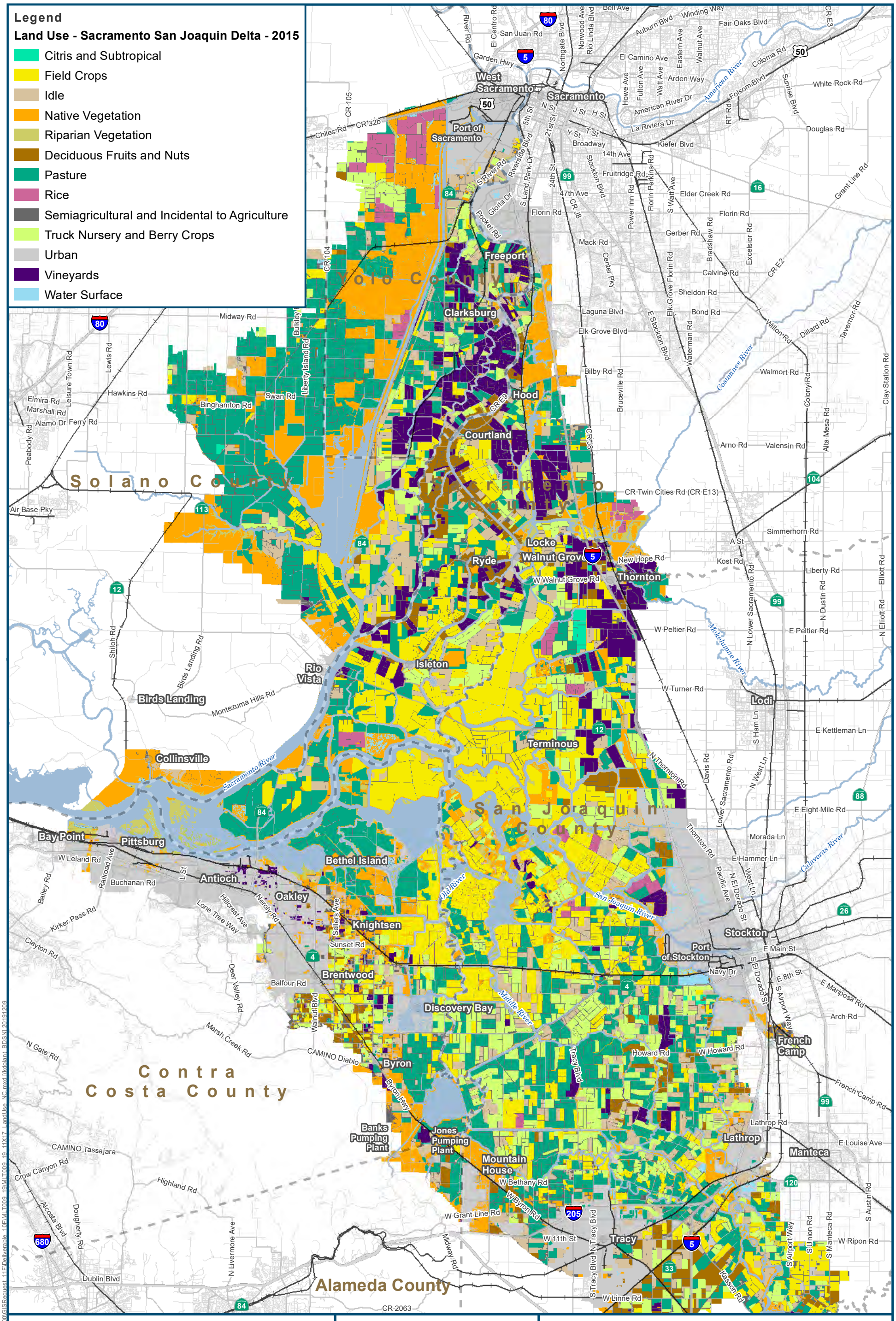
Map 7

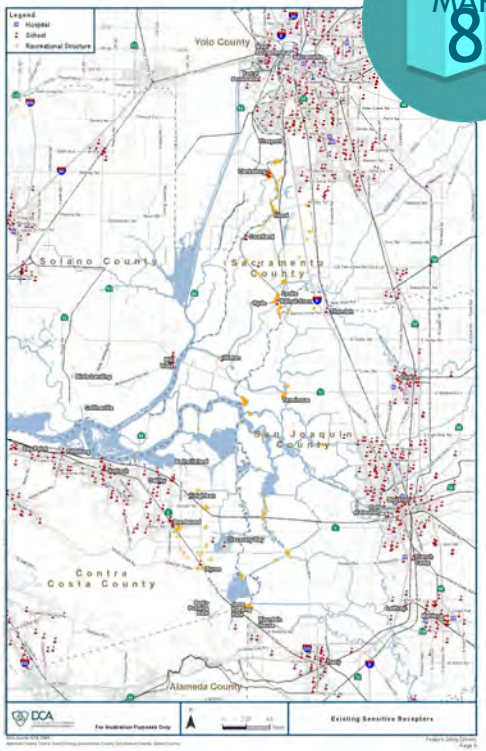


Data Source: DCA, DWR

Key Driver: Sensitive Receptors

Importance

- Areas with people that are more susceptible to effects such as noise, dust, and air pollutants could be affected during construction
- Examples include schools, medical care facilities, elderly housing, libraries, parks, places of worship, marinas, fishing areas, other recreation areas and wildlife areas



Facilities Affected

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- ☑ Tunnel- Launch
- ☐ Tunnel
- ☑ Tunnel- Retrieval
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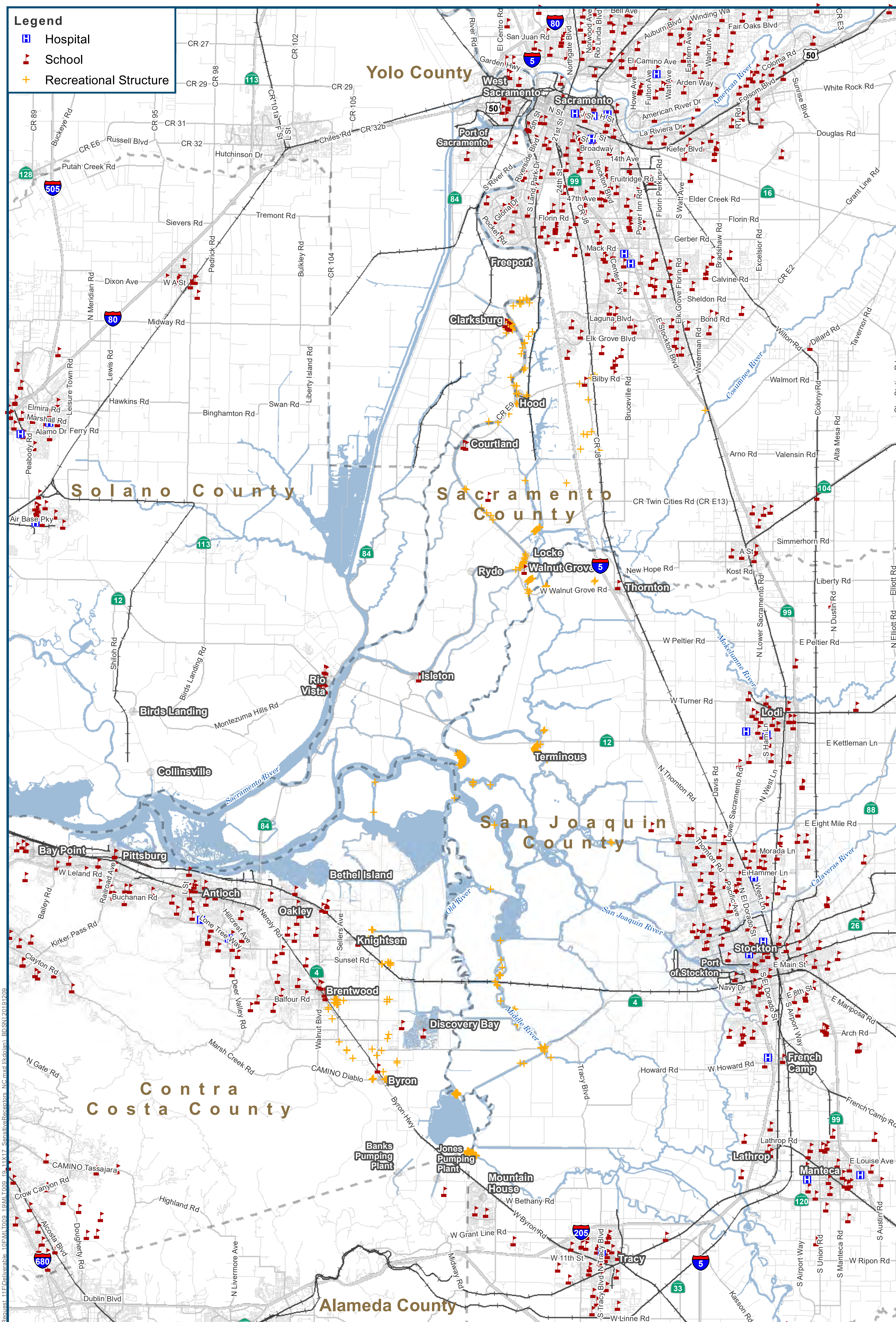
Map 8



Existing Sensitive Receptors

For Illustration Purposes Only

N

0 2.25 4.5 Miles

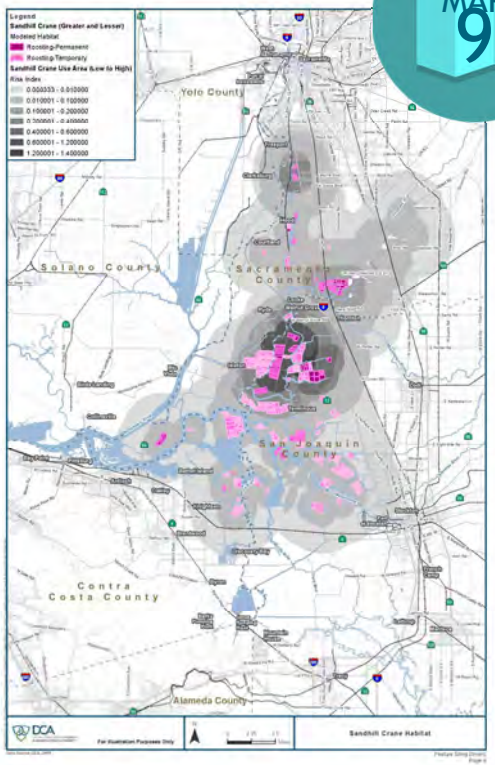
T:\WGI-38\GIS_33_00\GISRequest_11F\Deliverable_10FMLT009_19MLT009_19_11X17_SensitiveReceptors_NC.mxd (kdolan)_BDSN120191209

Data Source: DCA, DWR
Alameda County, Contra Costa County, Sacramento County, San Joaquin County, Solano County

Key Driver: Greater Sandhill Cranes

Importance

- Listed as threatened under the California Endangered Species Act
- Fully protected under the California Fish and Game Code



Facilities Affected

- ☑ Intakes
- ☑ Tunnel- Launch
- ☐ Tunnel
- ☑ Tunnel- Retrieval
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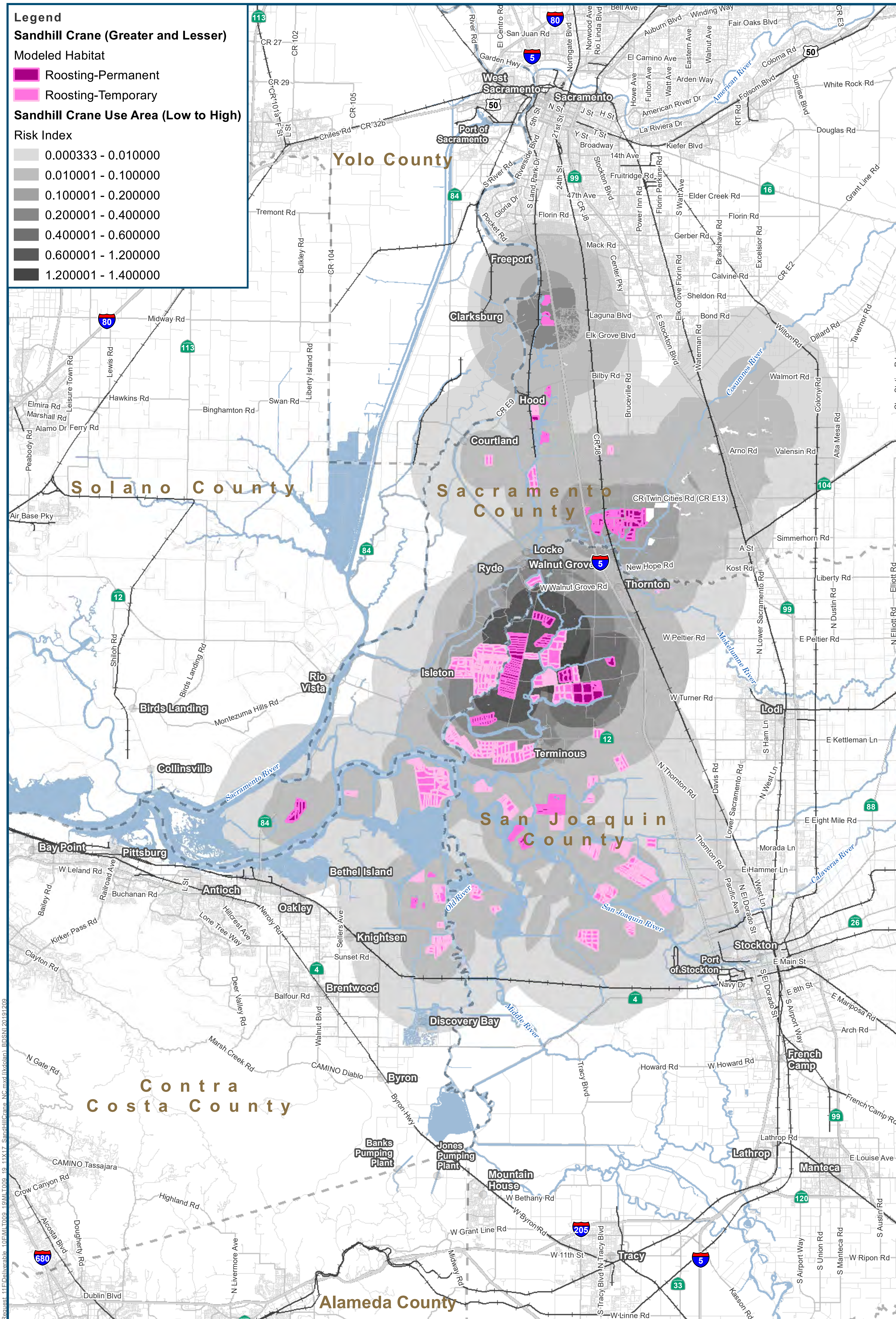
- ☐ Southern Forebay
- ☐ Pumping Plant
- ☐ South Delta Interconnection Conveyance

Map 9



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N 0 2.25 4.5 Miles

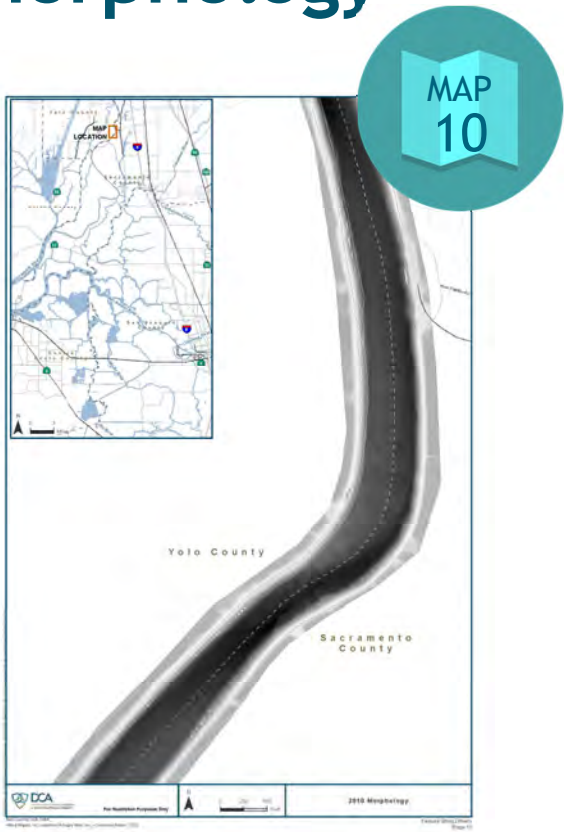
Sandhill Crane Habitat

Data Source: DCA, DWR

Key Driver: River Geomorphology

Importance

- Only sections of the Sacramento River with suitable characteristics consistent with regulatory guidelines, such as those related to underwater depth, would be considered for intake sites



Facilities Affected

- ☑ Intakes
- ☐ Tunnel- Launch
- ☐ Tunnel
- ☐ Tunnel- Retrieval
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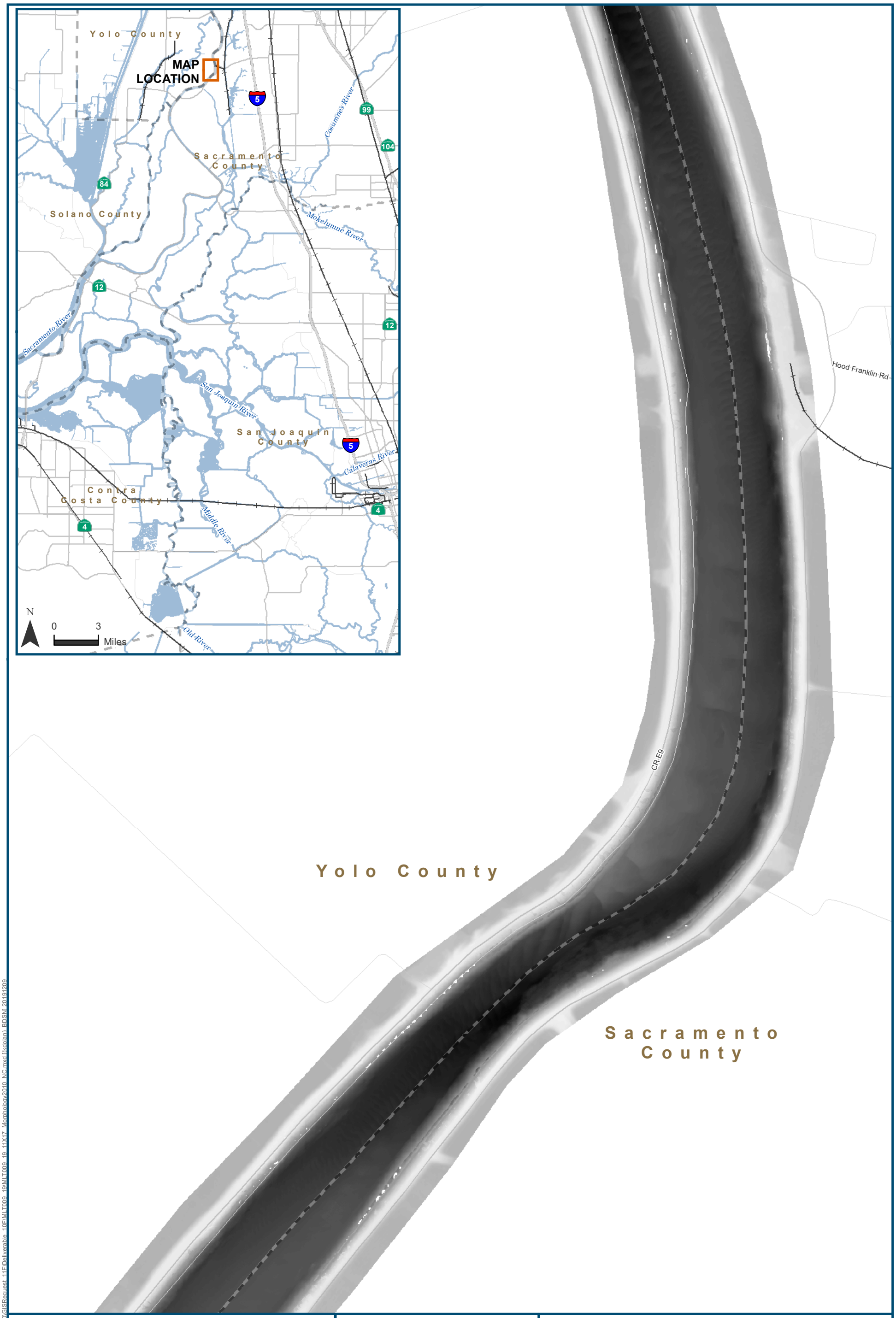
- ☐ Pumping Plant
- ☐ South Delta Interconnection Conveyance

Map 10



For Illustration Purposes Only

N

0 250 500 Feet

2010 Morphology

Data Source: DCA, DWR,
Wood Rogers, Inc. submittal of Fugro West, Inc. – Summary Report. 2010.

Siting Drivers Summary Matrix

FACILITY	Soil Compressibility	Oil and Gas Wells	Access Routes	Power Supply	Land Use	Sensitive Receptors	Sandhill Cranes	River Geomorphology
Intakes	✹		✹	✹	✹	✹	✹	✹
Tunnel Shaft-Launch	✹		✹	✹	✹	✹	✹	
Tunnel		✹						
Tunnel Shaft- Retrieval	✹		✹	✹	✹	✹	✹	
Intermediate Forebay	✹		✹	✹	✹	✹	✹	
Southern Forebay	✹		✹	✹	✹	✹		
Pumping Plant	✹		✹	✹	✹	✹		
South Delta Interconnection Conveyance	✹		✹	✹	✹	✹		

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Clarifications?

Stakeholder Engagement Committee

January 22, 2020

MEETING OVERVIEW

- Follow-Up & Roundtable on December 11, 2019 SEC Meeting
- DWR's Environmental Process Update (NOP)
- How DCA and the SEC will use the NOP to move forward
- Intakes Overview
- Launch Shaft Siting – An Intro to Logistics Basics

Minutes Review

December 11, 2019 SEC Meeting Follow-Up & Member Roundtable

MEMBER FOLLOW-UP AND ROUNDTABLE

- Question Tracking Packet
- Roundtable Discussion
  - ✓Information Packets
  - ✓Outreach in Delta Communities
  - ✓Feedback from Delta Communities

January
2020

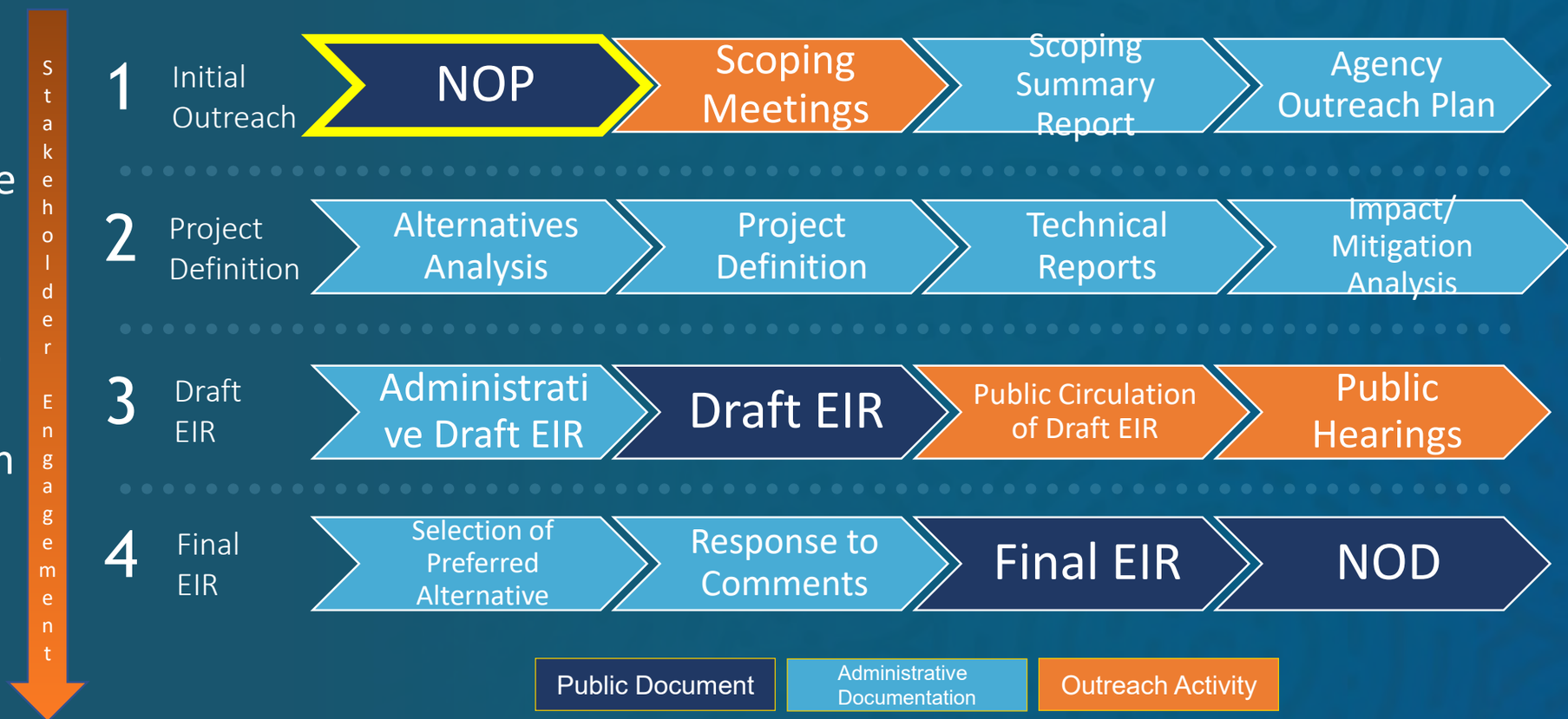
Delta Conveyance Environmental Review Update

Carrie Buckman
Environmental Program Manager

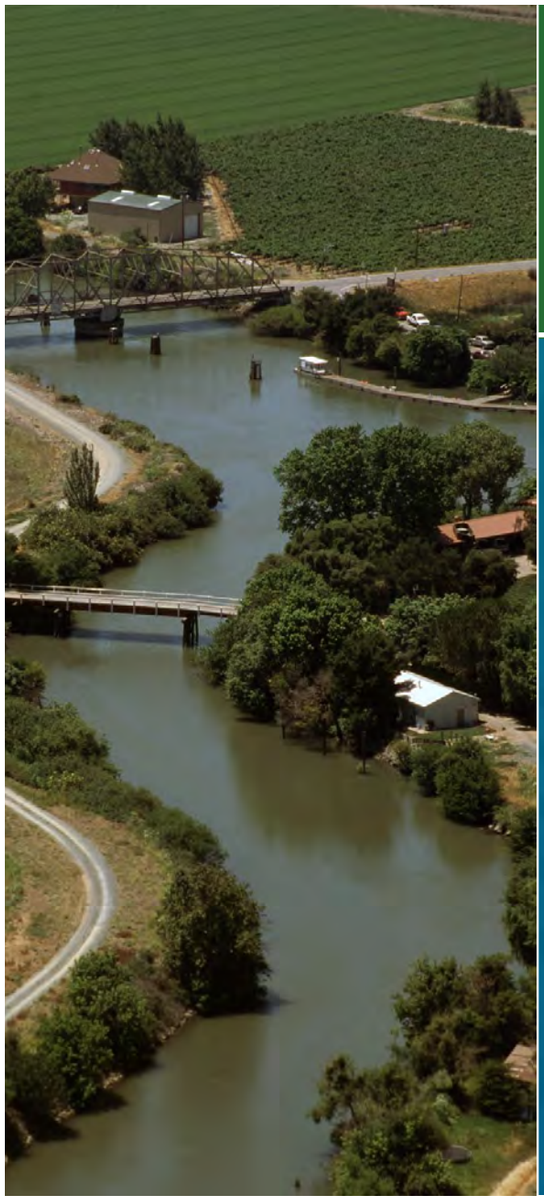
CALIFORNIA DEPARTMENT OF WATER RESOURCES

Delta Conveyance Environmental Review

Identify, analyze and disclose the potential significant adverse environmental impacts of a proposed project, and provide feasible mitigation measures and alternatives to avoid or reduce such effects.



CALIFORNIA DEPARTMENT OF WATER RESOURCES



Notice of Preparation Background

- **July 2017**: DWR approved a two-tunnel conveyance project (California WaterFix).
- **February 2019**: Governor Newsom announced his support for a single tunnel conveyance project.
- **April 2019**: Executive Order issued, directing DWR to assess planning for a single tunnel project.
- **May 2019**: DWR withdrew all California WaterFix approval and environmental compliance documentation.
- **January 2020**: State released draft Water Resilience Portfolio and DWR issued an NOP for a proposed single tunnel project.

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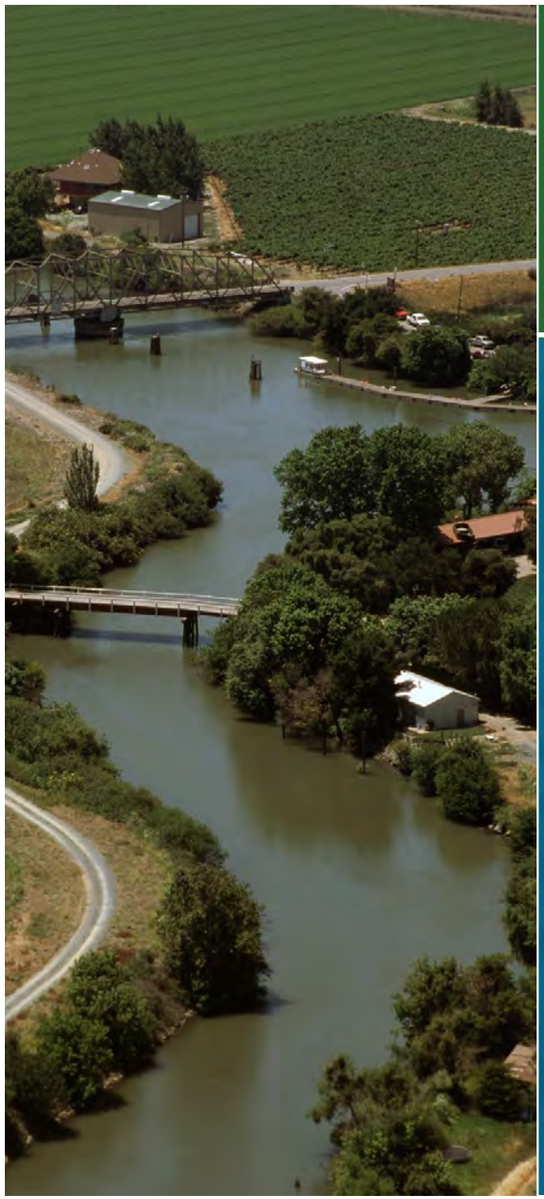

Notice of Preparation Purpose

Documents the Intent to Develop an EIR for Delta conveyance:

- Triggers Start of Scoping
  - *Receive input on the scope and content of the EIR*
- Public Comment Period
  - *Through March 20, 2020*
- Public Meetings
  - *Seven statewide in February 2020*

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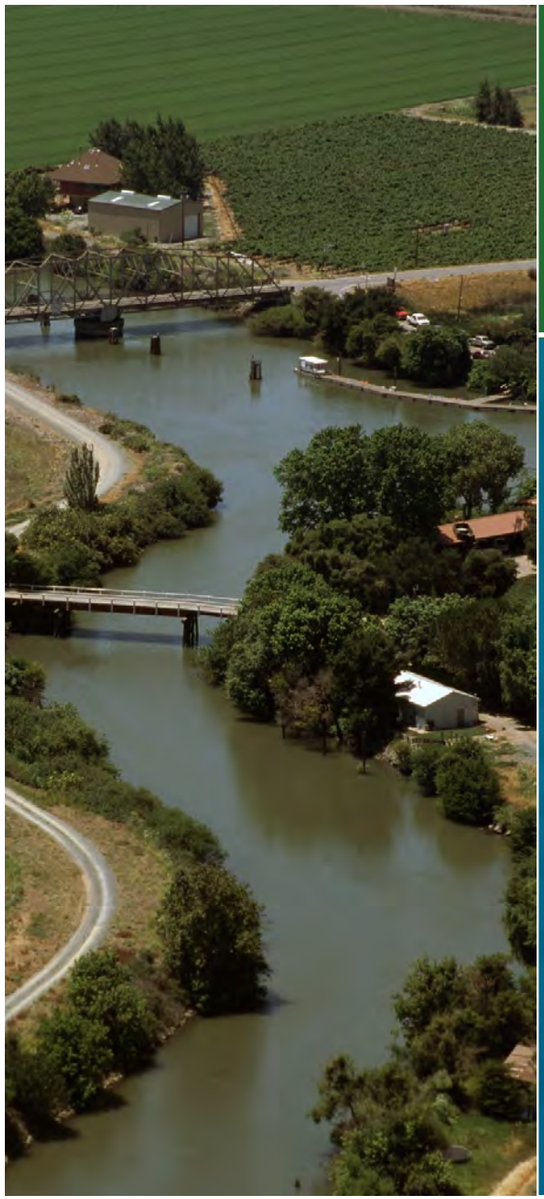

Notice of Preparation Contents

The NOP includes:

- Description of Proposed Project
- Proposed Project Objectives
- Proposed Project Area
- Proposed Project Facilities

The NOP is not a decision document.

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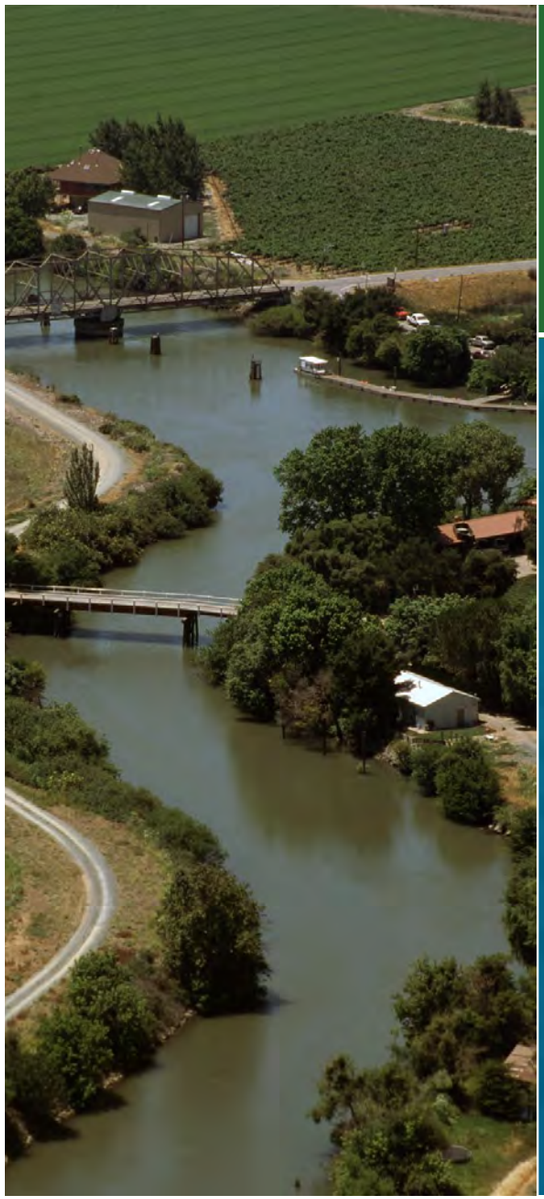
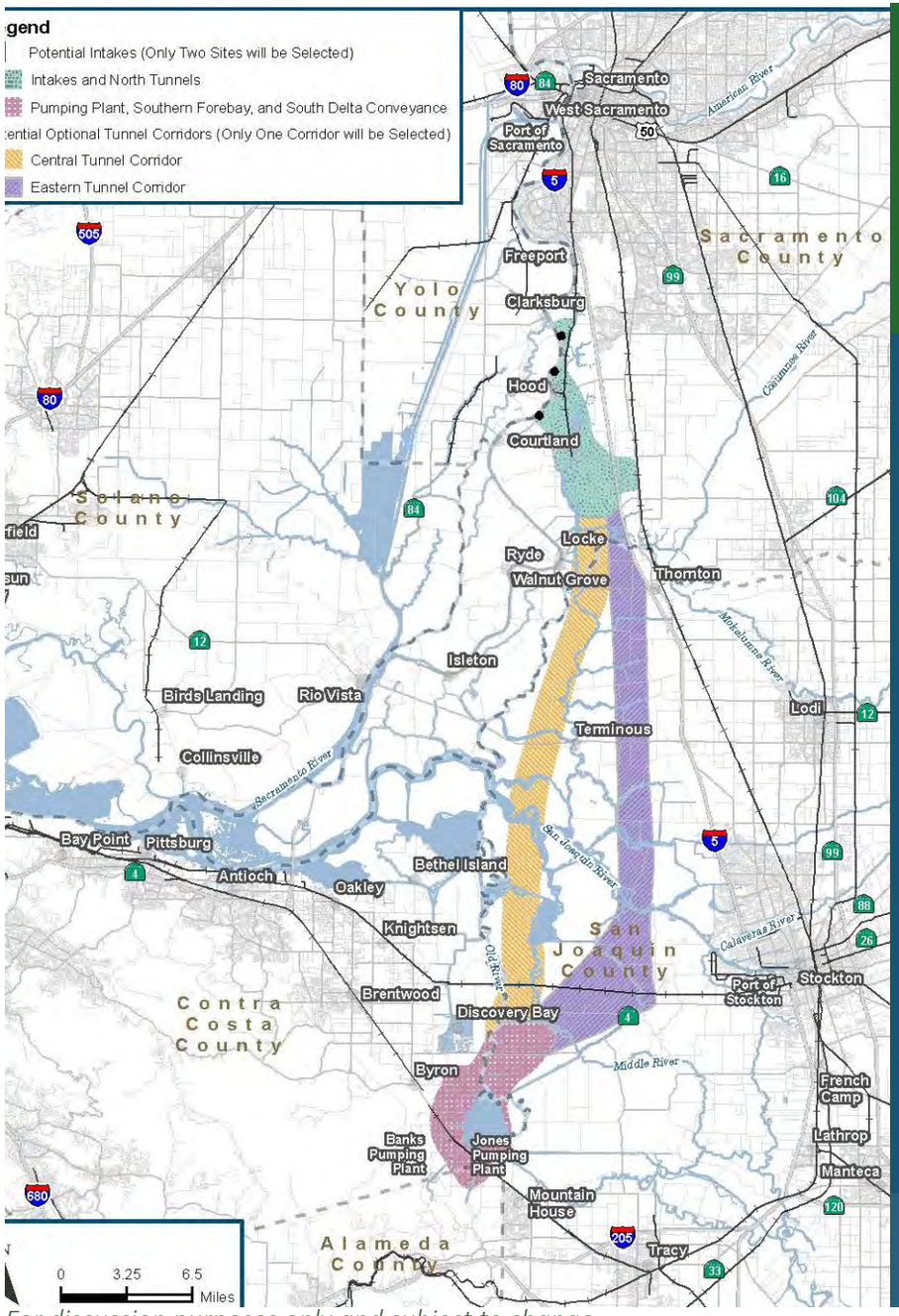


Project Purpose and Objectives

Purpose: Develop new diversion and conveyance facilities in the Delta necessary to restore and protect the reliability of water deliveries in a cost-effective manner, consistent with the State's Water Resilience Portfolio.

Objectives:

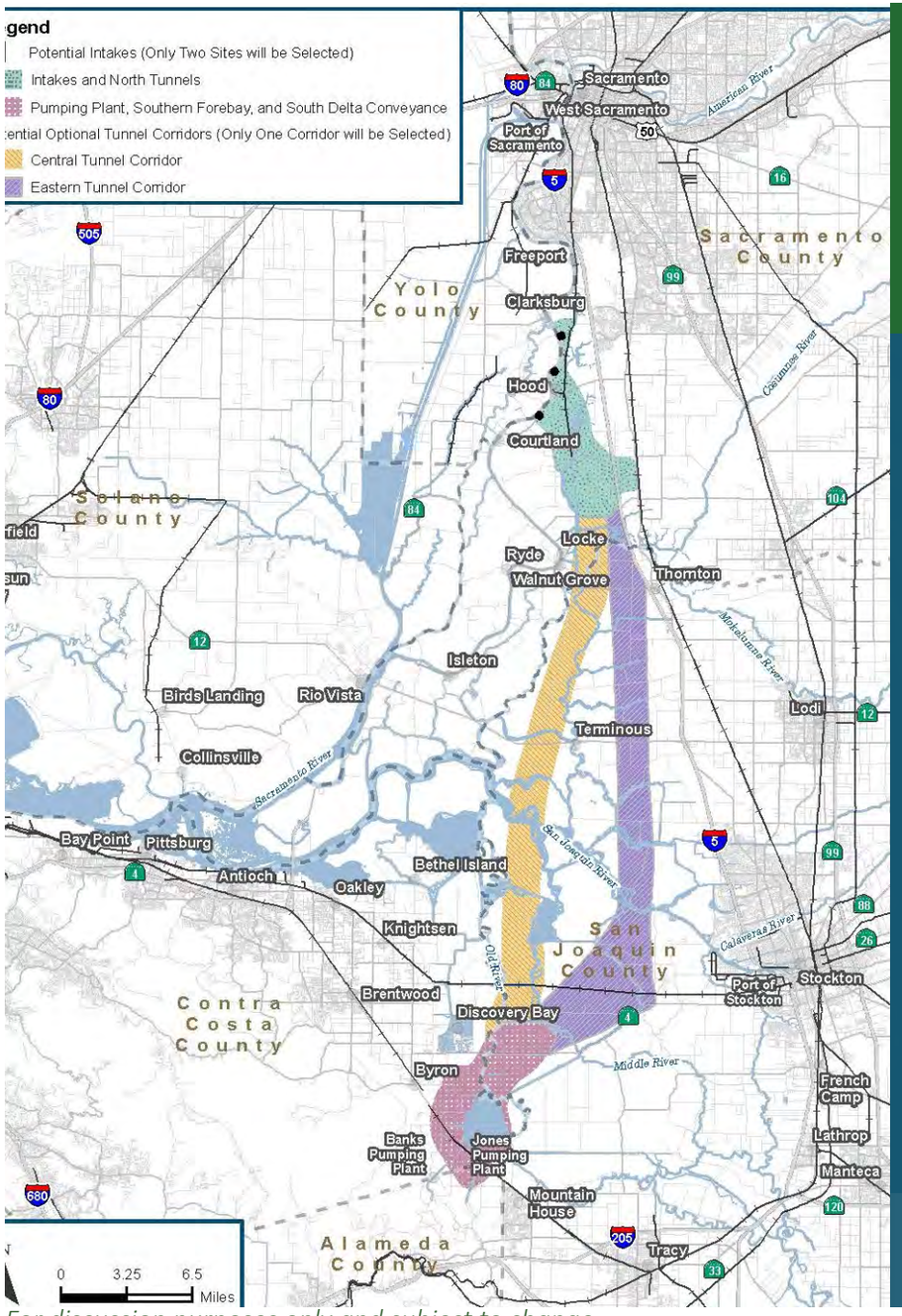
- **Address** sea level rise and climate change
- **Minimize** water supply disruption due to seismic risk
- **Protect** water supply reliability
- **Provide** operational flexibility



Proposed Project Facilities

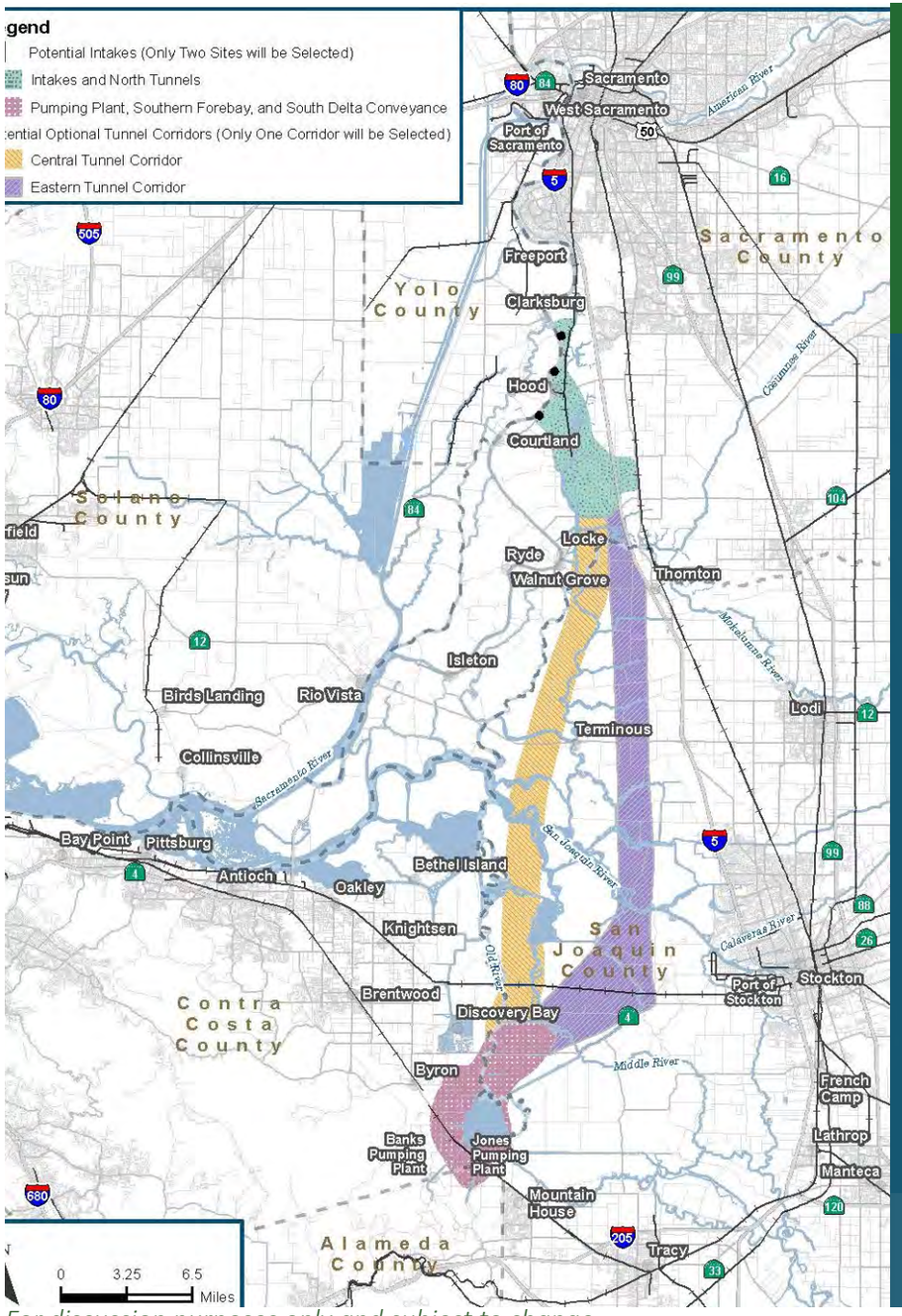
- Intake facilities on the Sacramento River
- Tunnel reaches and tunnel shafts
- Forebays
- Pumping plant
- South Delta Conveyance Facilities

Proposed Project Corridors



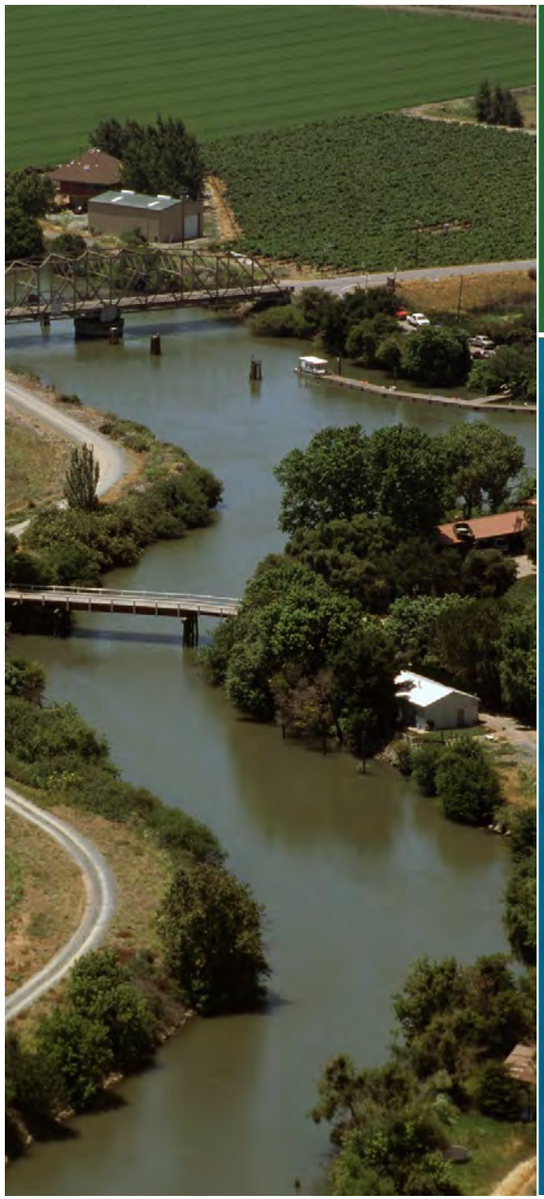
Options:

- A single tunnel is proposed to follow one of two corridors in the central or eastern portion of the Delta.



Proposed Project Capacity

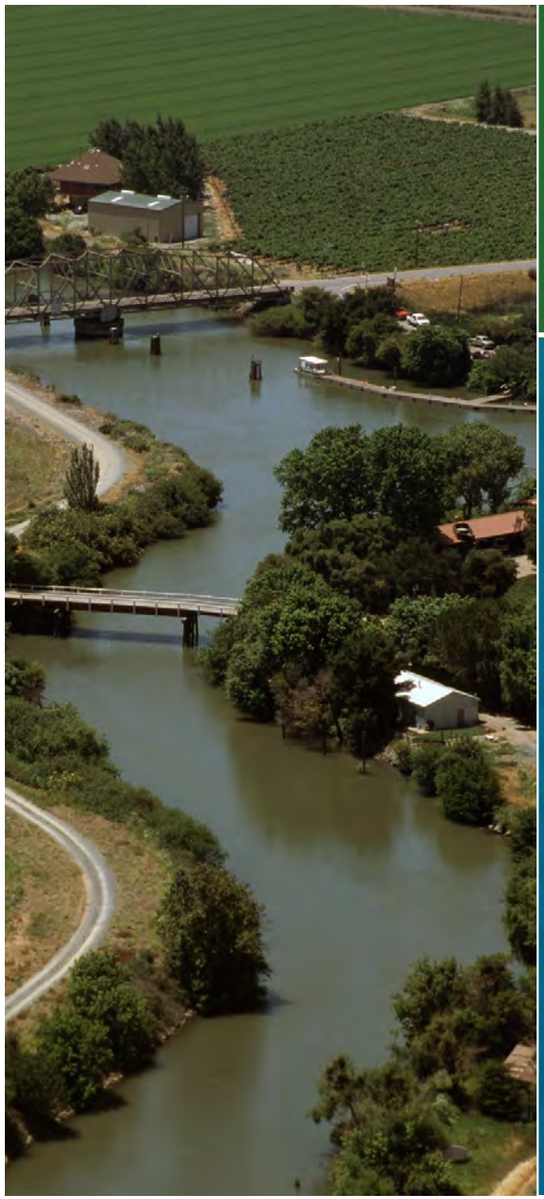
- 6,000 cubic feet-per-second (cfs) combined between two intakes (3,000 cfs each) located along the Sacramento River between South Sacramento and Walnut Grove.
- Likely alternatives to the proposed project capacity will likely be considered within the range of 3,000 cfs – 7,500 cfs.



Alternatives Development

- DWR will select a reasonable range of potentially feasible alternatives that meet project objectives and present opportunities to reduce impacts.
- The scoping period provides an opportunity for the public to comment on alternatives.
- Following scoping, DWR will publicize the alternatives it intends to include for detailed evaluation in the Draft EIR.

The SEC does not have a direct role in alternatives development.



DCA Role

- DWR has directed the DCA to develop conceptual designs for the two corridor options in the Proposed Project.
- We have asked the DCA to consider capacities of 3,000 cfs, 4,500 cfs, 6,000 cfs, and 7,500 cfs because it is more efficient to consider these designs at the same time as the Proposed Project.
- This does not represent a decision on the alternatives; the alternatives will not be finalized until after scoping.

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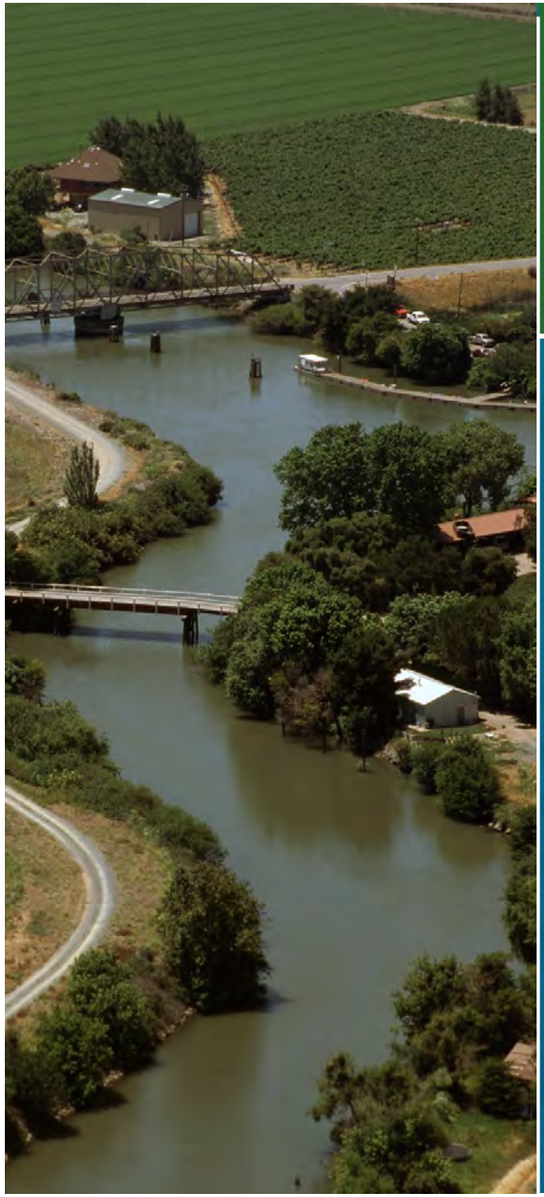

SEC Role

- Develop understanding of Delta conveyance components and siting drivers.
- Review material on facility layouts, site selections and efforts to address construction effects such as traffic volume, noise, site run-off and air emissions and provide advice to the DCA.

Comments for CEQA must be made through the DWR CEQA process.

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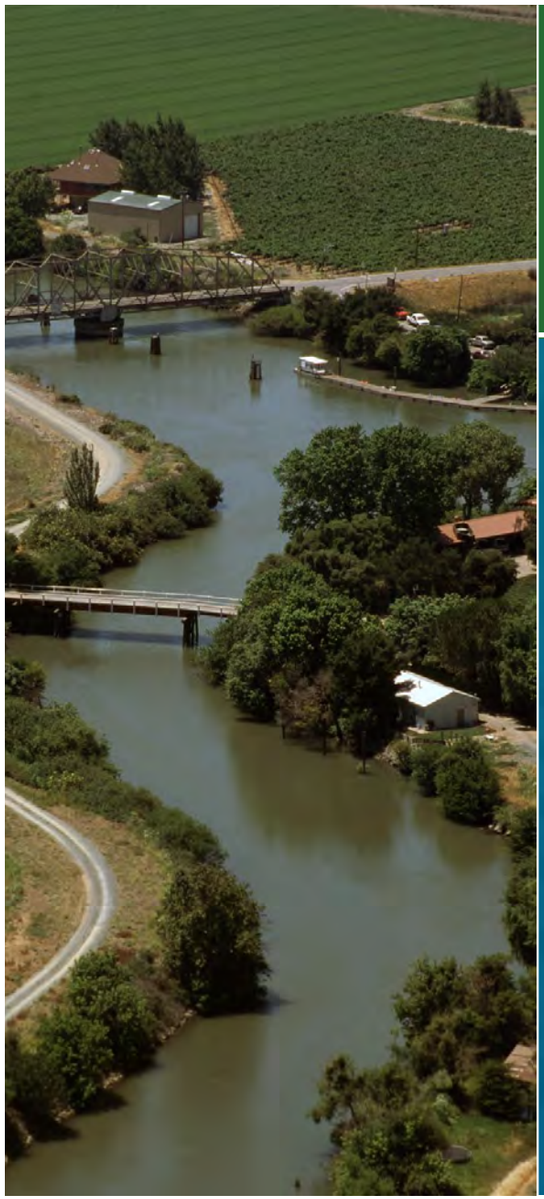


How to Comment

Comments due by March 20, 2020

EMAIL:

DeltaConveyanceScoping@water.ca.gov.

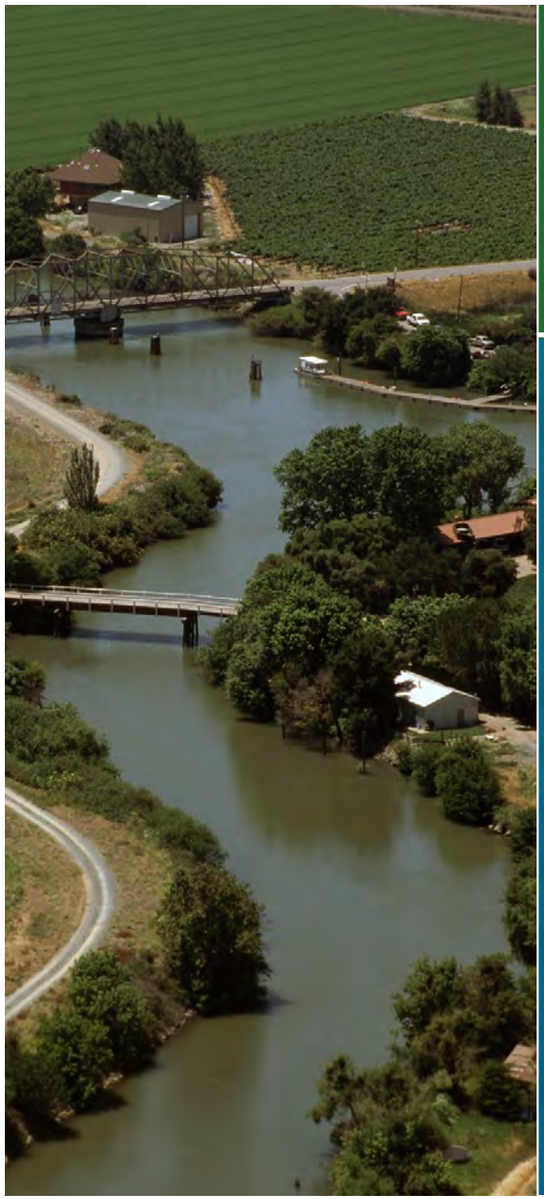
MAIL:

Delta Conveyance Scoping Comments
Attn: Renee Rodriguez, Department of Water Resources
P.O. Box 942836
Sacramento CA 94236

AT A PUBLIC MEETING:

Several public scoping meetings will be held throughout the state as an opportunity to get information, ask questions and submit comments on the scope of the EIR

CALIFORNIA DEPARTMENT OF WATER RESOURCES



Attend a Public Meeting

SACRAMENTO
Monday, February 3, 2020
1 p.m. – 3 p.m.

LOS ANGELES
Wednesday, February 5, 2020
6 p.m. – 8 p.m.

WALNUT GROVE
Monday, February 10, 2020
6 p.m. – 8 p.m.

SAN JOSE
Wednesday, February 12, 2020
6 p.m. – 8 p.m.

STOCKTON
Thursday, February 13, 2020
6 p.m. – 8 p.m.

CLARKSBURG
Wednesday, February 19, 2020
6 p.m. – 8 p.m.

BRENTWOOD
Thursday, February 20, 2020
6 p.m. – 8 p.m.

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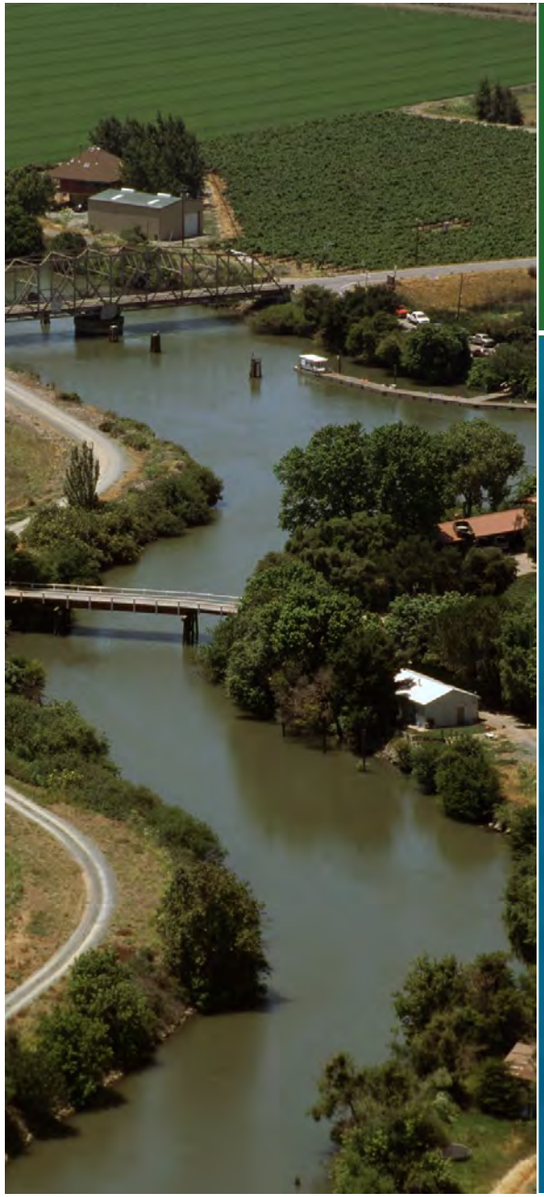
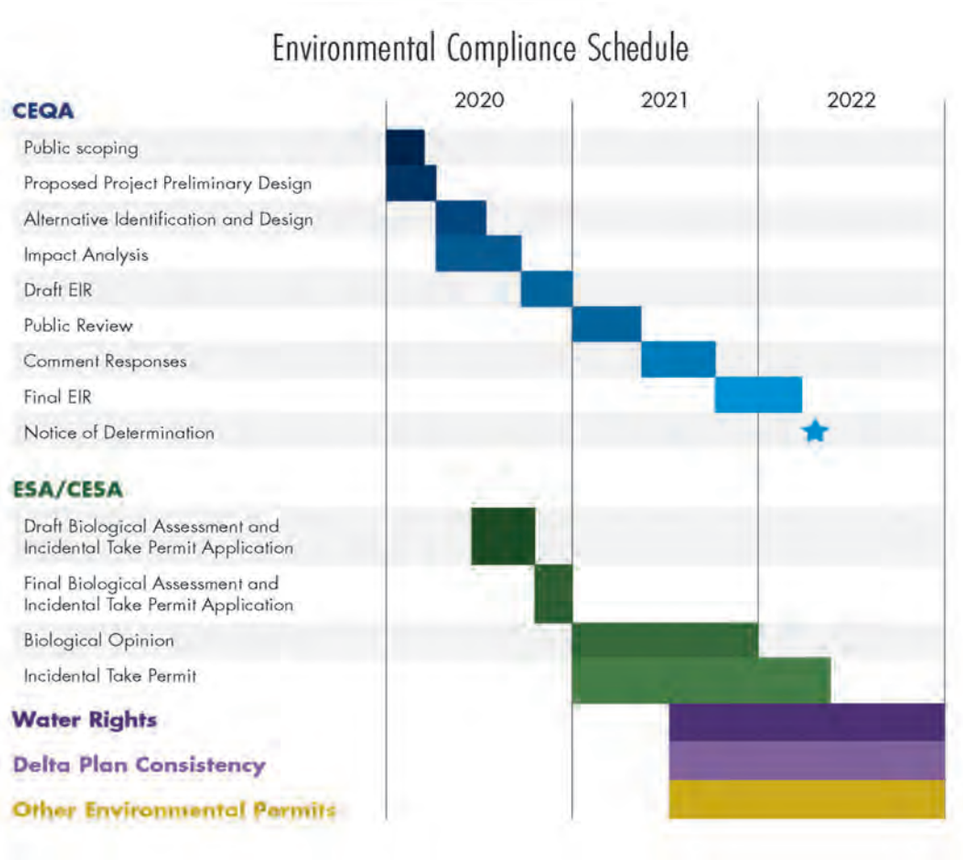
WATER RESOURCES



Key Milestones



Ways to Stay Informed

Learn more on the DWR website and stay up to date with news and other information on social media.

DWR Website

https://water.ca.gov/Programs/State-Water-Project/Delta-Conveyance

Twitter

@CA_DWR

Project Hotline

866.924.9955

Project Email

DeltaConveyance@water.ca.gov

CALIFORNIA DEPARTMENT OF WATER RESOURCES

January 2020

Clarifications?

10-Minute Break

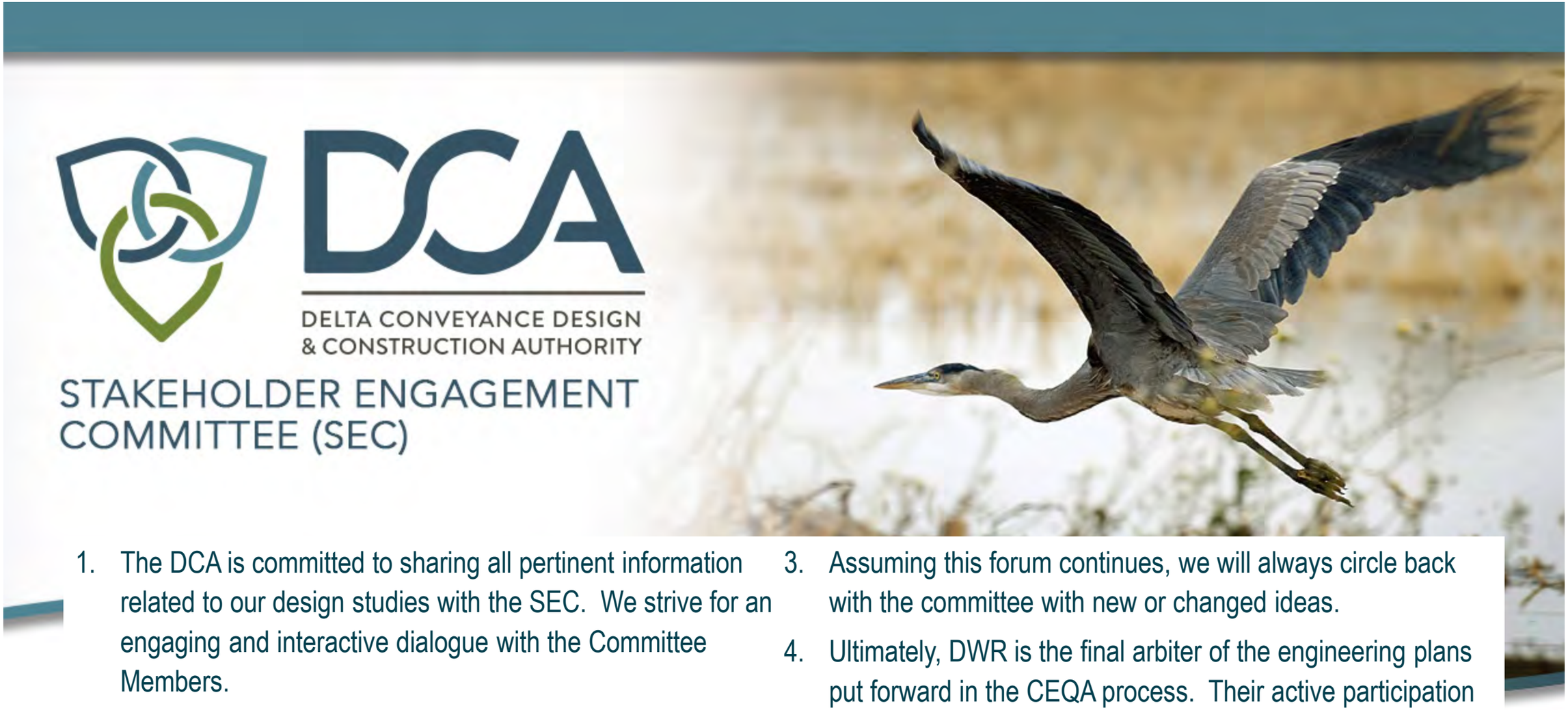
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DCA & SEC MOVING FORWARD

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

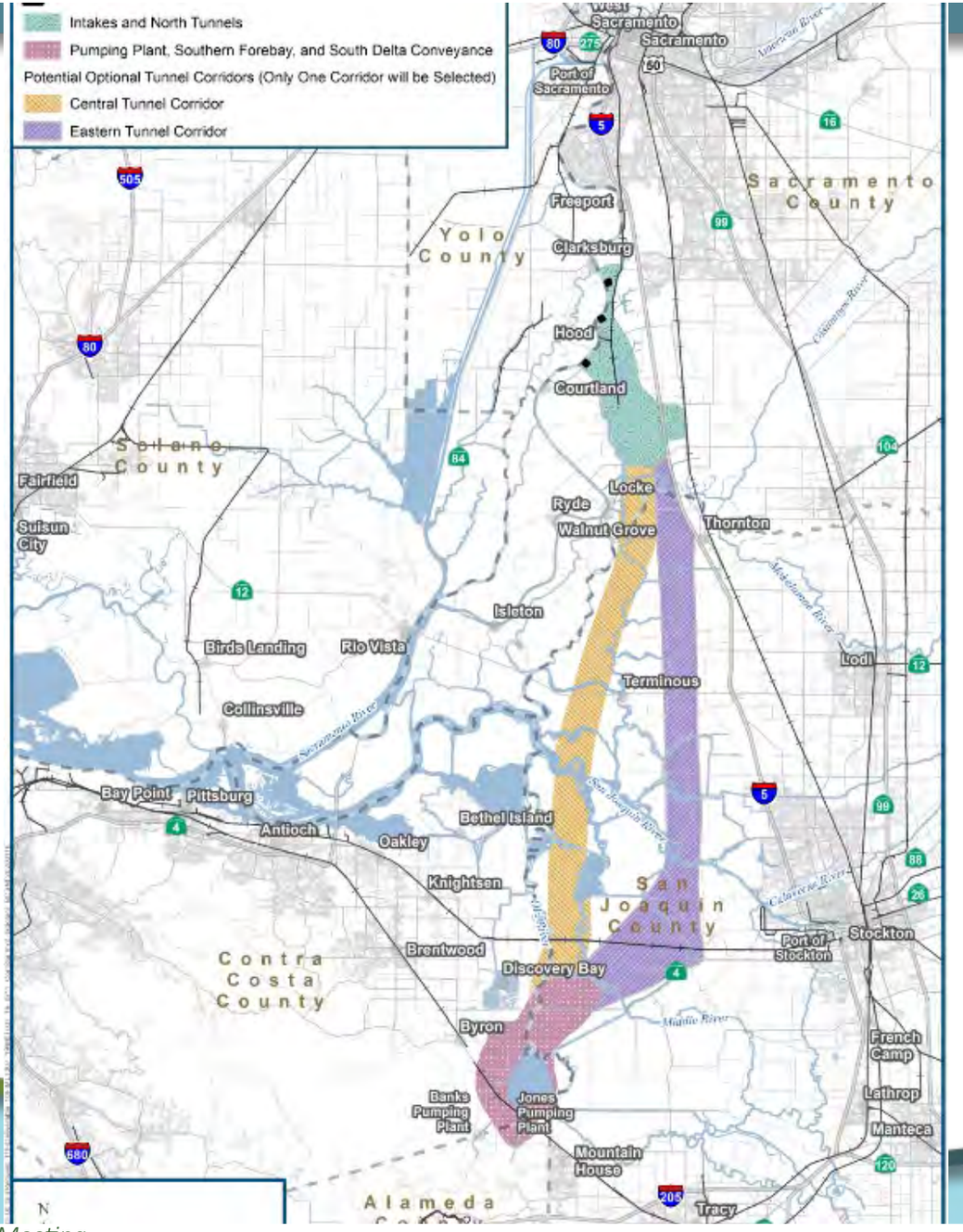
STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)



1. The DCA is committed to sharing all pertinent information related to our design studies with the SEC. We strive for an engaging and interactive dialogue with the Committee Members.
2. All technical information represents the findings of our current work products and as with most early engineering work, sometimes continued study leads to refined recommendations or solutions.
3. Assuming this forum continues, we will always circle back with the committee with new or changed ideas.
4. Ultimately, DWR is the final arbiter of the engineering plans put forward in the CEQA process. Their active participation in this process demonstrates their commitment to fully understanding the public issues surrounding the design and construction of this project.

NOP – KEY ITEMS FOR DCA

1. Facilities that comprise the proposed Delta Conveyance Project
2. Delta Corridor Map for Tunnel Alignments and Facility Siting
3. Range of Flows for Study



DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Work Products

- Two Engineering Project Reports (EPRs)
  - Central Alignment
  - Eastern Alignment
  - Additional alignments may arise as a result of scoping
- Alternative Sizing for 4 Different Flows
- Engineering Report Includes:
  - Narrative Report
  - Drawing Book
  - Map Book
- Design work will be routed through the Committee for input and feedback
- Draft Reports due to DWR in mid July

DCA Focus with Committee over Next 6 Months

- Siting Facilities Along Identified Corridors
- Preparing Facility Drawings to Illustrate Project Components
- Preparing Site Layouts to construct facilities
- Describing and Quantifying Construction Activities (e.g. Schedule, Pile Driving, Truck Traffic, RTM Production)
- Identifying Design Solutions to Reduce Construction Effects
- Identify Potential Dual Benefits Where Possible

LOOKING AHEAD

- December 11th Meeting Roundtable
- Intakes
- Introduction to Launch Shafts

- Jan 22 Meeting Roundtable
- Intermediate Forebay/Launch Shaft
- Launch Shaft

- Feb 12 Meeting Roundtable
- Maintenance/Retrieval Shafts
- RTM Management

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Clarifications?

Introduction

DCA
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

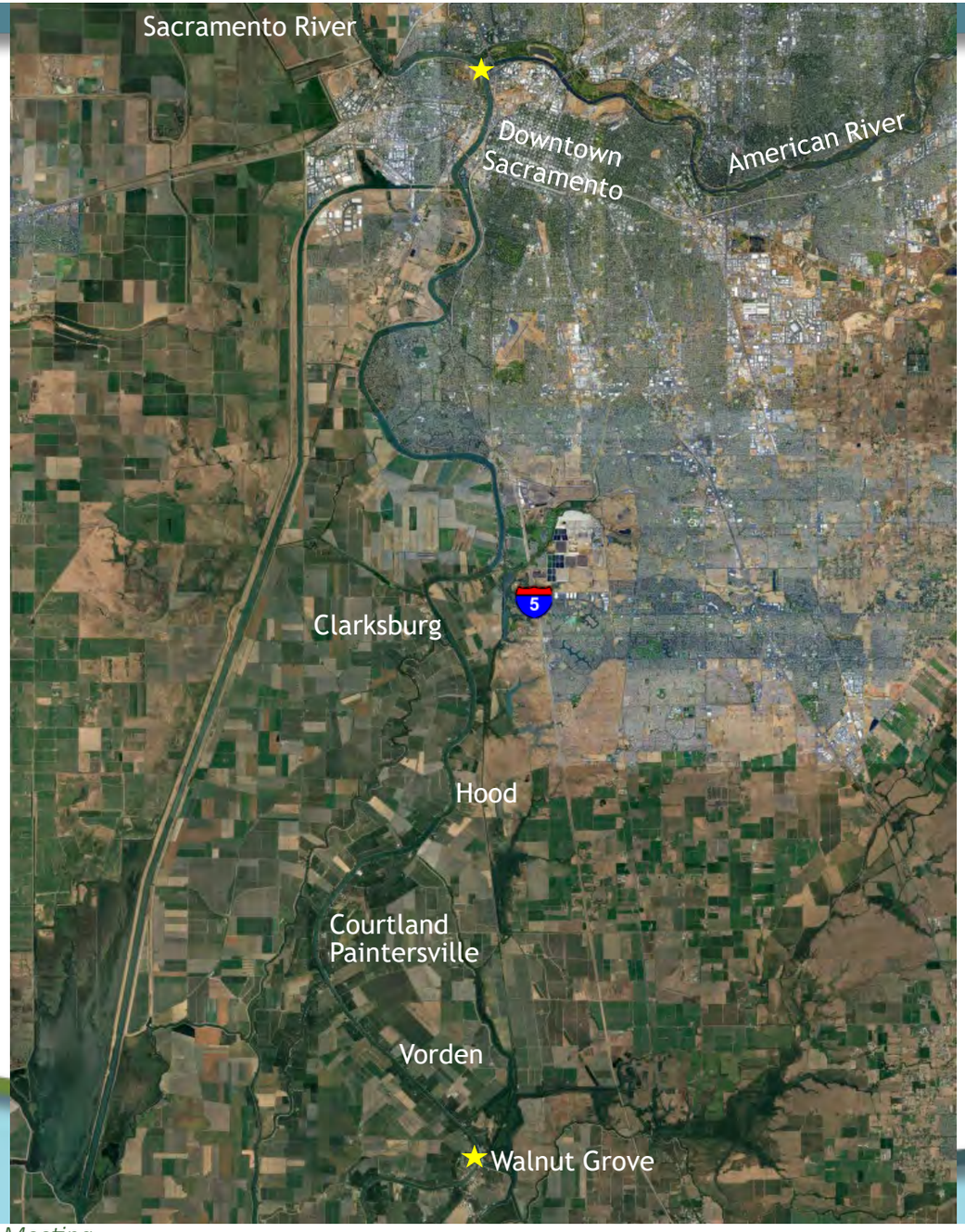
Introduction to Intakes

Siting, Type, Sizing, Construction, and Flow Control

Intake Siting

- Siting study area is from the American River to Sutter Slough
- Sites on the east bank viable with the NOP corridors
  - West bank not viable due to poor access
- 1 to 3 intake sites required for likely alternatives

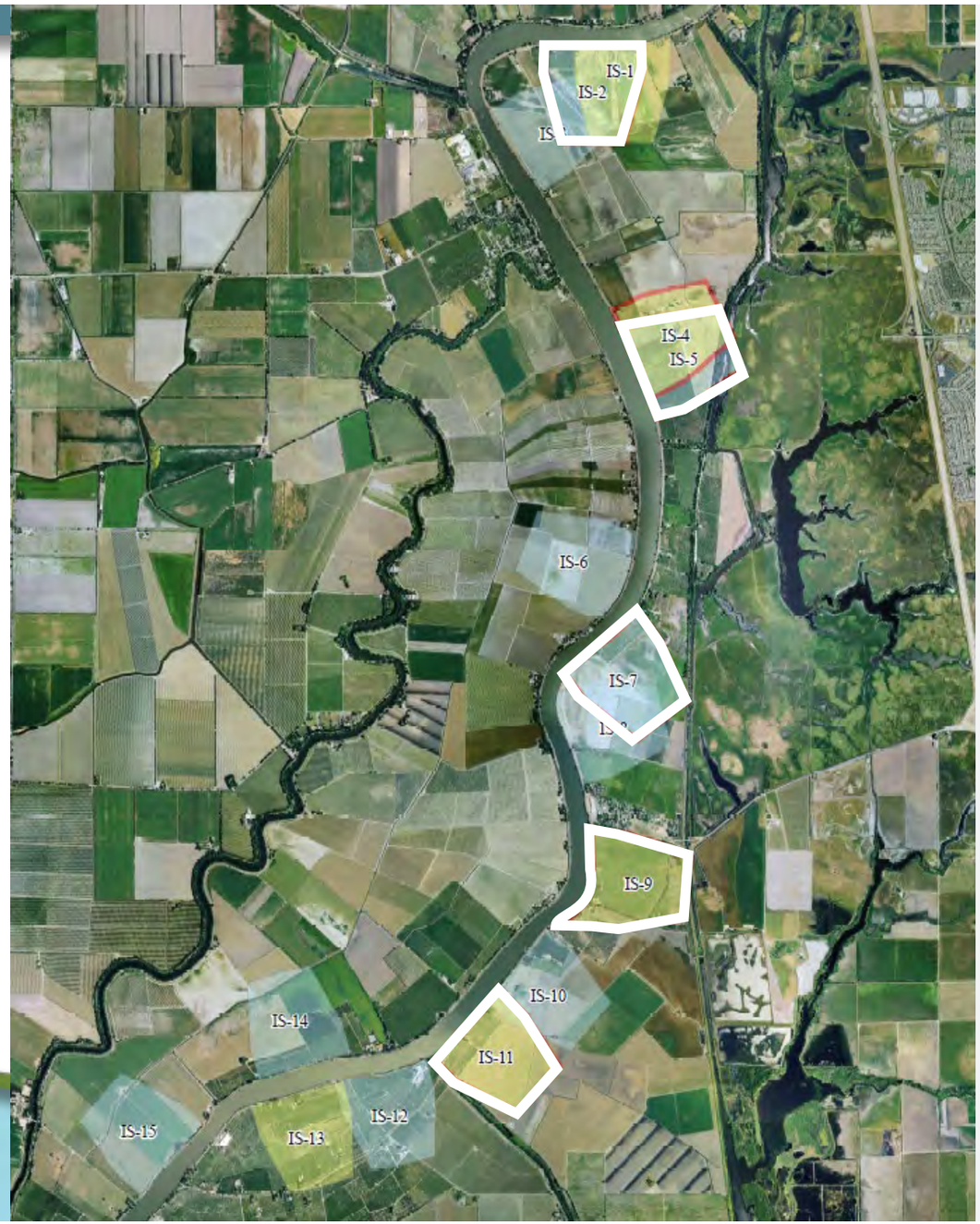
Capacity	Number of Intakes
3000 cfs	1 intake
4500 cfs	2 intakes
6000 cfs	2 intakes
7500 cfs	3 intakes



Intake Site Investigation

Potential siting informed by Fish Facility Technical Team (FFTT) as well as subsequent efforts

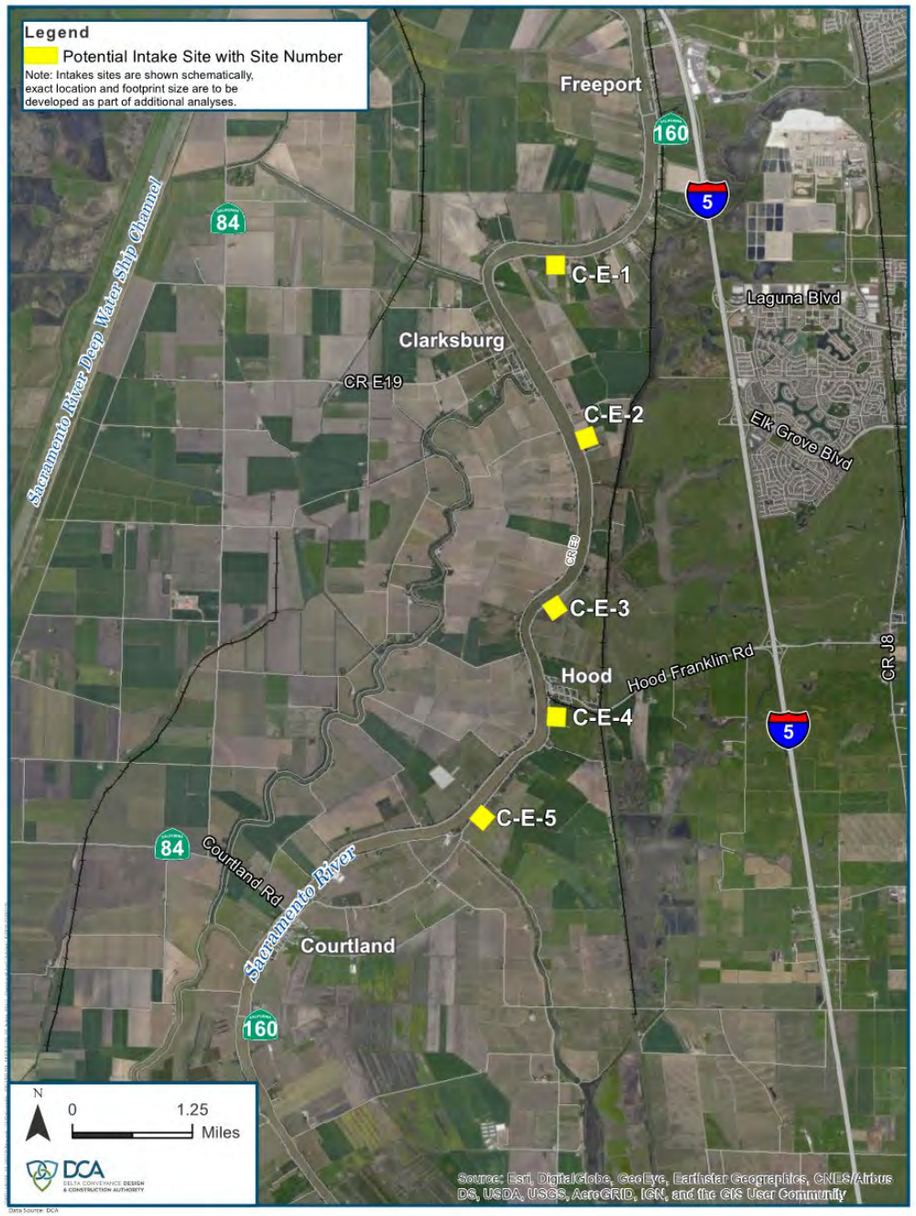
- Outside of bends best
  - Deeper is better (12 feet min)
  - 1 mile spacing
  - Non-shoaling (no sediment accumulation)
  - Adequate straight length for structure
  - Negligible effect on flood levels
- Landside Effects
  - Property effects
  - Proximity to existing development
  - Built environment effects
- Geotechnical Concerns
- Environmental and Habitat Disruption
- Access
  - Roads and traffic effects



DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Candidate Sites

- Reach of river has been exhaustively studied
  - Same sites as previously identified
  - Studied new land use, flows, and river bathymetry
  - No additional viable sites on the east side of the river
  - West side is not logistically feasible
- Conceptual position developed at each site as basis for comparison
- Intake sites are feasible for either Central or Eastern Corridors



DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Evaluation Results

Sites C-E-1 and C-E-4 ranked as least favorable and not recommended for use unless other 3 sites not implementable

- Land use
- Proximity to existing development
- Geotechnical issues

Site C-E-3 is apparent best site

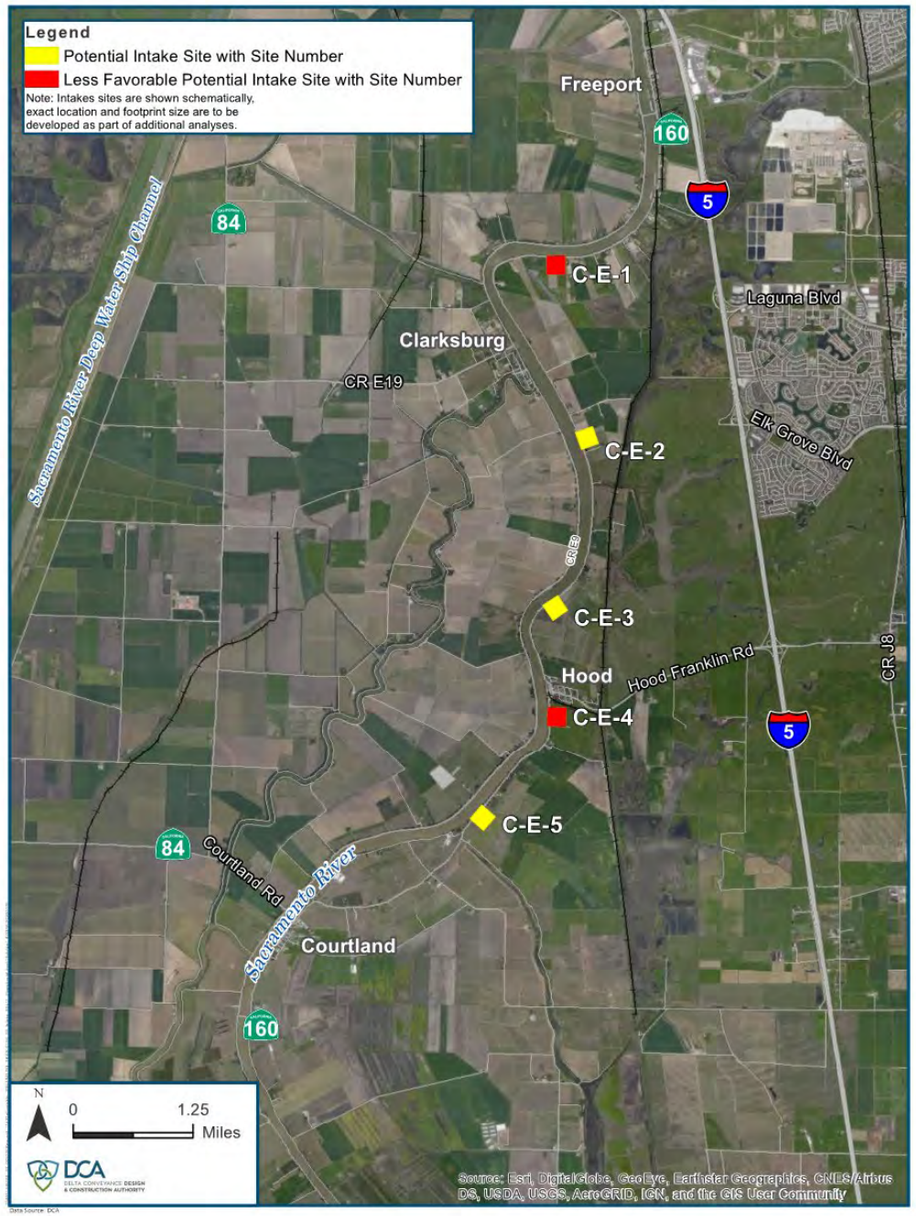
- Lowest effects on existing property and features
- Excellent river conditions

Site C-E-5

- Low effects on existing property and features
- Good river conditions

Site C-E-2

- Longest intake structure
- More substantial property effects
- Adequate river conditions



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Evaluation Results

Path Forward

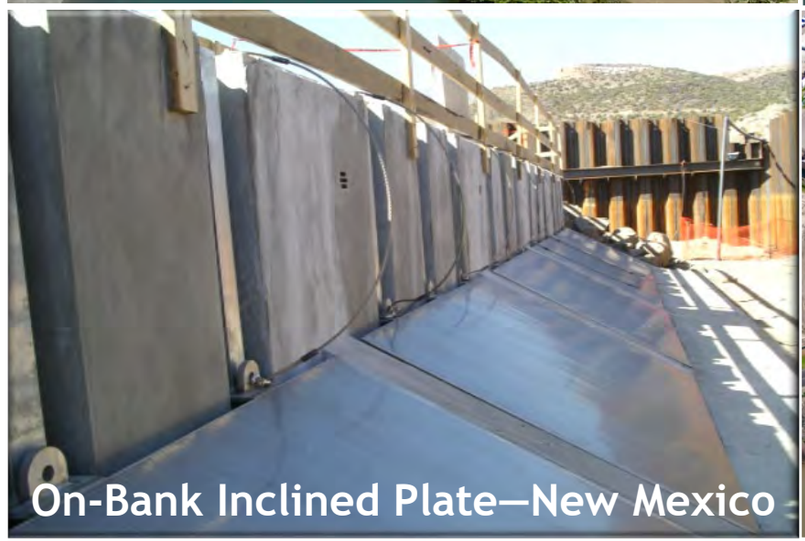
- Select intake sites as part of environmental documentation process
- Conceptual development of footprint and Engineering Project Report with information for selected sites

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Intake Structures Types - Plate


In Channel (Vee Type)—ACID


In River - City of Sacramento


On-Bank Inclined Plate—New Mexico


On-Bank—FRWA

Intake Structure Types - Cylindrical tee

Vertical - Montana

Inclined - Alameda County

Intake Structure Types


Vertical Cylindrical Tee On-Bank


Vertical Plate On-Bank

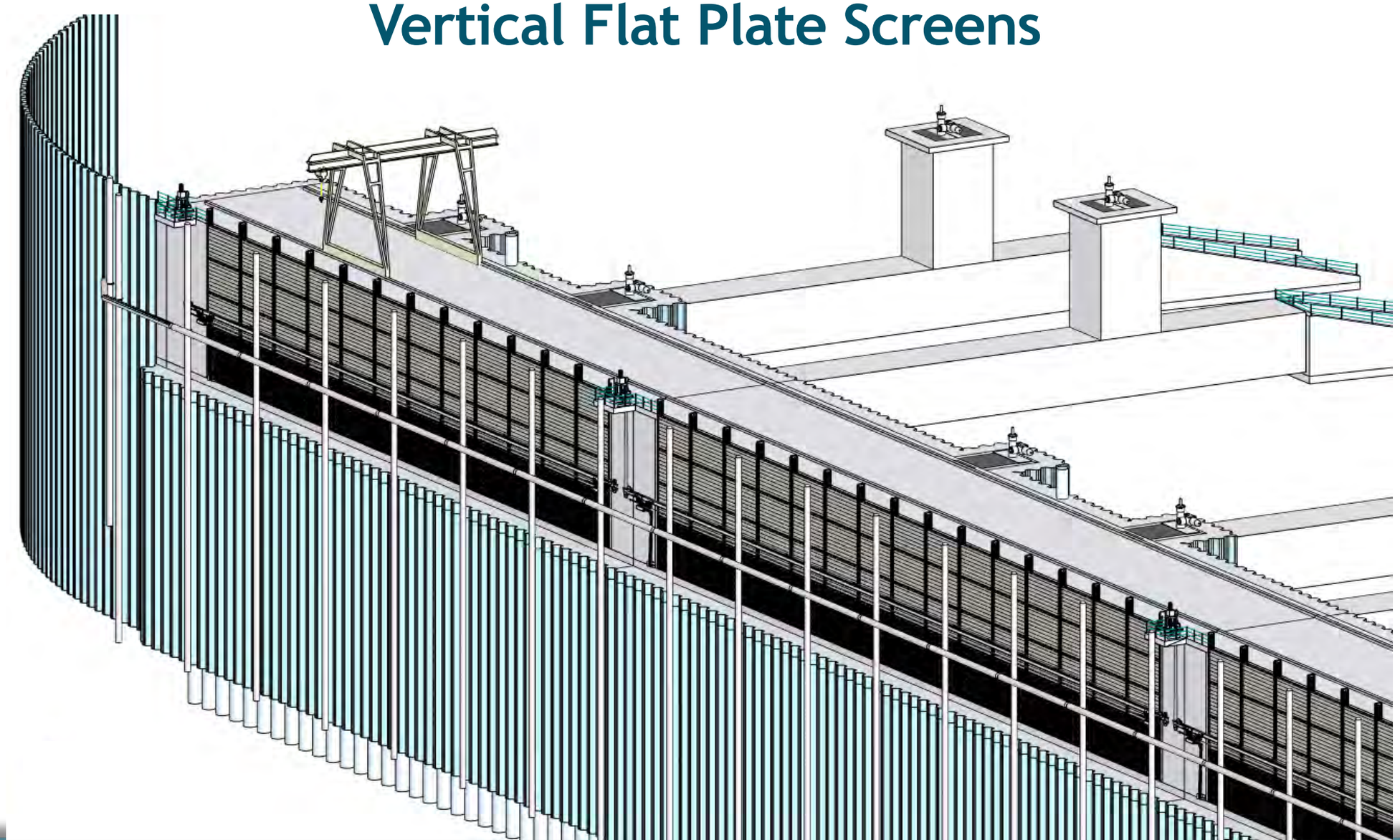
Current Focus:

- Vertical Cylindrical Tee with On-Bank Structure
- Vertical Plate with On-Bank Structure

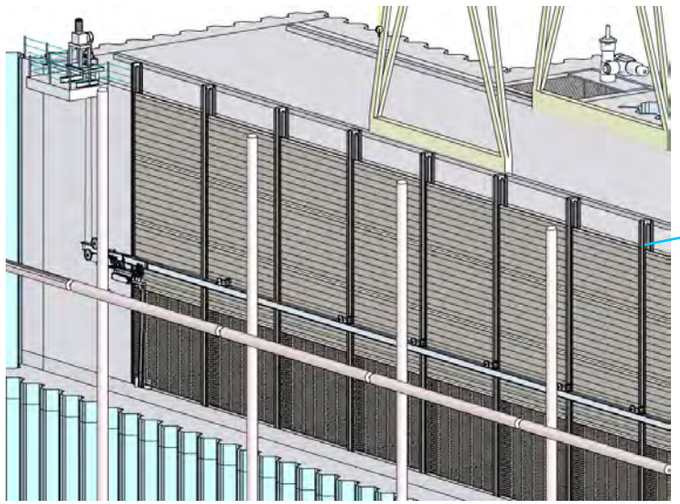
Fish Screens

- Target species
  - Juvenile salmon/steelhead
  - Juvenile Delta fish species (Delta smelt)
- Approach velocity
  - 0.33 fps salmonids
  - 0.2 fps Delta smelt
  - Sets screen length (w/flow & depth)
- Screen System
  - Fish screen
  - Baffle system (velocity uniformity)
  - Screen cleaner

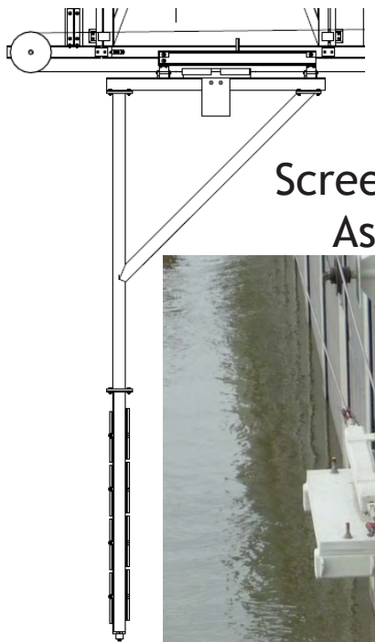
Vertical Flat Plate Screens



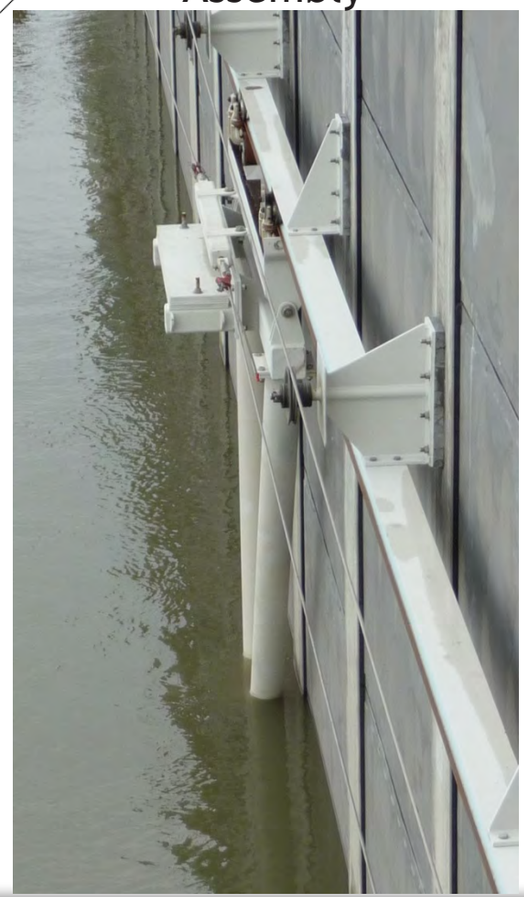
Intake Screens and Screen Cleaners



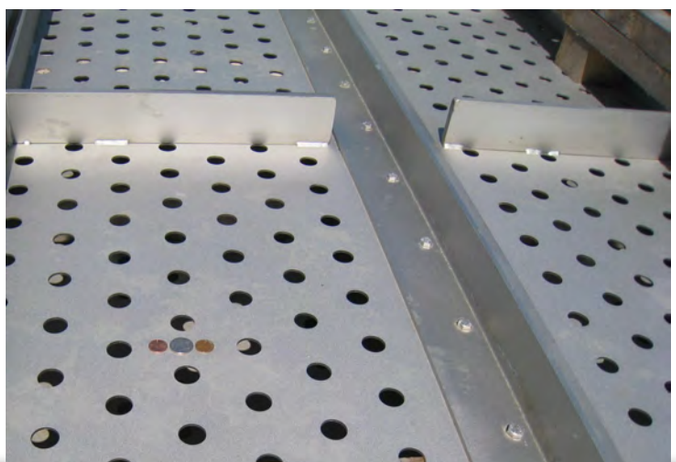
Panel Guide Rails



Screen Cleaner Assembly



Flow Baffle Panel

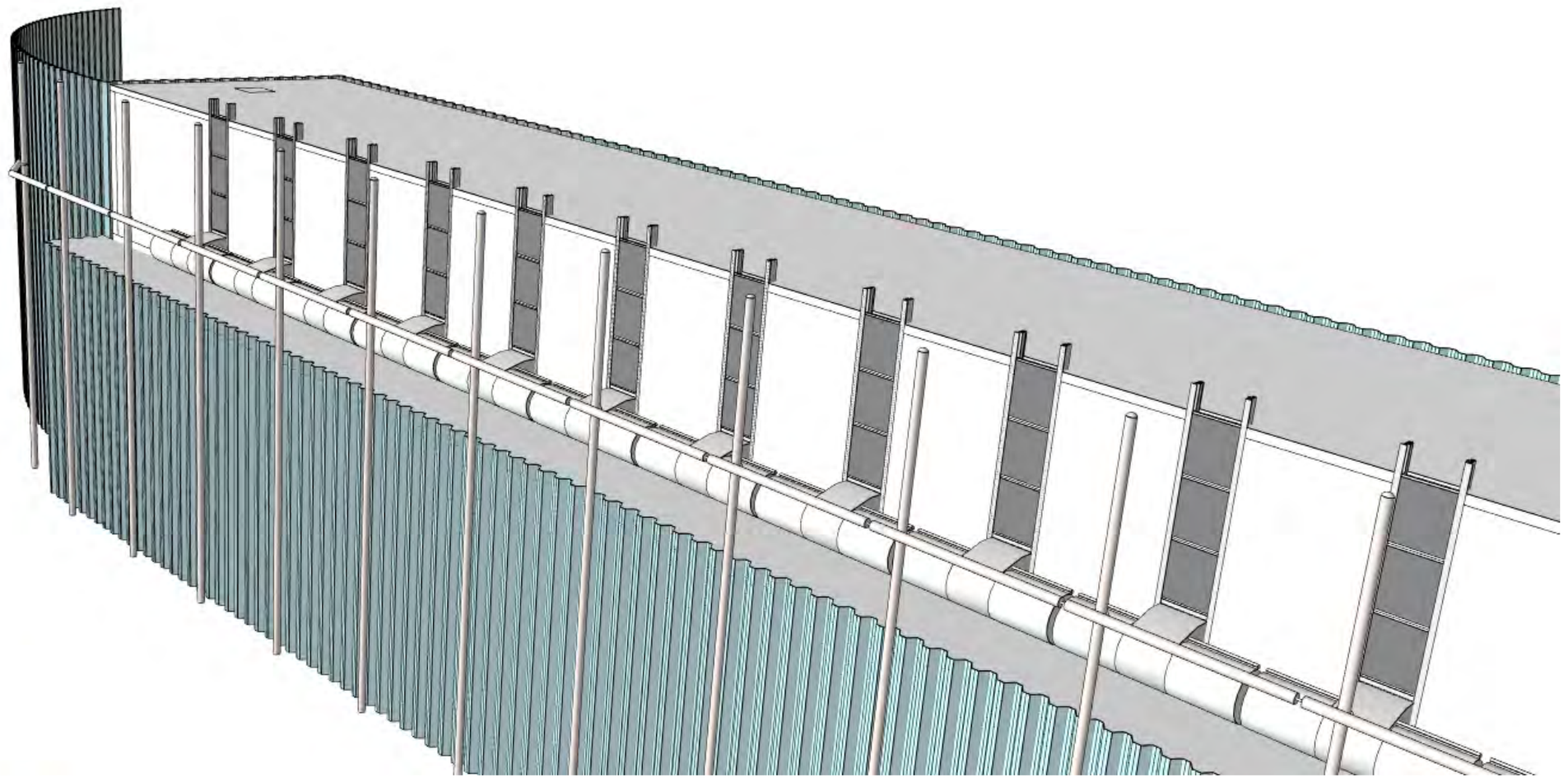


Cleaner Brush

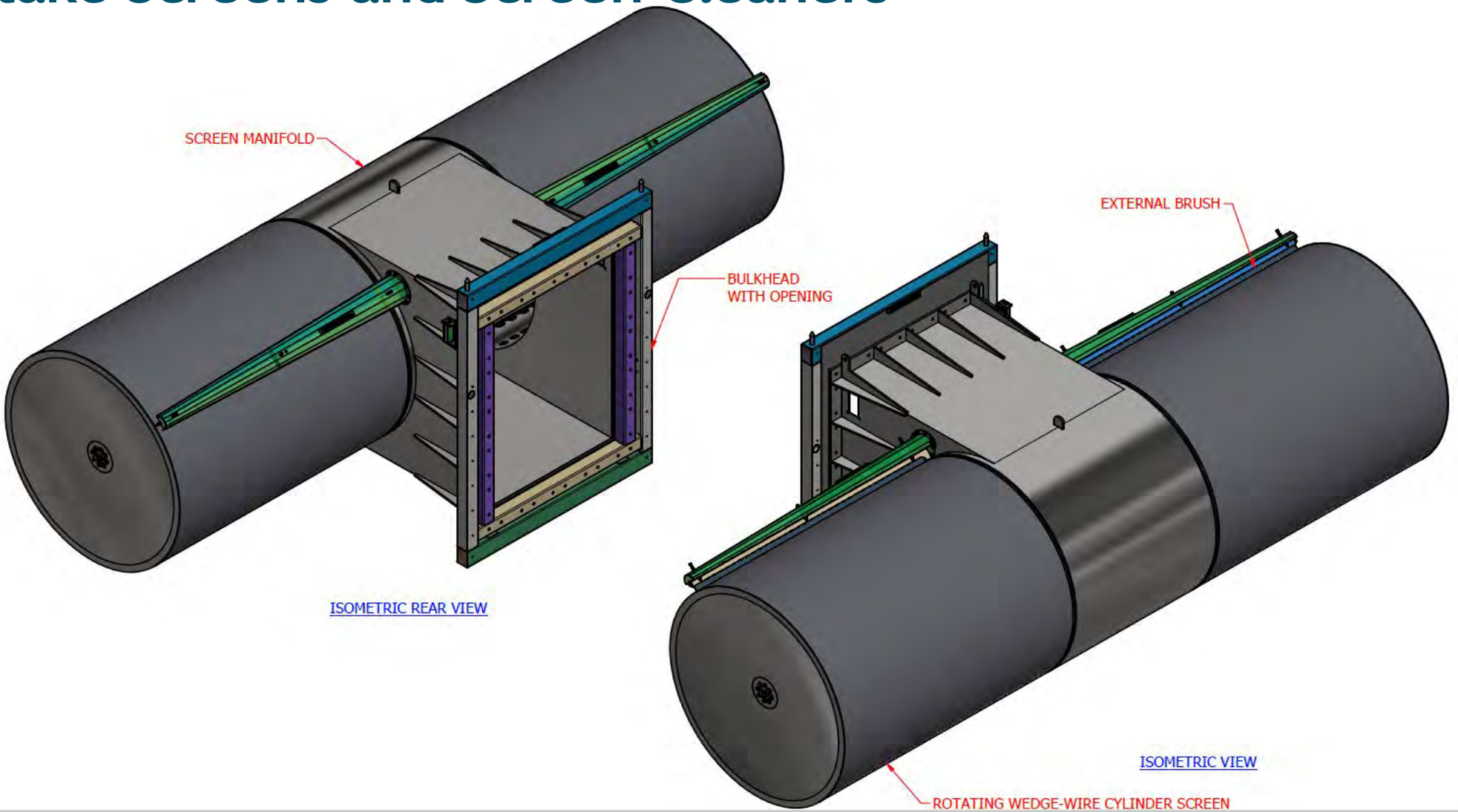
ANIMATION:
VERTICAL PLATE SCREEN CLEANING

File available at dcdca.org

Cylindrical Tee Screens



Intake Screens and Screen Cleaners

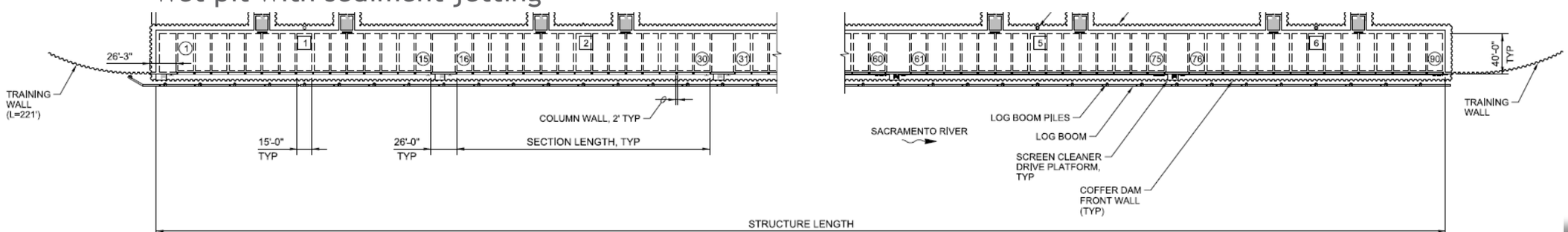


ANIMATION:
CYLINDRICAL TEE SCREEN CLEANING

File available at dcdca.org

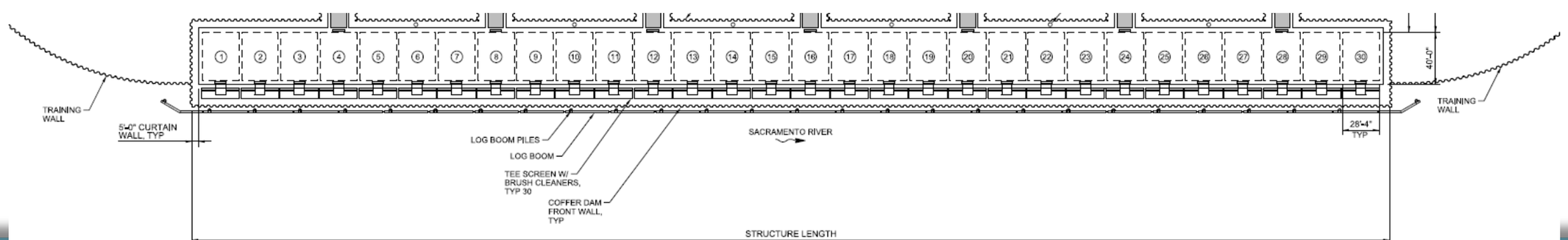
Vertical Flat Plate Screen - Conceptual Screen/Structure Sizing (3000 cfs)

- Screen panels 15 feet wide by 12 to 20 feet tall
  - Depends on river depth at intake site
  - Include 2 feet between screen panels
- Total intake structure length
  - 1175 to 1575 feet (overall concrete structure length)
  - Includes 6 sections at 500 cfs per section
  - 26 foot cleaner landing in each section
- Intake structure width—40 feet
  - Wet pit with sediment jetting

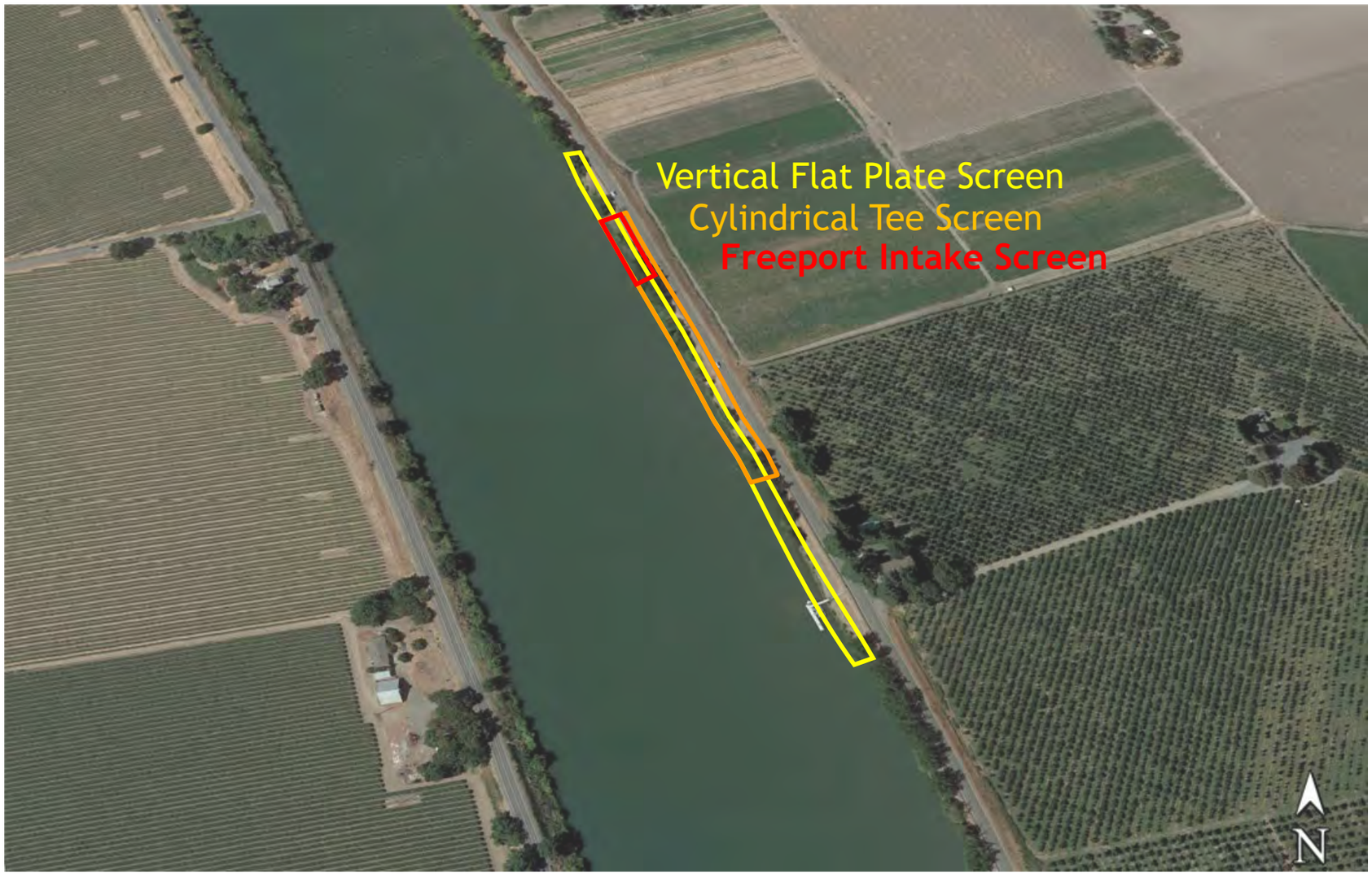


Cylindrical Tee Screen - Conceptual Screen/Structure Sizing (3000 cfs)

- Screen units 8-foot diameter by ~30 feet wide
  - Same for all intake sites
  - Include 1 foot between screens
- Total intake structure length
  - 965 feet (overall concrete structure length)
  - Includes 30 screen units at 100 cfs each
- Intake structure width—~65 feet (preliminary)
  - Dry pit housing valves and meters



Intake Type and Sizing - Comparison



Intake Type and Sizing - Comparison

Cylindrical Tee Screens

Substantially shorter structure

Better screen cleaning

Better flow control

More predator holding areas

Refugia possible along structure face, but does not add length

Possibly more debris collection

One supplier

Vertical Flat Plate Screens

Longer structure

Less effective screen cleaning

Effective flow control

Minimal predator holding areas

Refugia adds length (and cost)

Screen cleaner susceptible to debris damage

Known regulatory acceptance

ANIMATION:
TYPICAL COMPONENTS OF AN INTAKE FACILITY

File available at dcdca.org

ANIMATION:

TYPICAL FOOTPRINT OF A TEE SCREEN INTAKE FACILITY

File available at dcdca.org

ANIMATION:
INTAKE FACILITY CONSTRUCTION SEQUENCING

File available at dcdca.org


ANIMATION:
INTAKE FACILITY CROSS-SECTION
File available at dcdca.org

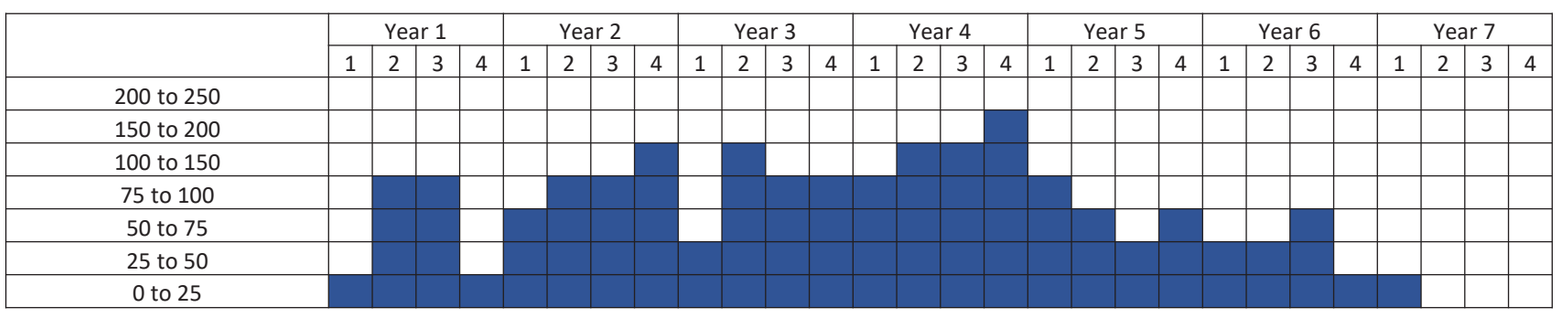
ANIMATION:
INTAKE FACILITY FLOW REGULATION
File available at dcdca.org

Site Access

- Rail
  - Existing line near I-5
  - No direct site access
  - Possible use of central material staging near rail line

Truck Traffic Control

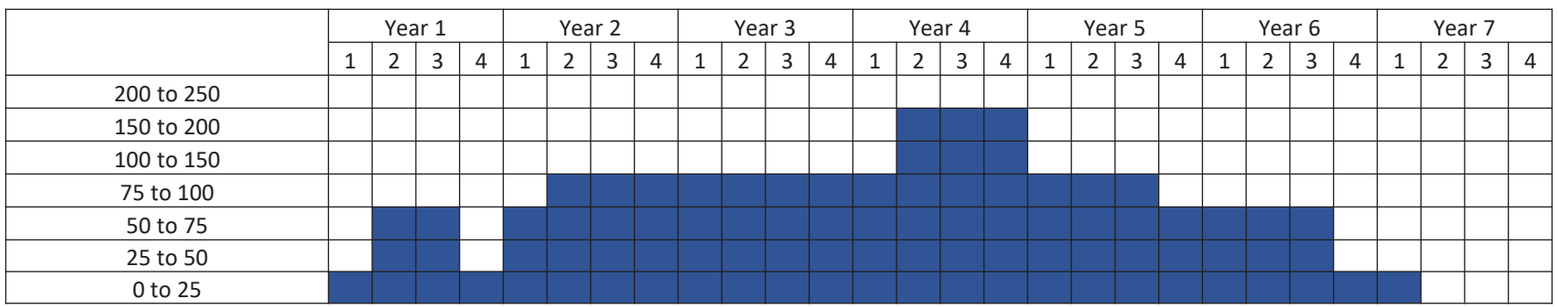
- Truck Traffic Effects from Construction
  - Truck traffic to each construction site on two-lane roads after freeway
  - Potential for disrupting local transportation of residents', workers', commercial, and visitors' vehicles
- Measures to Reduce Effects
  - Create new/parallel roads for construction traffic only
  - Improve existing road systems to accommodate additional traffic volumes and loads
  - Store construction vehicles onsite to minimize volume of large trucks
  - Batch plant onsite to reduce concrete truck traffic



Estimated Truck Trips/Day at an Intake without Reduction Measures

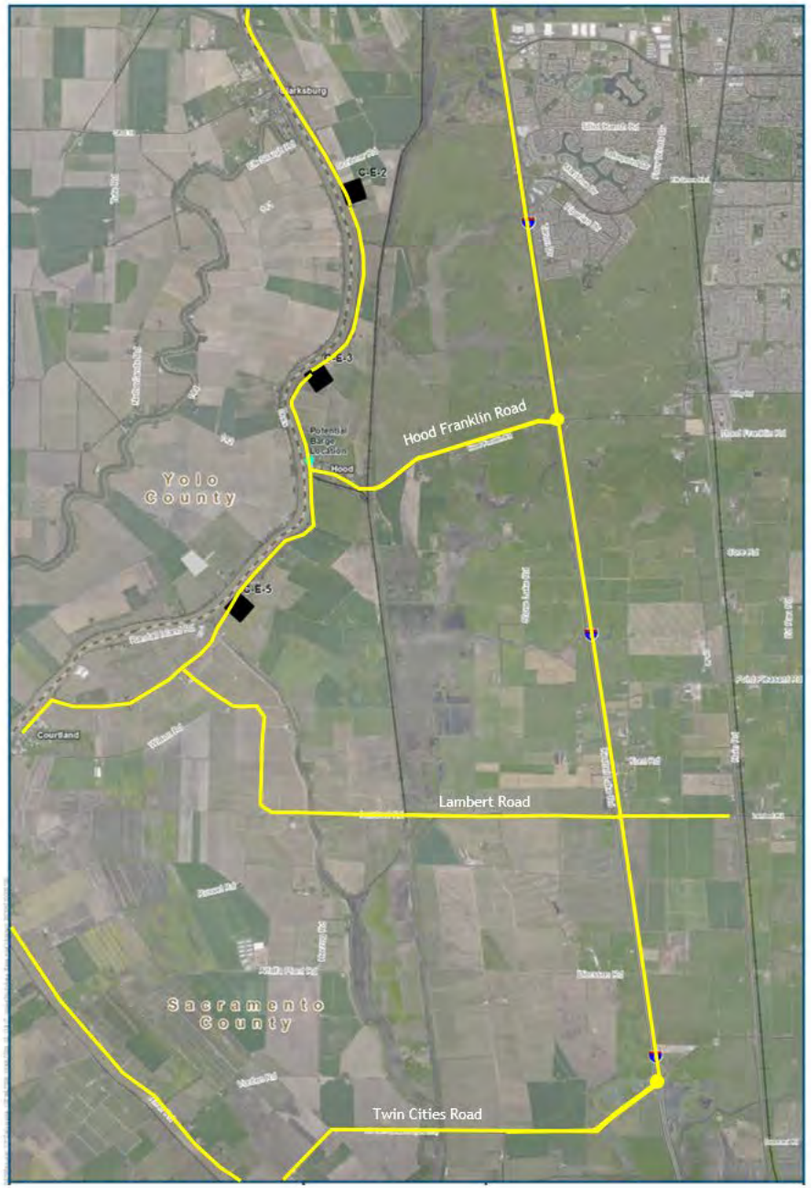
Worker Traffic Control

- Potential Measures to Reduce Worker Traffic
  - Park-and-Ride locations (Staging Centers)
    - Use electric buses/vans to drive to construction site
    - Place at locations with less effects
    - Could be converted for public use after construction
  - Stagger shifts at construction site
  - Use food trucks to minimize lunch traffic



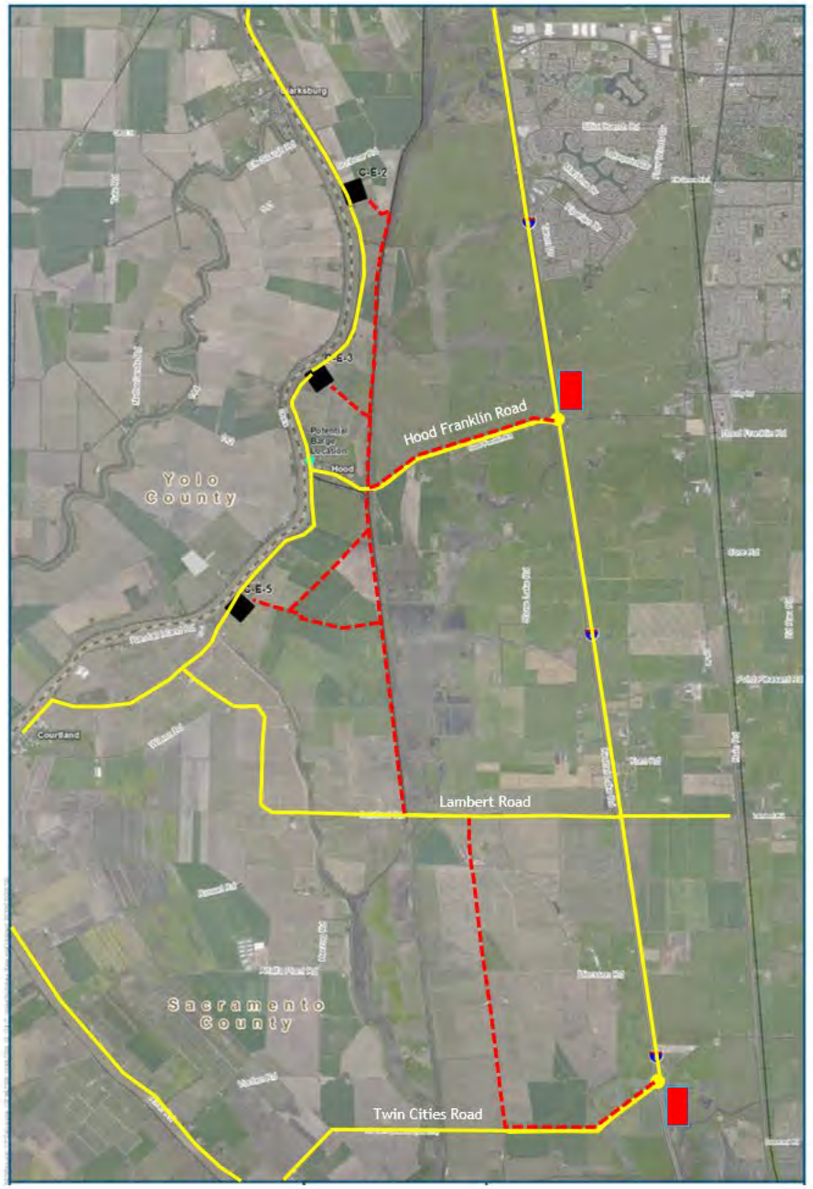
Estimated Worker Trips/Day at an Intake without Reduction Measures

Site Access
- Roads



Site Access

- Roads
  - Use of haul roads and staging centers will reduce dependence on portions of existing roads



Site Access

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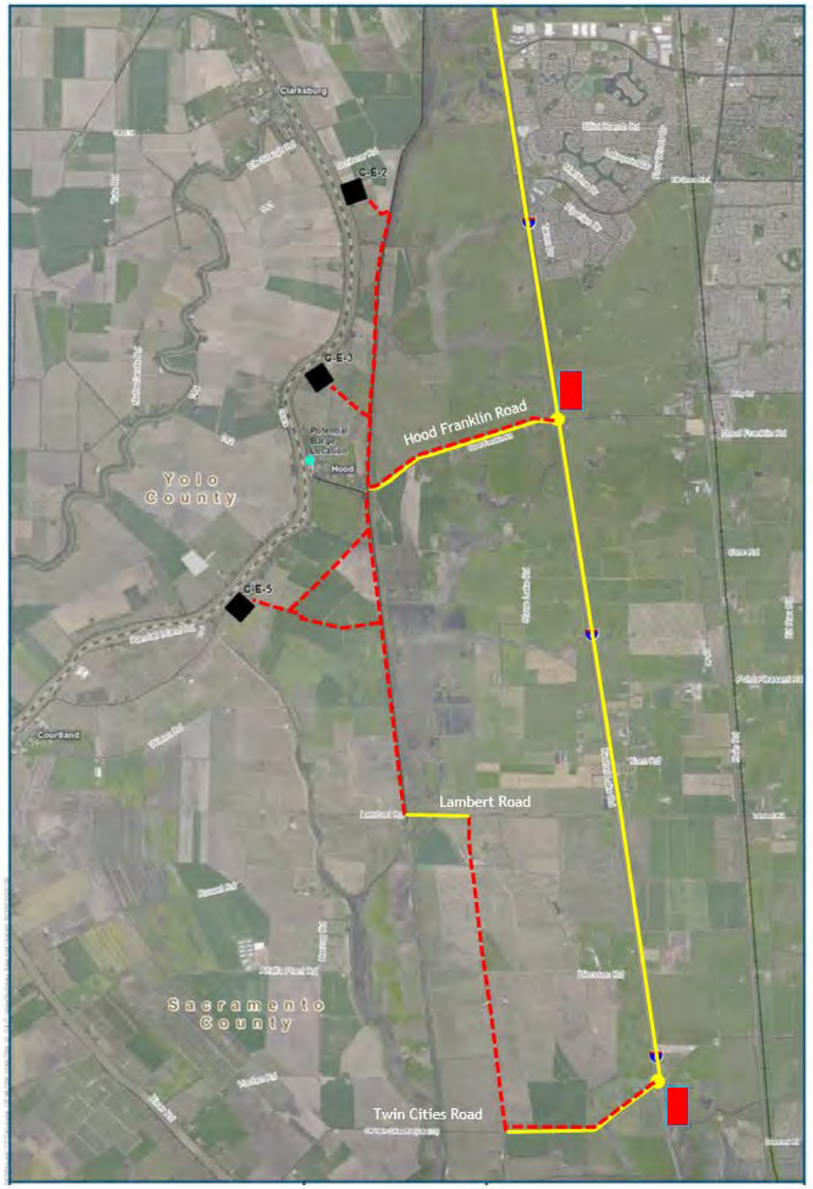
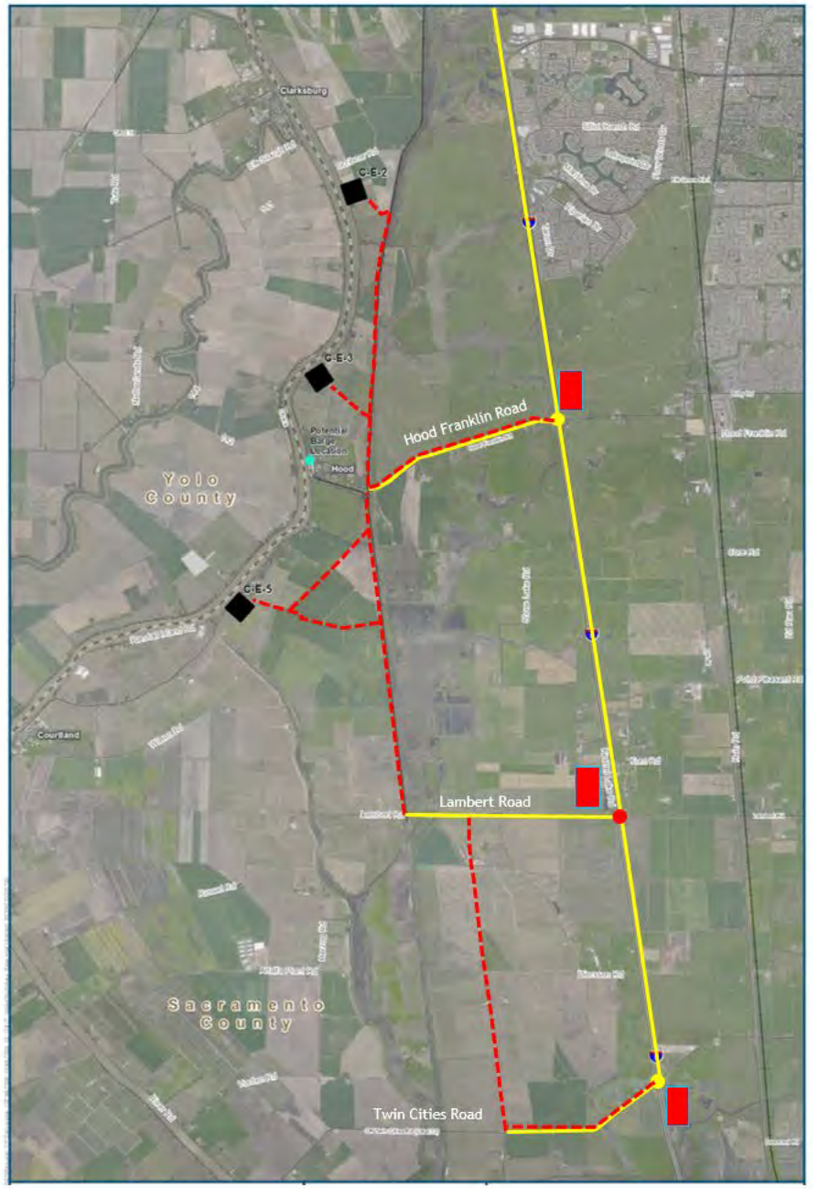


Site Access

- Roads
  - In addition to Twin Cities Road a new interchange near Lambert Rd may be beneficial



Site Access

- Barge
  - Existing barge landing at Hood
    - Requires use of Hwy 160
  - Can create barge landings at intake sites

Site Access

- Barge
  - Existing barge landing at Hood
    - Requires use of Hwy 160
  - Can create barge landings at intake sites

Logistics Alternatives

- Modes of Transportation
  - Rail
  - Trucking/Roads
  - Barge

- Trucking/Roads
  - Force traffic to use I-5
  - Avoid 160 and the River Road using new Haul Roads.
  - Possible new Highway interchange near Lambert Rd.
  - Possible staging center for consolidation and/or employee parking

- Barge
  - Potential barge landings at Hood or at/near intake sites
- Rail
  - Possible rail staging area and consolidation center off tracks near I-5

Noise Control

Typical Pile Driving Noise Levels

Table 1. Typical A-Weighted Sound Levels

Common Outdoor Activities	Noise Level Scale (dBA)	Common Indoor Activities
	110	Rock band
Jet flyover at 1,000 feet		
	100	
Gas lawnmower at 3 feet		
	90	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large business office
Quiet urban daytime	50	Dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20	
		Broadcast/recording studio
	10	
	0	

Source: Caltrans 2009.

Pile Driver without Noise Reduction Equipment
Source: Carpenters Training Institute

Noise Reduction Equipment - Shroud

Noise Control

Typical Pile Driving Noise Without Noise Reduction Equipment

Noise Control

Typical Pile Driving with Noise Reduction Equipment

Site Runoff Control

Protecting Surface Waters at Construction Sites

Sources of Potential Water Discharges from Construction Sites

- Runoff from off-site and on-site (including dust control watering)
- Dewatering flows
- Construction-water flows

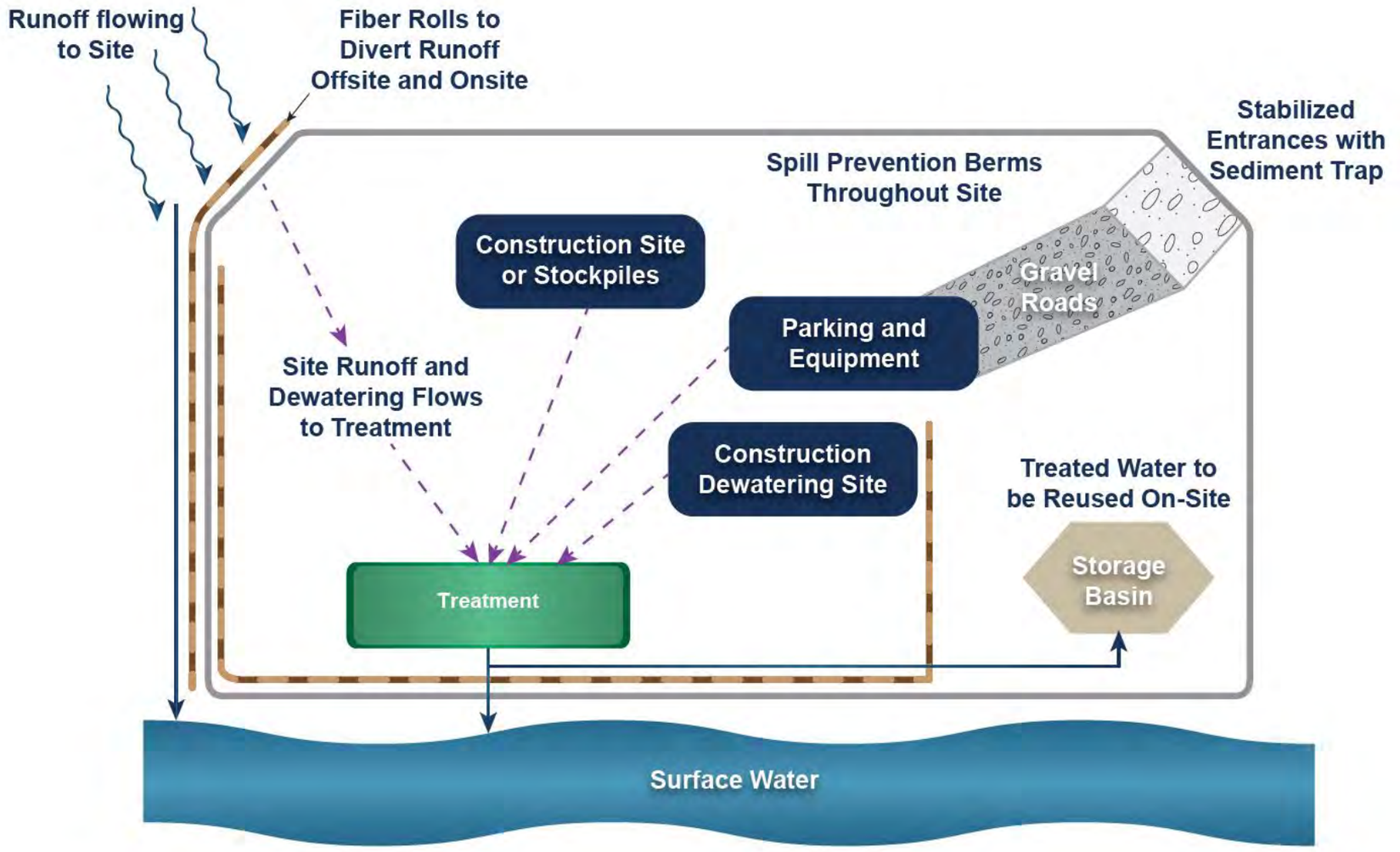
On-Site Monitoring and Treatment Facilities

- Treatment to remove sediment, oil and grease, metals, and/or organic material
- Must meet State Water Resources Control Board (SWRCB) Criteria
- Hazardous materials segregated and stored separately for subsequent removal

Criteria for Discharge of On-Site Water

- Discharge to surface water or drainage channels only if available capacity and suitable quality
- Must have SWRCB permit (NPDES)
- Cannot cause seepage or groundwater reduction on other properties
- Cannot degrade water quality

Protecting Surface Waters Near Construction Site



Air Quality & Greenhouse Gas Emissions

Reduction of Air Quality Emissions from Construction Activities

Typical Sources for Intake Construction

- Water trucks- operate 8-10 hrs./day
- Cranes - operate 8-10 hrs./day
- Dozers/tractors/scrapers/graders/compactors
- Concrete trucks
- Large portable diesel generators

Measures to Reduce Total Emissions

- Use “Tier 4” diesel engines
- Use equipment with hybrid or electrical engines
- Irrigation for dust control
- Provide surfacing
- Onsite batch plant
- Consolidation center

Example: Hybrid Dozer

Dust Control

- Typical Sources of Dust for Intake Construction Activities
  - Wind erosion of exposed soils, including unpaved roads and storage piles on construction site
  - Removing existing structures and vegetation
  - Graders
  - Finishing of concrete surfaces
  - Soil particles from construction vehicle tires fall onto surrounding roads. The wind and other vehicle tires move the soil into dust.
- Methods to Reduce Dust Related to Construction
  - Build gravel or paved roads on site
  - Use tackifiers (soil binder) or covers on soil piles

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STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Clarifications?

Public Comment

Agendized Items

Public Comment

Non-Agendized Items

NEXT SEC MEETING

DATE: February 12, 2020

TIME: 3-6 PM (2-3 hours)

LOCATION: The Willow Ballroom, 10724 CA-160, Hood, CA 95639

TOPICS*:

- Follow-up SEC MEETING #3 & Member Roundtable
- Intermediate Forebay
- Launch Shaft 2 Siting for both corridors

**Subject to change*

January 22, 2020

MAP REVISIONS

Several Siting Drivers maps presented at the December Stakeholder Engagement Committee meeting are being reissued to include the potential facility corridor boundary from the Notice of Preparation (NOP) and a revised basemap that includes Delta island names. The following maps are being reissued and are provided in this packet:

Map 1: Study Area

Map 2: Soil Compressibility

Map 3: Oil and Gas Wells

Map 4: Potential Railroad Access Routes

Map 5: Potential Barge Access Routes

Map 6: Existing Above Ground Power Lines

Map 9: Sandhill Crane Habitat

Maps 7 and 8, Land Use and Sensitive Receptors, respectively, are being updated to incorporate stakeholder feedback and revised maps will be provided at a future Stakeholder Engagement Committee meeting. Map 10, 2010 River Morphology, has no changes and was not reissued.

01/22/2020

Map 1

Legend

- Potential Intake Site (Only Two of Three Sites Required)
- Boundary of Potential Facility Corridors
- Horizontal Lines are in 10 Mile Intervals

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For Illustration Purposes Only

N

0 2.25 4.5 Miles

Study Area

Data Source: DCA, DWR

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01/22/2020

Map 2

Legend

- Potential Intake Site (Only Two of Three Sites Required)
- Boundary of Potential Facility Corridors

Soil Compressibility

- Low Compressibility
- Moderate Compressibility
- High Compressibility

Yolo County

Sacramento County

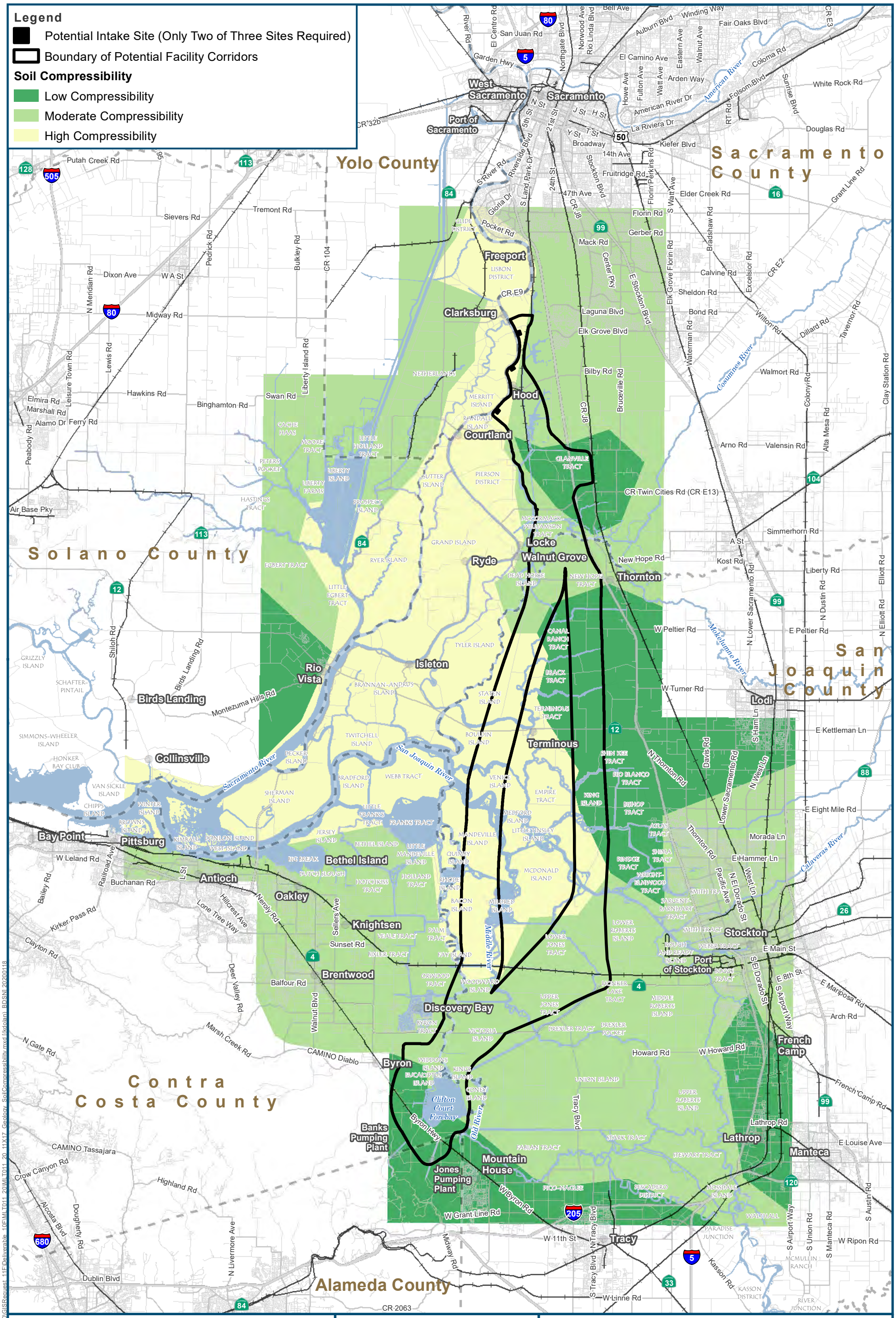
Solano County

San Joaquin County

Contra Costa County

Alameda County

West Sacramento, Sacramento, Port of Sacramento, Freeport, Clarksburg, Hood, Courtland, Locke, Walnut Grove, Ryde, Thornton, Isleton, Rio Vista, Birds Landing, Collinsville, Terminous, Lodi, Bay Point, Pittsburg, Antioch, Bethel Island, Oakley, Knightsen, Brentwood, Discovery Bay, Byron, Banks Pumping Plant, Jones Pumping Plant, Mountain House, Tracy, Stockton, Port of Stockton, French Camp, Lathrop, Manteca



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N

0 2.25 4.5 Miles

Soil Compressibility Near Potential Alignments

Data Source: DCA, DWR

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01/22/2020

Map 3

Legend

- Oil and Gas Wells
- Oil and Gas Fields
- Potential Intake Site (Only Two of Three Sites Required)
- Boundary of Potential Facility Corridors

Yolo County

Sacramento County

Solano County

Contra Costa County

San Joaquin County

Alameda County

West Sacramento, Sacramento, Port of Sacramento, Freeport, Clarksburg, Hood, Courtland, Locke, Walnut Grove, Ryde, Thornton, Isleton, Rio Vista, Birds Landing, Collinsville, Terminous, Lodi, Bay Point, Pittsburg, Antioch, Bethel Island, Oakley, Knightsen, Brentwood, Discovery Bay, Byron, Banks Pumping Plant, Jones Pumping Plant, Mountain House, Tracy, Lathrop, Manteca, Stockton, Port of Stockton, French Camp

Sacramento River, San Joaquin River, Mokelumne River, Calaveras River, Cosumnes River, American River, Old River, Middle River

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N

0 2.25 4.5 Miles

Oil and Gas Wells

Data Source: DCA, DWR
California Department of Conservation: Division of Oil, Gas and Geothermal Resources

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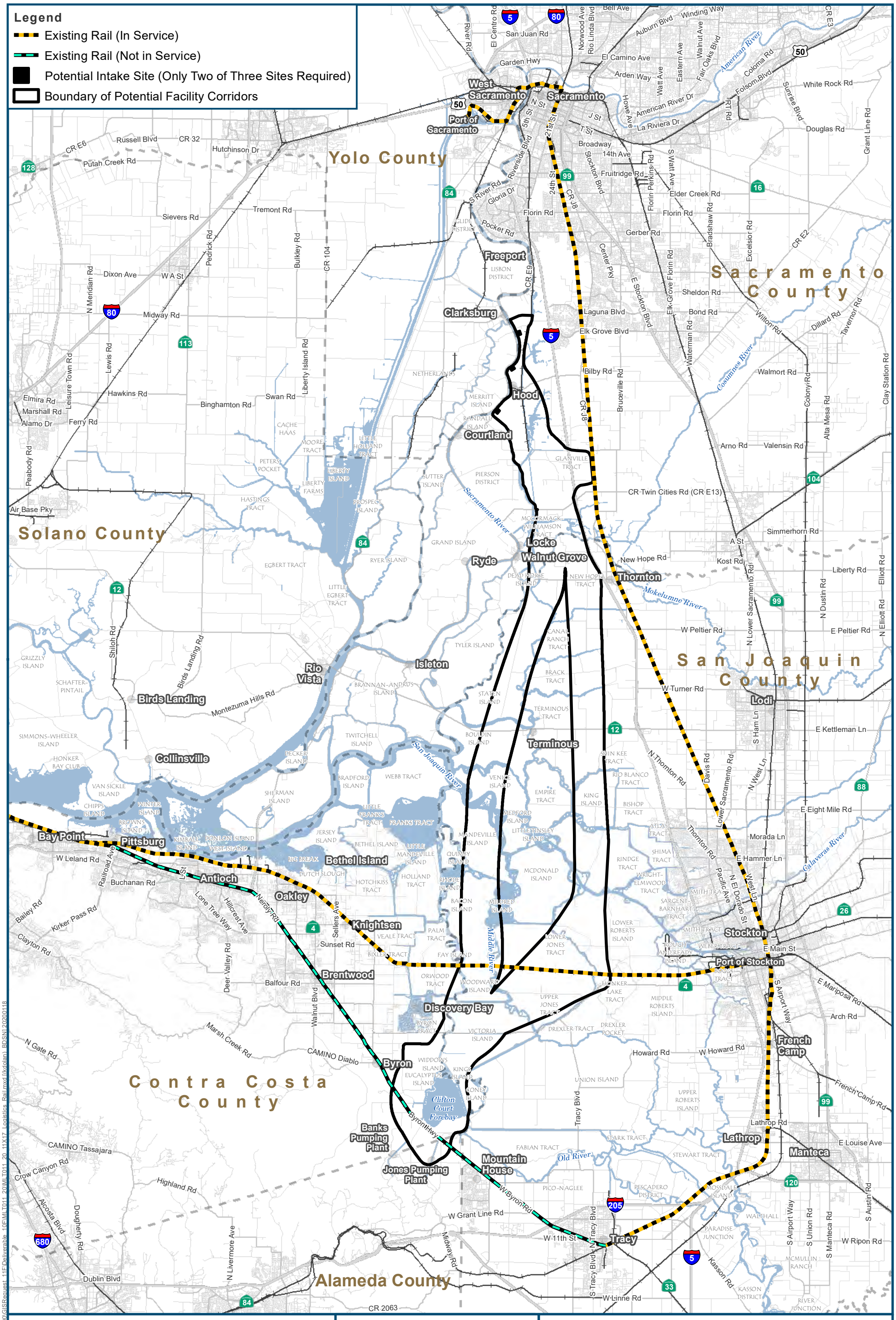
01/22/2020

Map 4



Data Source: DCA

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01/22/2020

Map 5

Legend

Potential Barge Access Routes

- Potential Barge Access
- Potential Barge Access with Challenges
- Potential Intake Site (Only Two of Three Sites Required)
- Boundary of Potential Facility Corridors

Port of Sacramento
West Sacramento
Sacramento
Freeport
Clarksburg
Hood
Courtland
Locke
Walnut Grove
Ryde
Thornton
Isleton
Rio Vista
Birds Landing
Collinsville
Terminous
Lodi
Stockton
Port of Stockton
Manteca
Lathrop
French Camp
Tracy
Bay Point
Pittsburg
Bethel Island
Antioch
Oakley
Knightsen
Brentwood
Discovery Bay
Byron
Banks Pumping Plant
Jones Pumping Plant
Mountain House

Yolo County
Solano County
Sacramento County
San Joaquin County
Contra Costa County
Alameda County

Sacramento River
San Joaquin River
Mokelumne River
Old River
Middle River
Clifton Court Forebay
American River
Cosumnes River
Calaveras River

For Illustration Purposes Only

N

0 2.25 4.5 Miles

Potential Barge Access Routes Near Potential Alignments

Data Source: DCA

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01/22/2020

Map 6

Legend

Electric Transmission Line Towers

- Overhead
- Underground

PG&E

- PG&E 34.5kV
- PG&E 60-70kV
- PG&E 230kV
- PG&E 115kV
- PG&E 500kV

SMUD

- SMUD 60kV
- SMUD 230kV
- SMUD 115kV

WAPA

- WAPA 60-69kV
- WAPA 115-161kV
- WAPA 230kV
- WAPA 500kV

Other

- Other 33-92kV
- Other 110-161kV
- Other 200-287kV
- Other 345-500kV

Potential Intakes
(Only Two Sites will be Selected)

Boundary of Potential Facility Corridors

Yolo County

Sacramento County

Solano County

Contra Costa County

San Joaquin County

Alameda County

West Sacramento

Sacramento

Port of Sacramento

Freeport

Clarksburg

Hood

Courtland

Locke

Walnut Grove

Ryde

Thornton

Isleton

Rio Vista

Birds Landing

Collinsville

Terminous

Lodi

Stockton

Port of Stockton

Bay Point

Pittsburg

Antioch

Bethel Island

Oakley

Knightsen

Brentwood

Discovery Bay

Byron

Banks Pumping Plant

Jones Pumping Plant

Mountain House

Tracy

Lathrop

Manteca

French Camp

Sacramento River

San Joaquin River

Mokelumne River

Calaveras River

Old River

Middle River

Clifton Court Forebay

American River

Cosumnes River

For Illustration Purposes Only

N

0 2.25 4.5 Miles

Existing Above Ground Power Lines Near Potential Alignments

Data Source: DCA, DWR
Transmission Lines: CEC GIS Unit, REAT, Caliso, PG&E, SCE, SDG&E, LADWP, WAPA, IID, SMUD, MID, MWD, GE, Platts, ANZA Electric Cooperative, Bear Valley, City of Anaheim PUD, City of Colton, City of Vernon, Plumas Sierran PUC, Riverside Public Utilities, and Silicon Valley Power.

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01/22/2020

Map 9

Legend

- Potential Intake Site (Only Two of Three Sites Required)
- Boundary of Potential Facility Corridors

Sandhill Crane (Greater and Lesser)

Modeled Habitat

- Roosting-Permanent
- Roosting-Temporary

Sandhill Crane Use Area (Low to High)

Risk Index

- 0.000333 - 0.010000
- 0.010001 - 0.100000
- 0.100001 - 0.200000
- 0.200001 - 0.400000
- 0.400001 - 0.600000
- 0.600001 - 1.200000
- 1.200001 - 1.400000

Sacramento County
Yolo County
Solano County
Contra Costa County
Alameda County
San Joaquin County

West Sacramento
Sacramento
Port of Sacramento
Freeport
Clarksburg
Hood
Courtland
Locke
Walnut Grove
Ryde
Thornton
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Pittsburg
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Sacramento River
San Joaquin River
Mokelumne River
American River
Cosumnes River
Middle River
Old River
Clifton Court Forebay

For Illustration Purposes Only

N

0 2.25 4.5 Miles

Sandhill Crane Habitat Near Potential Alignments

Data Source: DCA, DWR

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STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Stakeholder Engagement Committee

February 12, 2020

MEETING OVERVIEW

- Follow-Up & Roundtable on January 22, 2020 SEC Meeting
- Engineering Discussion
  - Basics of Launch Shaft Site
  - Logistics
  - Siting Analyses

Minutes Review

January 22, 2020 SEC Meeting Follow-Up & Member Roundtable

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Discussion Topics

- Any questions from intake presentation?
- Thoughts on the layout of intakes
- Thoughts on logistics for access to the sites?
- Any ideas of ways to have public benefits at intake sites?

Note: We want to come back with more information on sound control after further study by our acousticians.

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STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Tunnel Launch Shafts

Today's Agenda

A. Basics of a Launch Shaft Site

- Components of a Tunnel Drive
- Construction Site Layout
- RTM Management
- Tunnel Liner Deliveries

B. Logistics

- Rail, Truck, and Barge Counts
- Logistics Maps

C. Siting Analyses

- Siting Methodology
- Site Rankings
  - Central Corridor
  - East Corridor
- Discussion

Next Meeting – Feb 26

1. SEC Input on Launch Shaft Locations
2. Basics of Retrieval Shafts and Maintenance Shafts
3. Siting Analysis of Retrieval and Maintenance Shafts
   - Central Corridor
   - Eastern Corridor
4. Discussion on Potential Beneficial Reuse opportunities for RTM in Delta

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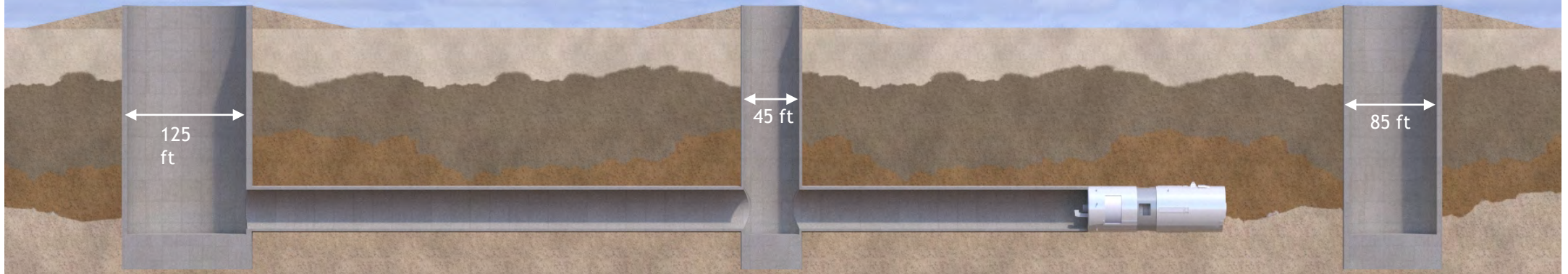
STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Tunnel Launch Shaft Basics

Key Components of a Tunnel Drive

10 to 15 mile tunnel drive lengths acceptable based on Delta soil conditions



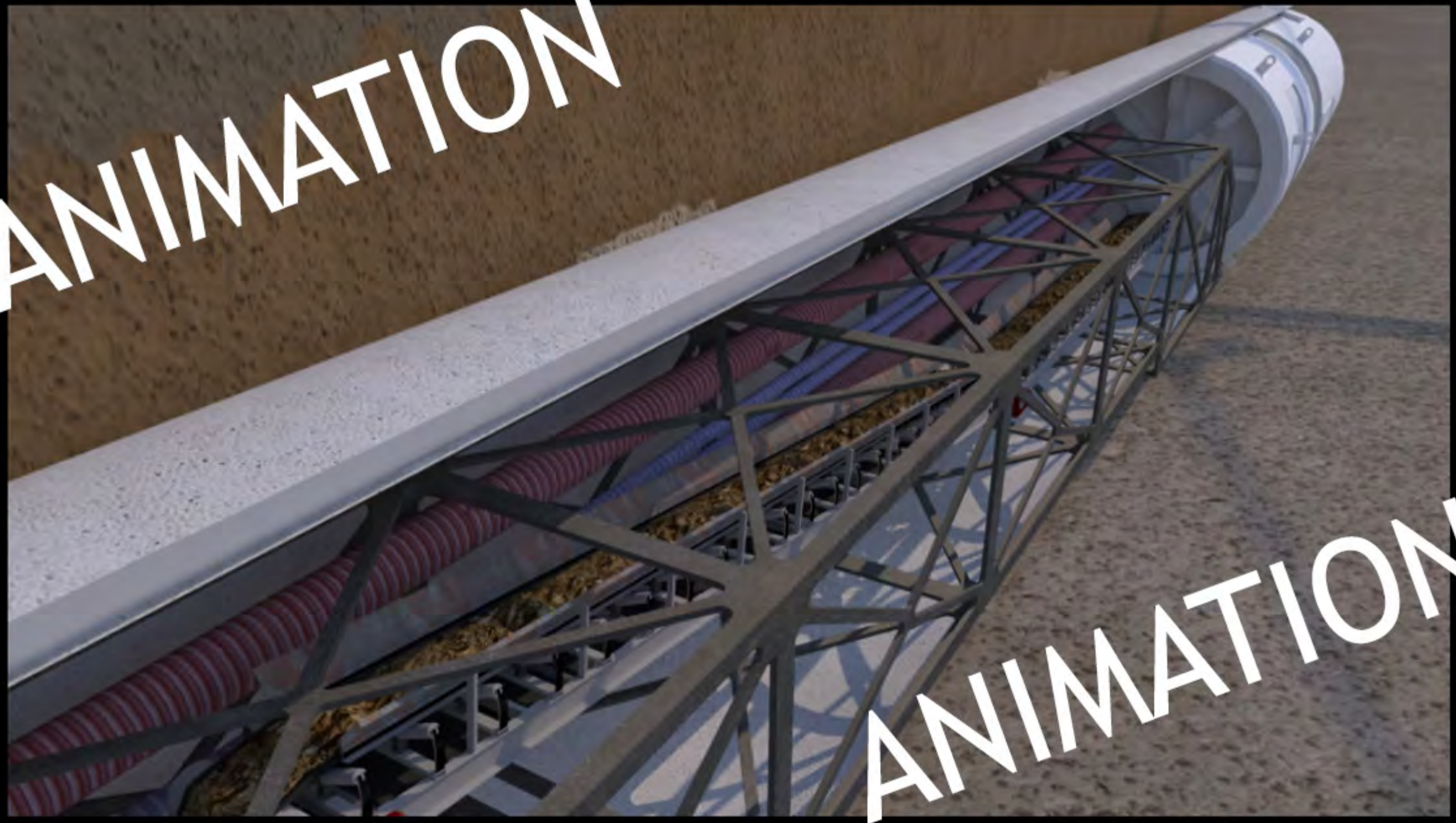
Tunnel Launch Shaft
Where the tunnel boring machine (TBM) is lowered into the tunnel. Where the concrete liners are transported into the tunnel. Where the excavated material (RTM) is removed.

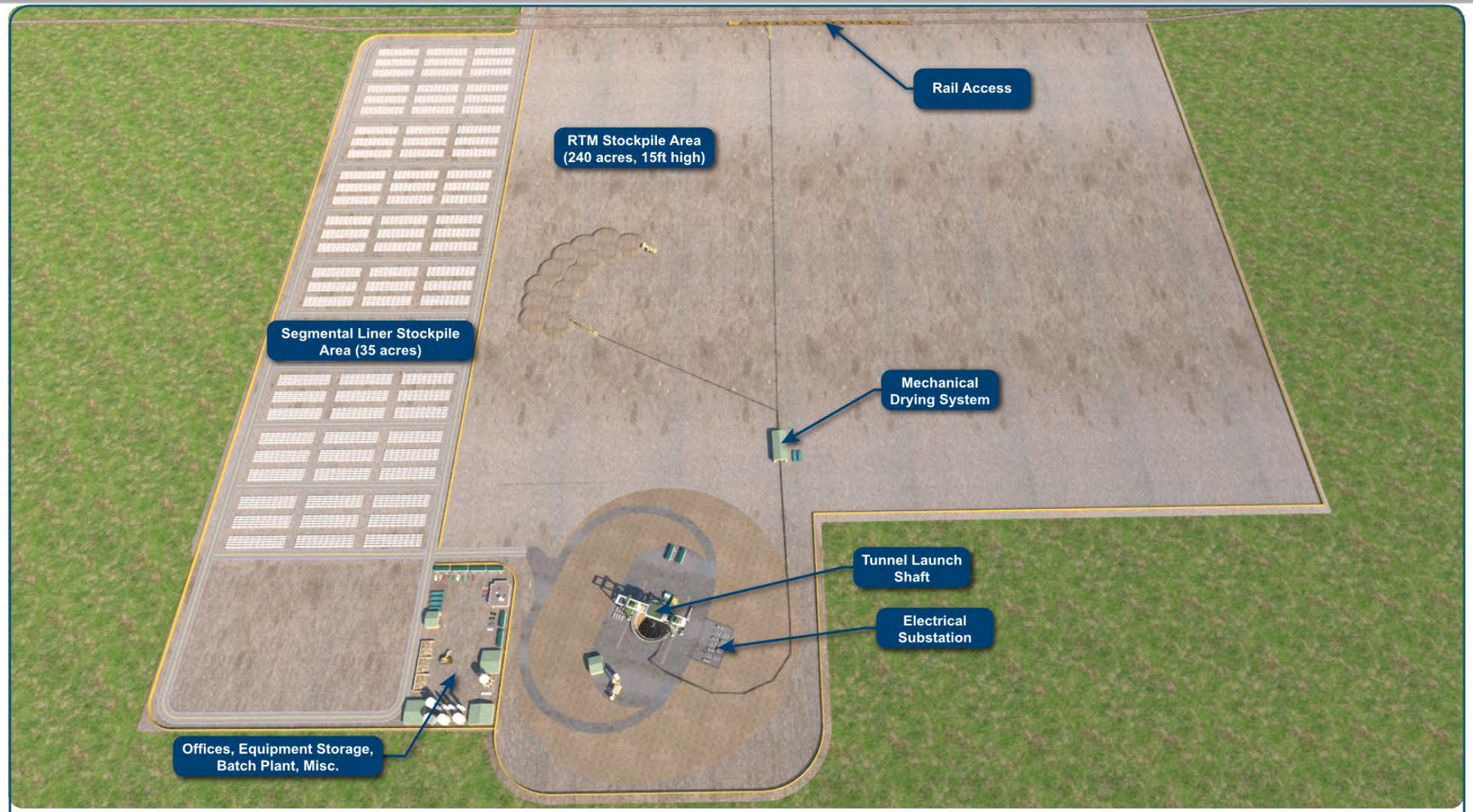
Maintenance Shaft
Provides direct access to the TBM for routine maintenance work. Needed approximately every 4 to 5 miles.

Tunnel Retrieval Shaft
Termination point of tunnel drive. Where TBM is disassembled and lifted out of the tunnel.

Main Activities at Launch Site

- Launch tunnel boring machine
- Tunnel boring operations
- Segment liner deliveries, stockpiling and transport into the tunnel for placement
- Reusable Tunnel Material (RTM) production, dewatering, and stockpiling
- Power supply systems
- Tunnel ventilation systems
- Site runoff management
- Tunnel boring machine worker access
- Emergency access





290 total acres
Single 15 mile drive
6,000 cfs capacity

Tunnel Launch Shaft Site Plan

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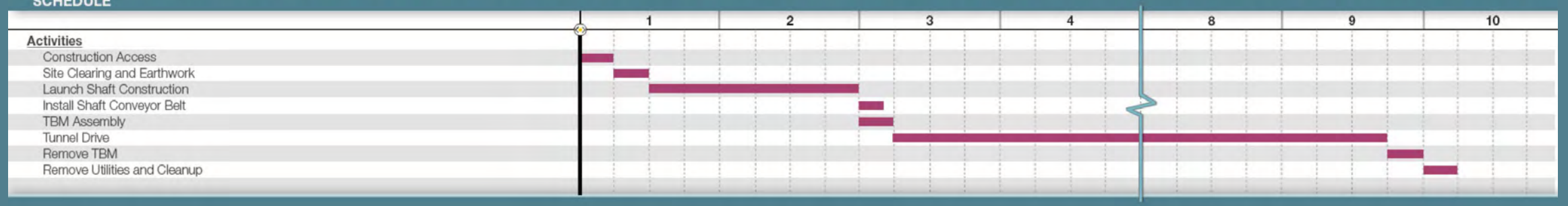
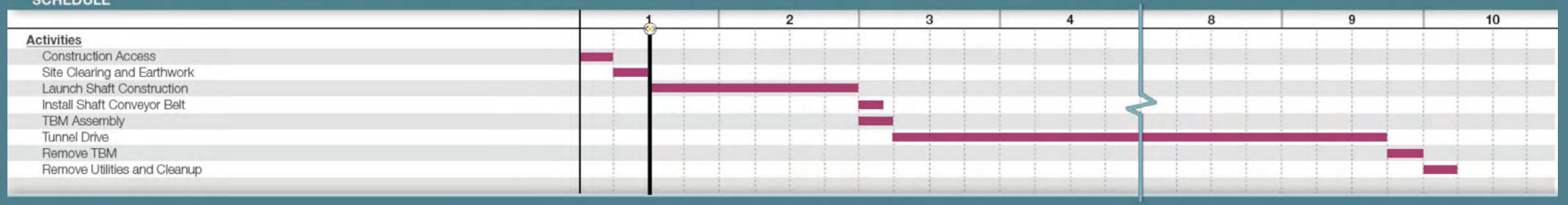
Tunnel Launch Shaft Construction

SCHEDULE



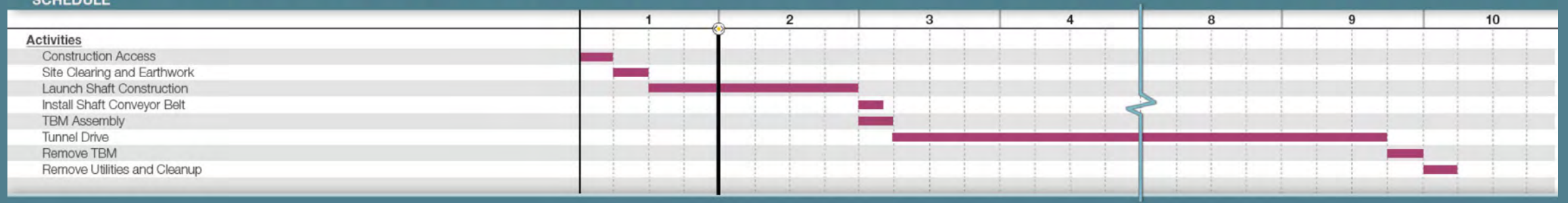
Tunnel Launch Shaft Construction

SCHEDULE



Tunnel Launch Shaft Construction

SCHEDULE



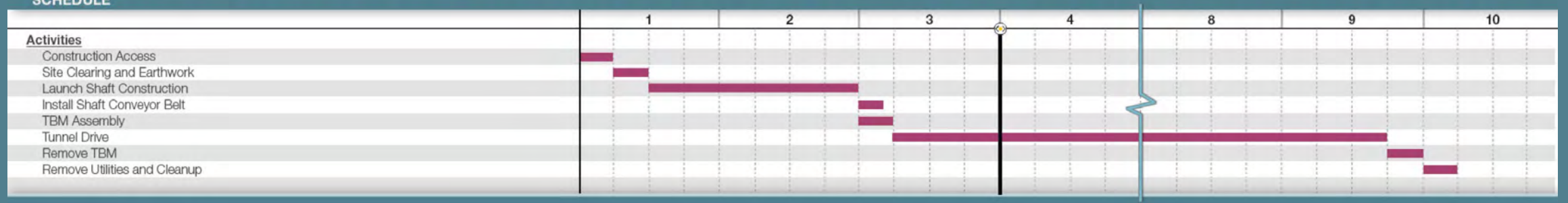
Tunnel Launch Shaft Construction

SCHEDULE

Activities	1	2	3	4	8	9	10
Construction Access							
Site Clearing and Earthwork							
Launch Shaft Construction							
Install Shaft Conveyor Belt							
TBM Assembly							
Tunnel Drive							
Remove TBM							
Remove Utilities and Cleanup							

Tunnel Launch Shaft Construction

SCHEDULE



Reusable Tunnel Material (RTM)

- Extracted material from the tunneling process
- Comprised of clays, sands, and silts
- Consistency of toothpaste
- Soil conditioners used for boring operation are also present in low quantities
- Wet material would be dried prior to stockpiling
- Continuous soil and water testing program would be implemented to confirm quality of material for reuse or disposal
- Material suitable for beneficial reuse

RTM Drying Options

Centrifuge dewatering equipment

Land Application - Air Drying

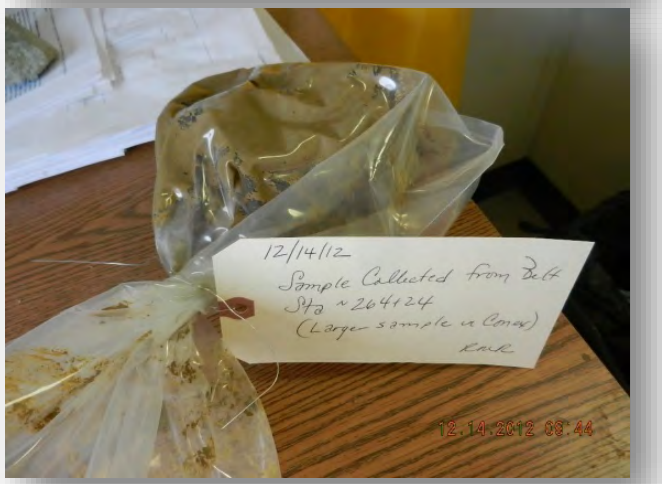
- Spread in approximately 12 to 18-inch lifts
- Would disc (turn) several times daily
- ~14 days to dry (weather dependent)
- Land intensive
- Would capture and treat drained water
- Additional truck emissions and noise (spreader, excavator, etc.)
- Would implement dust management
- Would implement stormwater runoff management

Mechanical Dewatering

- Centrifuges and plate presses have been used
- Could be housed indoors to capture dust and reduce noise
- Could be managed with electric powered conveyors hoppers, and machines

Typical RTM Testing Plan

- RTM is loaded onto a continuous conveyor belt that transports material to a Classification Holding Area
- Samples are taken daily from the conveyor belt
- The samples are logged, profiled, and stored on site for further screening if necessary
- RTM and decant water is held in designated zones awaiting sample results
  - Acceptable quality – material slated for beneficial reuse
  - Unacceptable quality – additional stored samples tested; material sent for landfill disposal



RTM and Environmental Test Results

- Reviewed available environmental soil laboratory results
- Initial observations:
  - Metals generally resemble background levels. Cadmium appears slightly elevated in all samples compared with published background, but doesn't appear to represent a human health or ecological risk.
  - Pesticides and total petroleum hydrocarbons (TPH): few detects (no pesticides, TPH in one water sample)
- Additional sampling as part of future soil investigation program
- Developing exposure scenarios to evaluate human health and ecological risks
- Evaluating alternatives to control airborne RTM particulate matter

Possible Local Beneficial Reuse Opportunities (further discussion Feb 26)

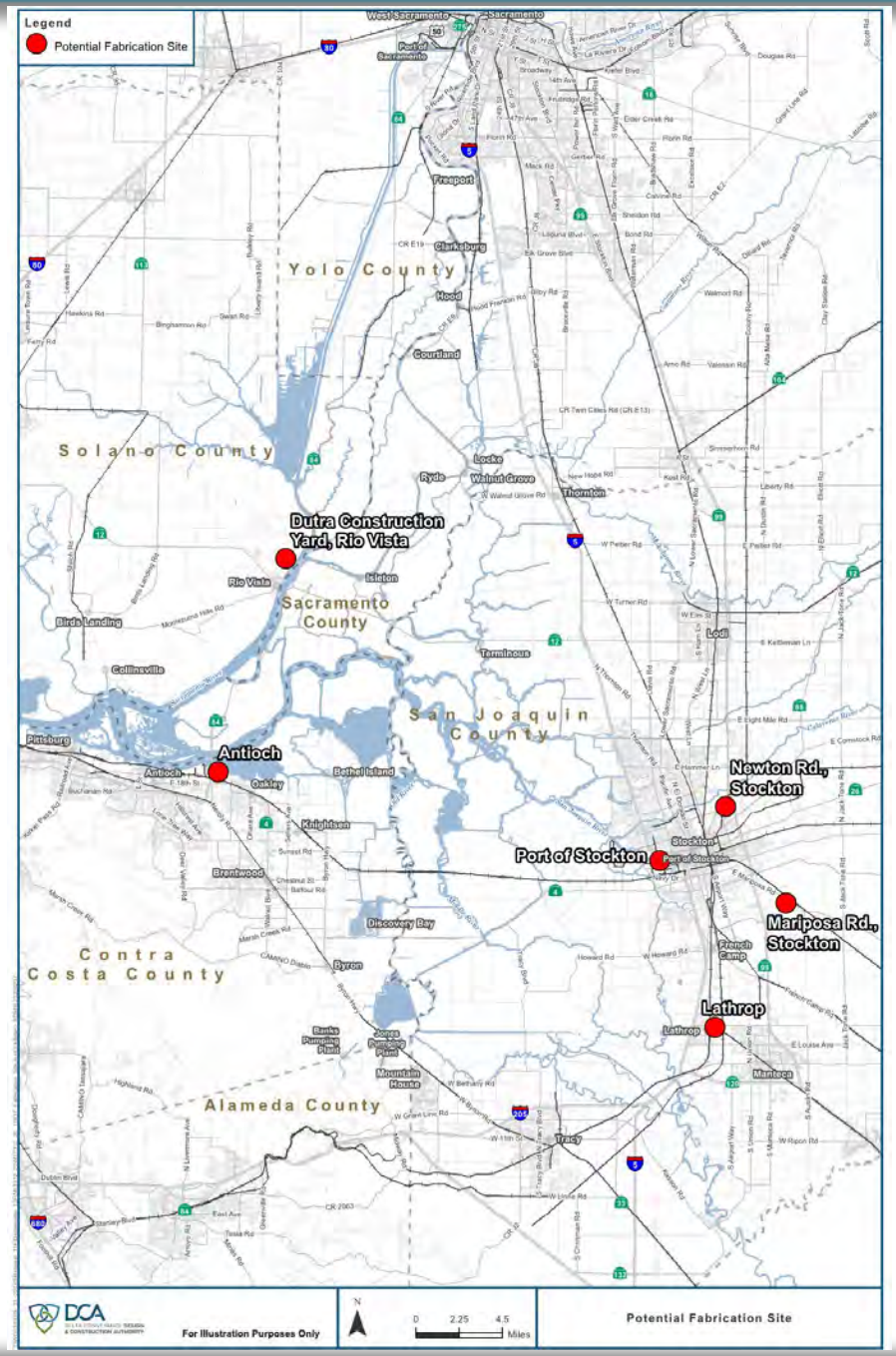
- Delta Conveyance Southern Forebay embankment
- Delta Conveyance mitigation projects in Delta
- Delta Reclamation Districts levee maintenance
- Other Delta restoration projects
- Land subsidence
- Road improvements
- Commercial sale

Pre-Cast Liners

- Liners typically provided by tunnel contractor
- Fabricated at existing or new purpose-built pre-cast facility
- Continuous operations at pre-cast facility with on-site stockpiling and batch shipments to tunnel launch sites
- Stockpiled on launch shaft site

Potential Pre-Cast Liner Fabrication Sites

- Approximately 50 segments per day needed for 6,000 cfs capacity (per tunnel drive)
- Delivery options
  - 25 trucks per day
  - One - 20 car rail delivery every 3 to 5 days
  - One barge delivery every 3 to 5 days
- Sites selected by contractor or pre-selected by the Project
- Prefer to identify acceptable locations as part of engineering planning process rather than leaving to contractor selection which allows for assessment of transportation effects
- Prefer pre-cast fabrication sites near rail or barge access to reduce trucking



Clarifications?

10-Minute Break

DCA
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

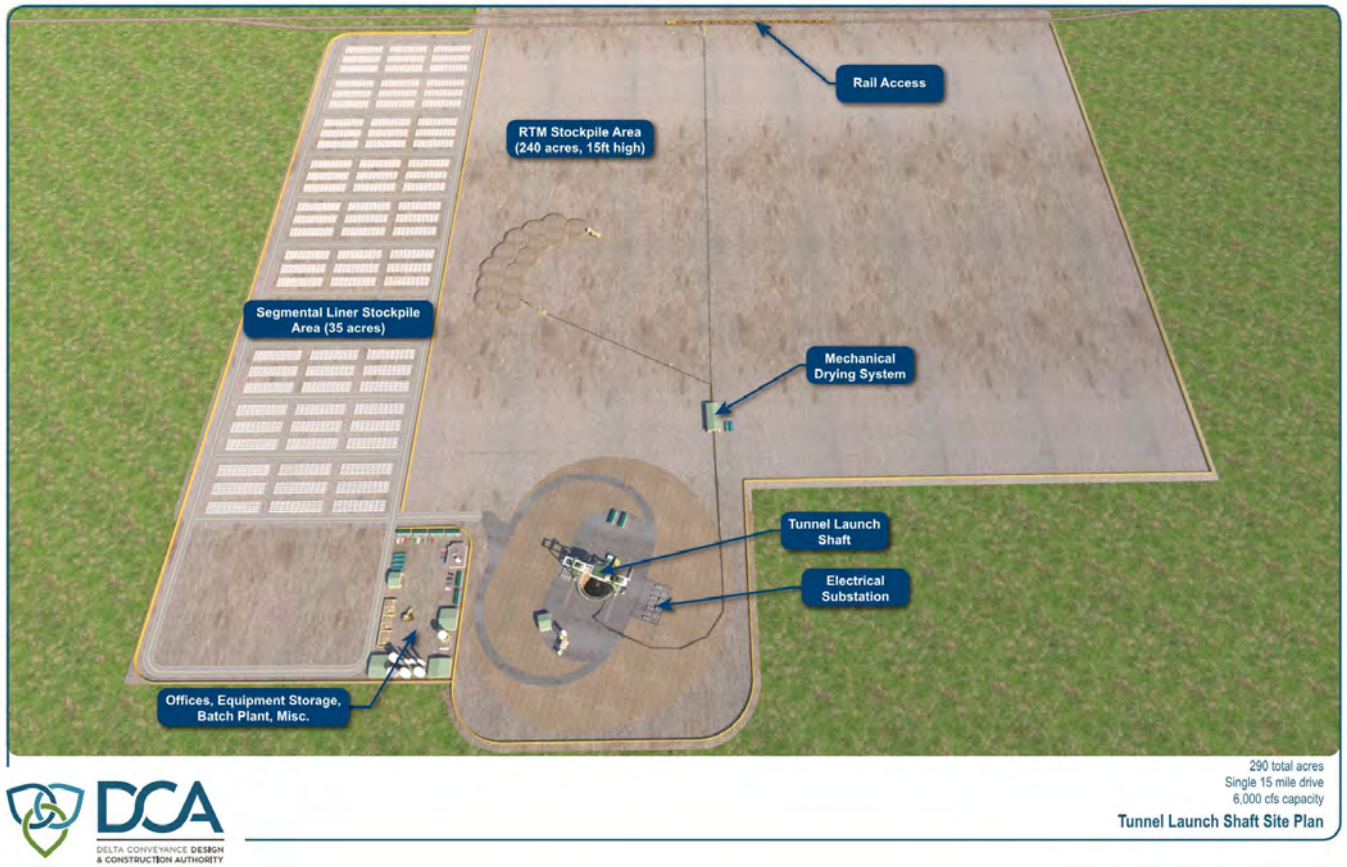
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Launch Shaft Logistics

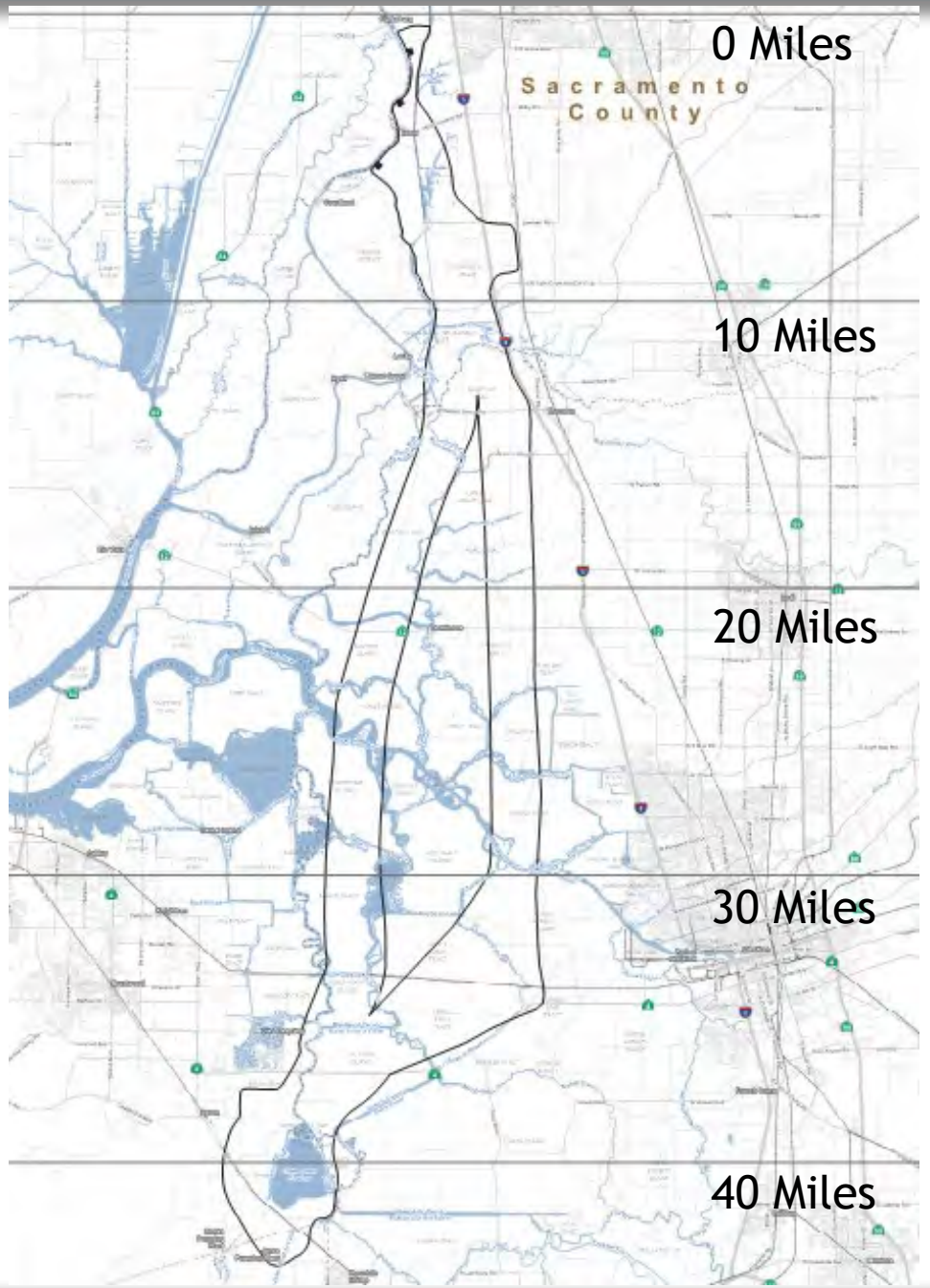
Launch Shafts

1. Substantial construction area required
2. Substantial production and stockpiling of RTM
3. Potential loading and hauling to move RTM off-site
4. Frequent tunnel liner segment deliveries and site stockpiling
5. Transportation logistics is one of the key factors in siting sites
   - Access to rail or barge landing would divert substantial traffic off local roads



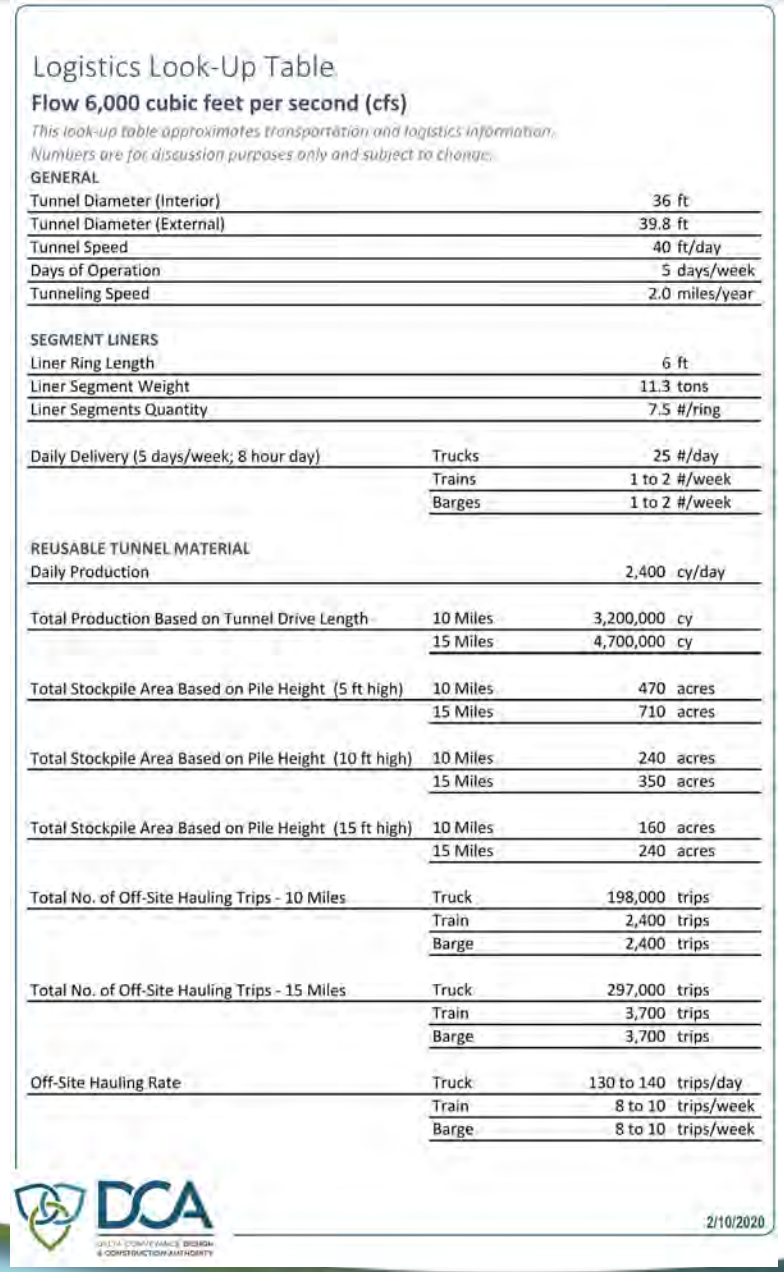
Tunnel Drive Length

1. The tunnel drive length dictates the number of liners needed and the amount of RTM produced
2. Engineering team recommends drive lengths between 10 to 15 miles based on Delta underground conditions (soft ground; consistent characteristics)
3. For the ~40 mile total tunnel length:
    - 3 to 4 tunnel drives
    - 2 to 3 launch shafts
    - 2 to 3 retrieval shafts



Look-Up Tables

1. Each table includes information on each capacity alternative in the NOP (3,000 cfs to 7,500 cfs)
2. Table includes the preliminary information:
   - Tunnel Diameter
   - Drive Speed
   - Liner Transport Trips
   - RTM Production and Total Stockpile Area
   - RTM Transport Trips
3. Transportation calculations based on trucking, rail, and barge options (count = roundtrips)
4. ***Data is based on a set of assumptions for the purposes of relative comparison and discussion – all are subject to refinement as engineering is progressed***



Logistics Look-Up Table

Flow 6,000 cubic feet per second (cfs)

This look-up table approximates transportation and logistics information. Numbers are for discussion purposes only and subject to change.

GENERAL			
Tunnel Diameter (Interior)		36	ft
Tunnel Diameter (External)		39.8	ft
Tunnel Speed		40	ft/day
Days of Operation		5	days/week
Tunneling Speed		2.0	miles/year
SEGMENT LINERS			
Liner Ring Length		6	ft
Liner Segment Weight		11.3	tons
Liner Segments Quantity		7.5	#/ring
Daily Delivery (5 days/week; 8 hour day)	Trucks	25	#/day
	Trains	1 to 2	#/week
	Barges	1 to 2	#/week
REUSABLE TUNNEL MATERIAL			
Daily Production		2,400	cy/day
Total Production Based on Tunnel Drive Length	10 Miles	3,200,000	cy
	15 Miles	4,700,000	cy
Total Stockpile Area Based on Pile Height (5 ft high)	10 Miles	470	acres
	15 Miles	710	acres
Total Stockpile Area Based on Pile Height (10 ft high)	10 Miles	240	acres
	15 Miles	350	acres
Total Stockpile Area Based on Pile Height (15 ft high)	10 Miles	160	acres
	15 Miles	240	acres
Total No. of Off-Site Hauling Trips - 10 Miles	Truck	198,000	trips
	Train	2,400	trips
	Barge	2,400	trips
Total No. of Off-Site Hauling Trips - 15 Miles	Truck	297,000	trips
	Train	3,700	trips
	Barge	3,700	trips
Off-Site Hauling Rate	Truck	130 to 140	trips/day
	Train	8 to 10	trips/week
	Barge	8 to 10	trips/week

2/10/2020

Tunnel – Basic Data

1. Internal tunnel diameter is a function of flow
2. External tunnel diameter accounts for liner thickness
3. Tunnel boring speed dependent on tunnel diameter and daily operating hours
   - Smaller = faster
   - Daily Operation = 20 hours
4. Distance per year based on annual days of operation

Tunnel Data

	Tunnel Diameter			
Capacity	**Interior**	**External**	**Tunneling Speed**	
cfs	*ft*	*ft*	*ft/day*	*miles/year*
3,000	25	28.5	45	2.2
4,500	31	34.5	40	2.0
6,000	36	39.8	40	2.0
7,500	40	44.8	35	1.7

Annual tunnel distance assumes 5 days/week of tunnel operations; 1 day of maintenance; 1 day of rest; 50 total work weeks in year.

Tunnel Liner Segment Deliveries

1. Daily number of segments needed dependent on tunnel diameter and boring speed
   - Larger diameter = heavier liner
   - Larger diameter = slower speed
2. Daily number of deliveries is driven by the weight of the liners

Deliveries					
Capacity	# Segments	Truck		20 Car Rail	Barge
		24 ton, 10 hour day		*100 ton/car*	*2,000 ton*
cfs	*per day*	*#/day*	*Interval*	*Interval*	*Interval*
3,000	49	25	20 to 25 min	5 to 7 days	5 to 7 days
4,500	50	25	20 to 25 min	4 to 6 days	4 to 6 days
6,000	50	25	20 to 25 min	3 to 5 days	3 to 5 days
7,500	50	50	10 to 15 min	2 to 4 days	2 to 4 days

Note: Assumes liner deliveries keep pace with daily production rates for the purposes of comparison and discussion. Actual deliveries may vary depending on ultimate manufacturing and delivery plan.

RTM Stockpile Area (Drive in One Direction)

1. RTM volume per drive is based on the tunnel diameter and the total drive length
2. Total area needed is dependent on how high the material is piled
3. Launch site consideration includes sufficient space to stockpile the entire volume of RTM produced to minimize risk of work stoppage
4. The total acreage needed could decrease if material could be hauled off-site for beneficial reuse as the tunnel is excavated

Stockpile Area						
Capacity	**10 Mile Bore**			**15 Mile Bore**		
	5 Ft High	10 Ft High	15 ft High	5 Ft High	10 Ft High	15 ft High
cfs	*Acres*			*Acres*		
3,000	240	120	80	360	180	120
4,500	350	180	120	530	270	180
6,000	470	240	160	710	350	240
7,500	600	300	200	900	450	300

Note: The date in the table is based on a single drive direction. If a two drives are launched from a single location, i.e. tunneling north and tunneling south, then these quantities would double.

RTM Off-Site Hauling (Where Required)

1. RTM can be used by:
   - Conveyance project at the launch shaft site *(highest priority)*
   - Offsite conveyance project facilities
   - Offsite to other identified beneficial reuse
   - Stockpiled on site for future unknown use
2. Two project features require RTM:
   - Southern Forebay (~5,000,000 cy @ 6,000 cfs)
   - Mitigation Areas (quantity and locations unknown)
3. Access to rail or barge desirable for off-site transport - high volume of material
4. Team prefers to identify beneficial reuse scheme as part of this project so that public has complete picture of potential transportation requirements

RTM Off-Site Hauling

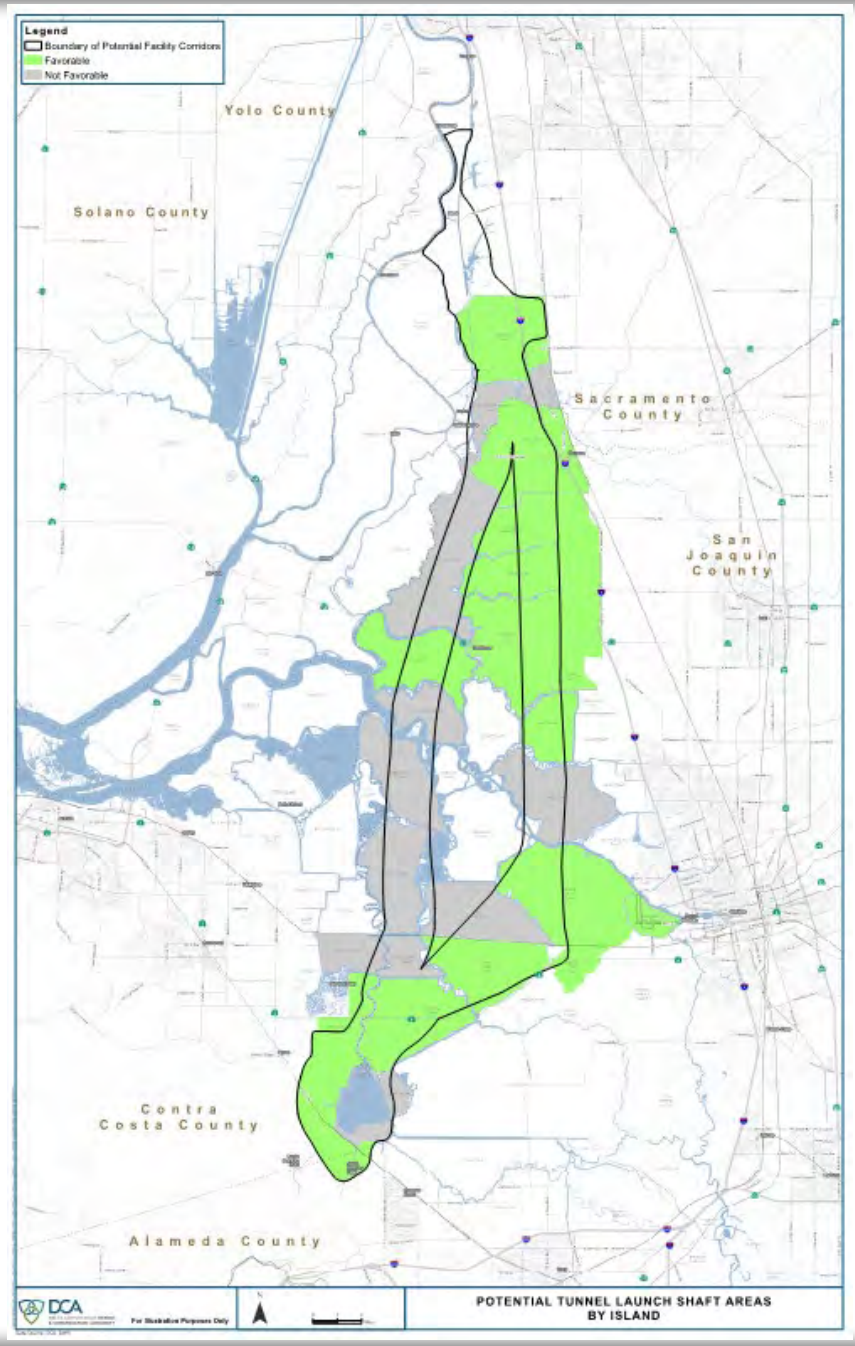
Capacity	RTM Generated	Transportation Trips			
		Truck		20 Car Rail	Barge
		16 cy, 10 hour day		*(65 cy/car)*	*(1,300 cy)*
cfs	*cy/day*	*#/day*	*Interval*	*#/day*	*#/day*
3,000	1,400	90	7 to 8 min	1 to 2	1 to 2
4,500	1,800	110	5 to 6 min	1 to 2	1 to 2
6,000	2,400	150	4 to 5 min	2	2
7,500	2,700	170	3 to 4 min	2	2

Note: For the basis of comparison, the RTM hauling counts are based on the daily volume of material generated at a launch shaft site and 5 days a week of operation and hauling.

Existing data indicates RTM suitable for reuse (e.g. levee construction) subject to more extensive field testing and analysis.

Launch Shaft - Logistics Maps

- Maps identifying feasibility of existing routes for surface roads, rail and barging for the purposes of siting a Launch Shaft
- “Heat Maps” identifying islands that are accessible by road, rail or barge
- Favorable access represents areas that have good road access and either rail or barge access
- Rating System for Launch Shaft Siting:
  - Green – Favorable for Tunnel Launch Shaft
  - Grey – Not Favorable for Tunnel Launch Shaft



Clarifications?

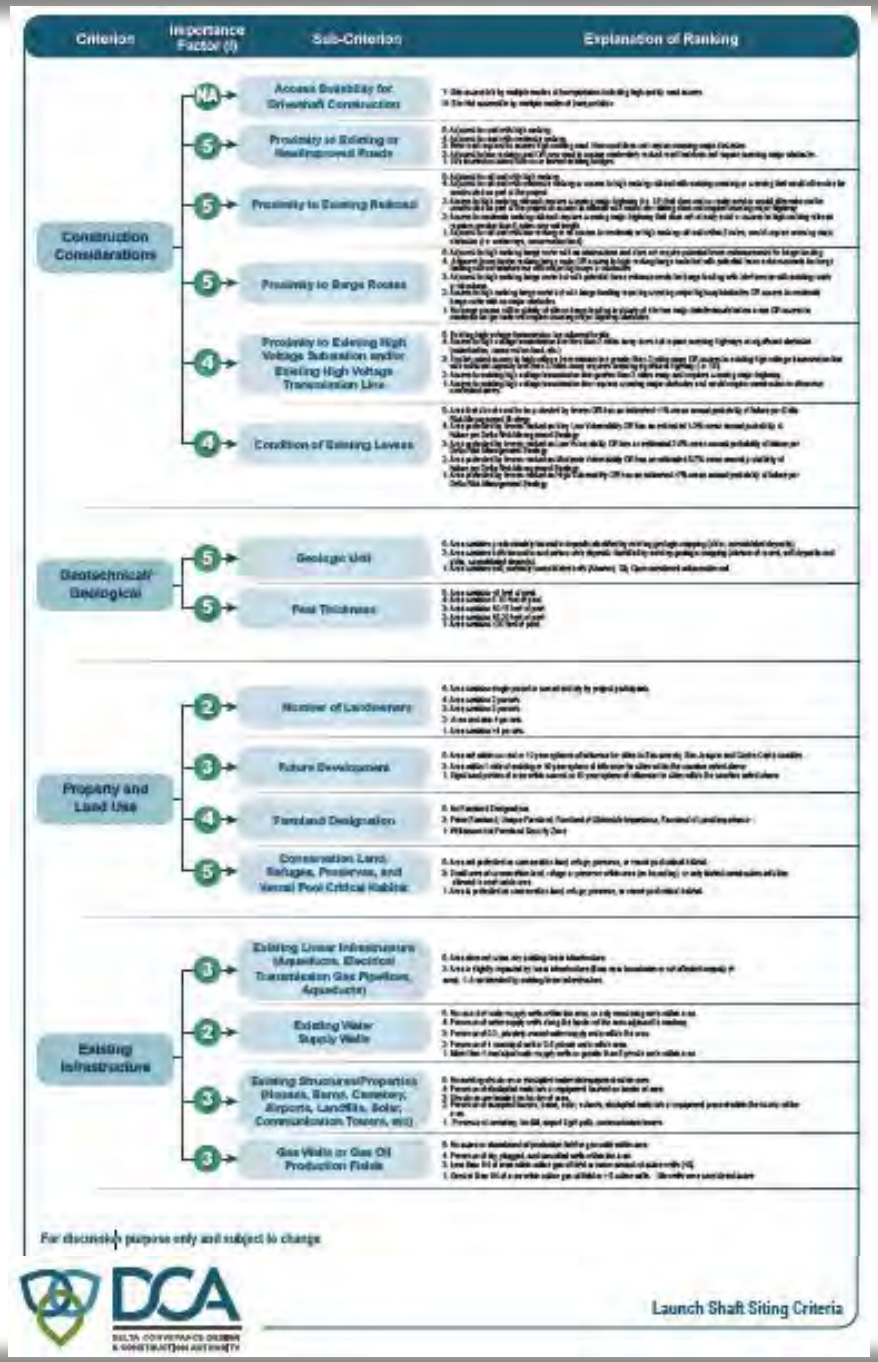
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

LAUNCH SHAFT SITING ANALYSIS

Siting Methodology

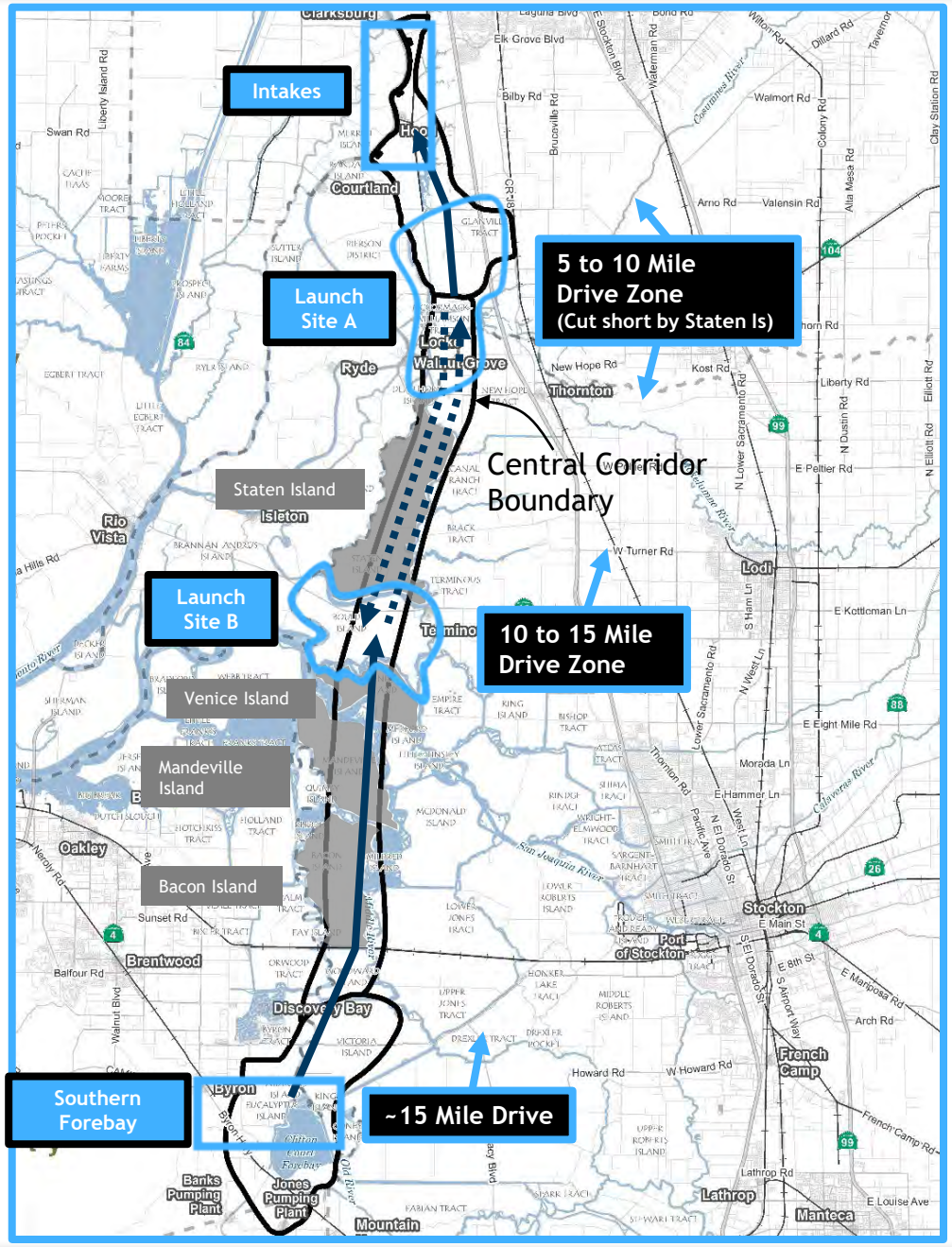
- Siting methodology breakdown is in handout packet
- Methodology is broken out into criteria and sub-criteria
- Sub-criteria are assigned an Importance Factor to reflect their weighting
- Criteria are based on design and construction considerations
  - The CEQA process will consider additional environmental considerations



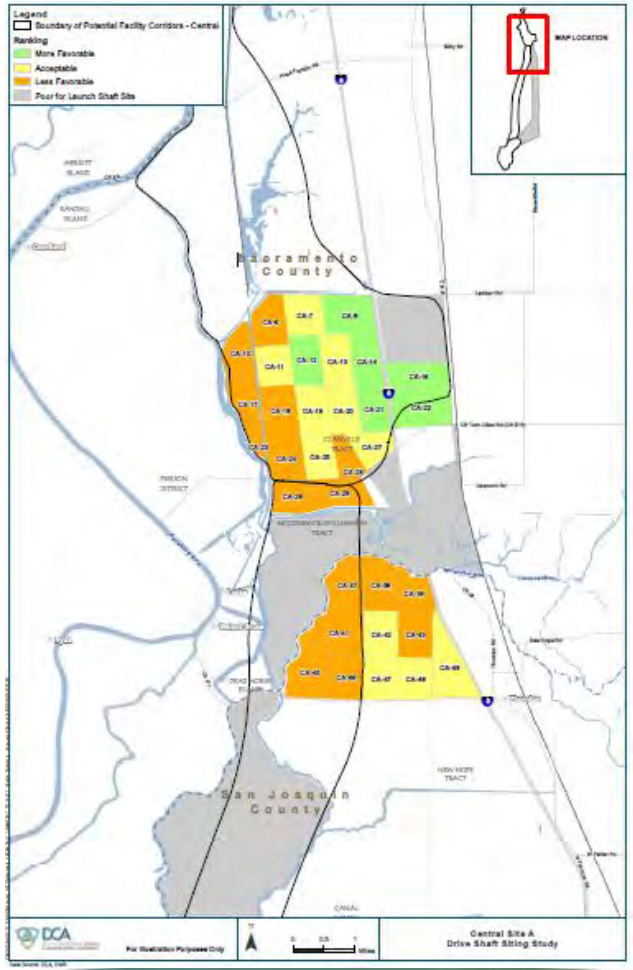
Central Alignment

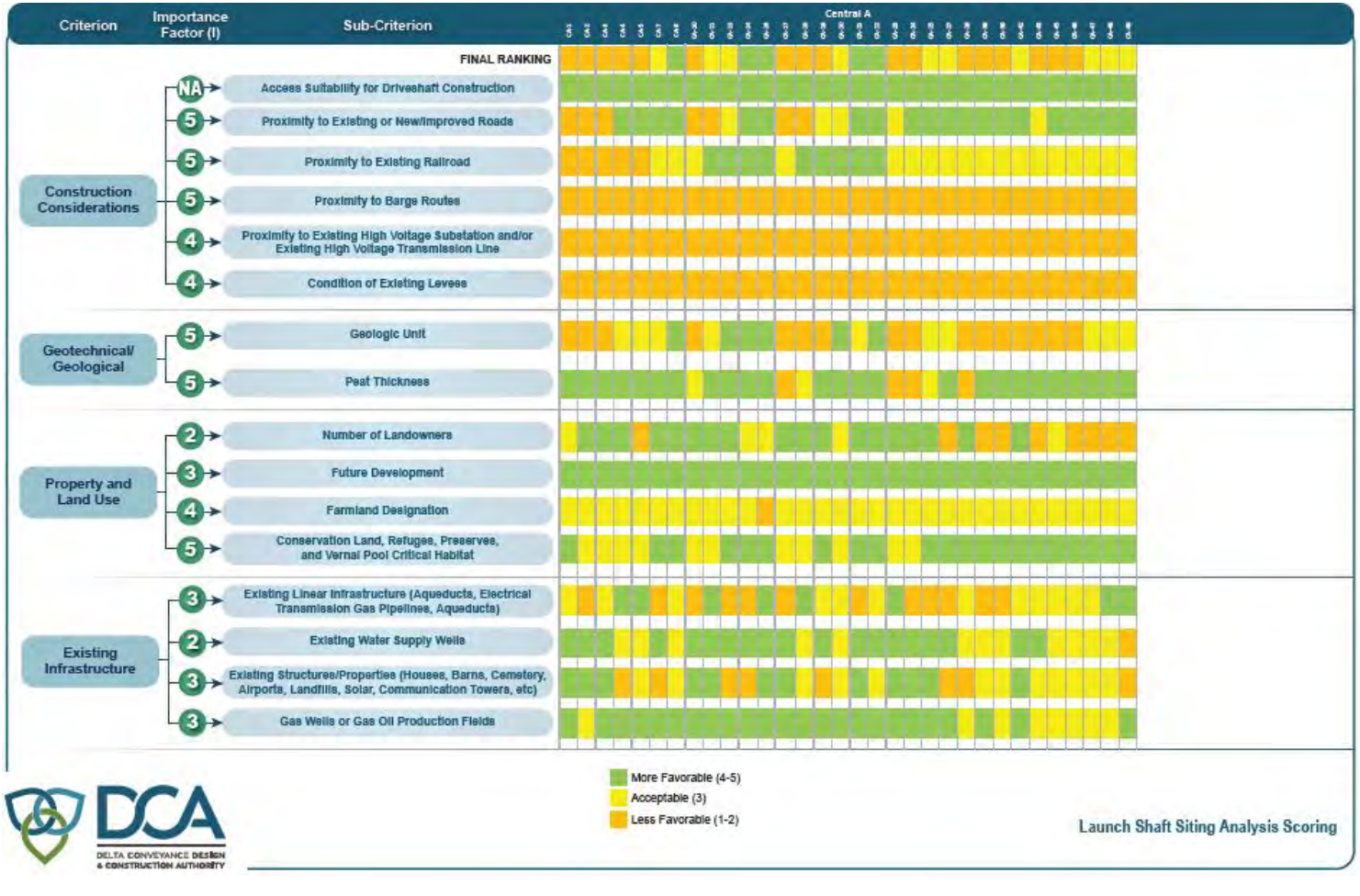
3 Drives:

1. **Intakes to Launch Site A**
   - Drive shorter than desirable to avoid Staten Island
   - Drive north to reduce potential effects at intakes
   - Sites closer to rail preferable for liner and RTM transport
2. **Launch Site A to Launch Site B (Bouldin Island)**
   - Good road (Hwy 12) and barge access (off San Joaquin River)
   - Good location to stockpile RTM for Delta beneficial reuse
   - Launch or receive at this site depending on where RTM desired
3. **Launch Site B to Southern Forebay**
   - Drive north from Southern Forebay to Bouldin – use RTM to build forebay levees
   - Potential for ~100% reuse of material on site

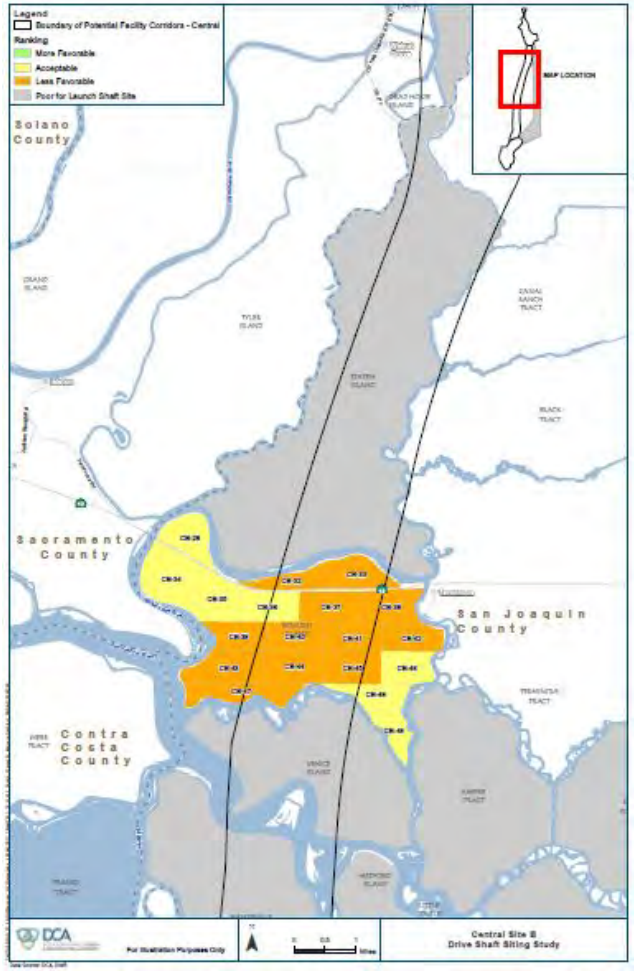


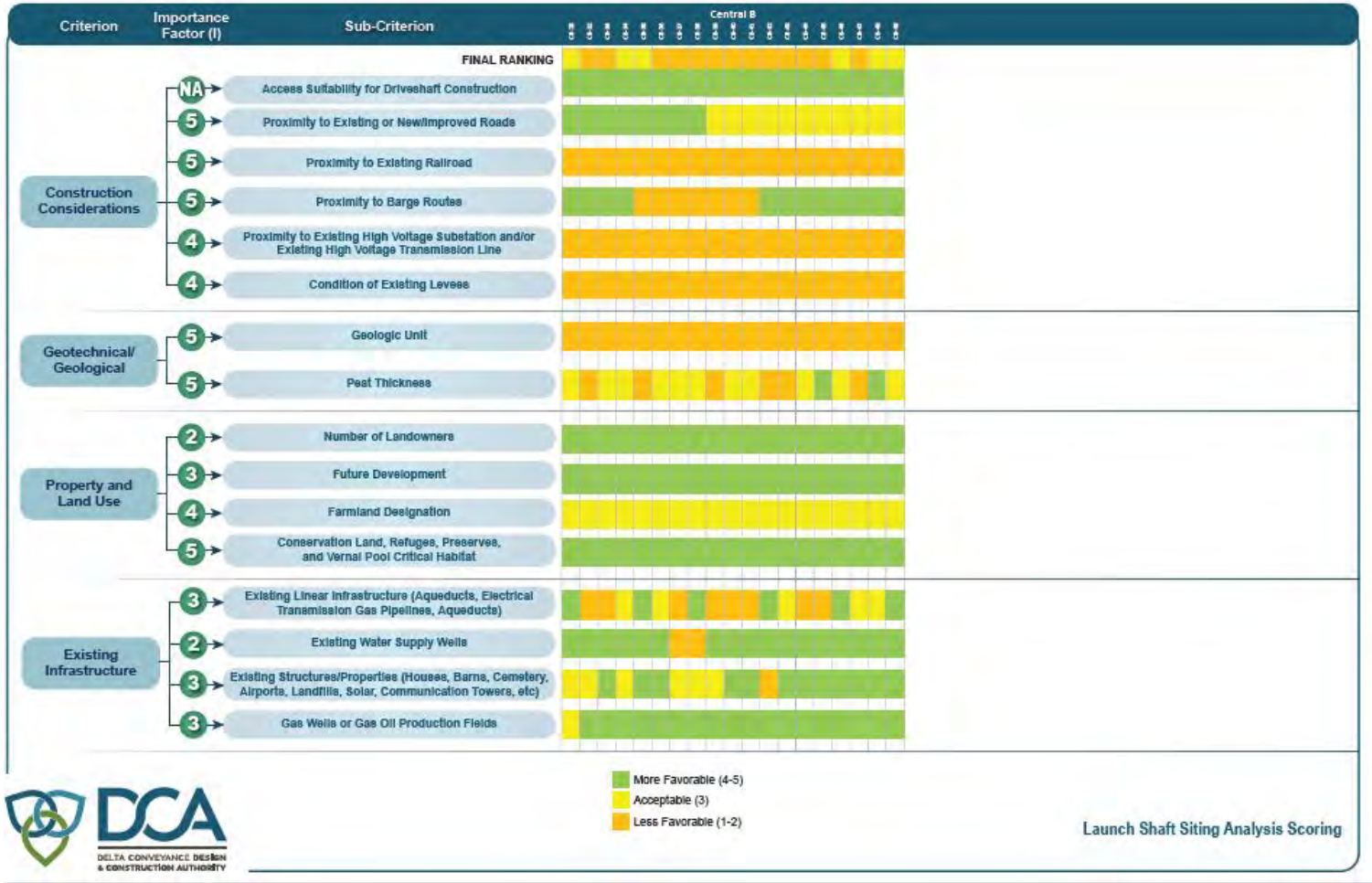
Central Alignment -Shaft Site A





Central Alignment -Shaft Site B

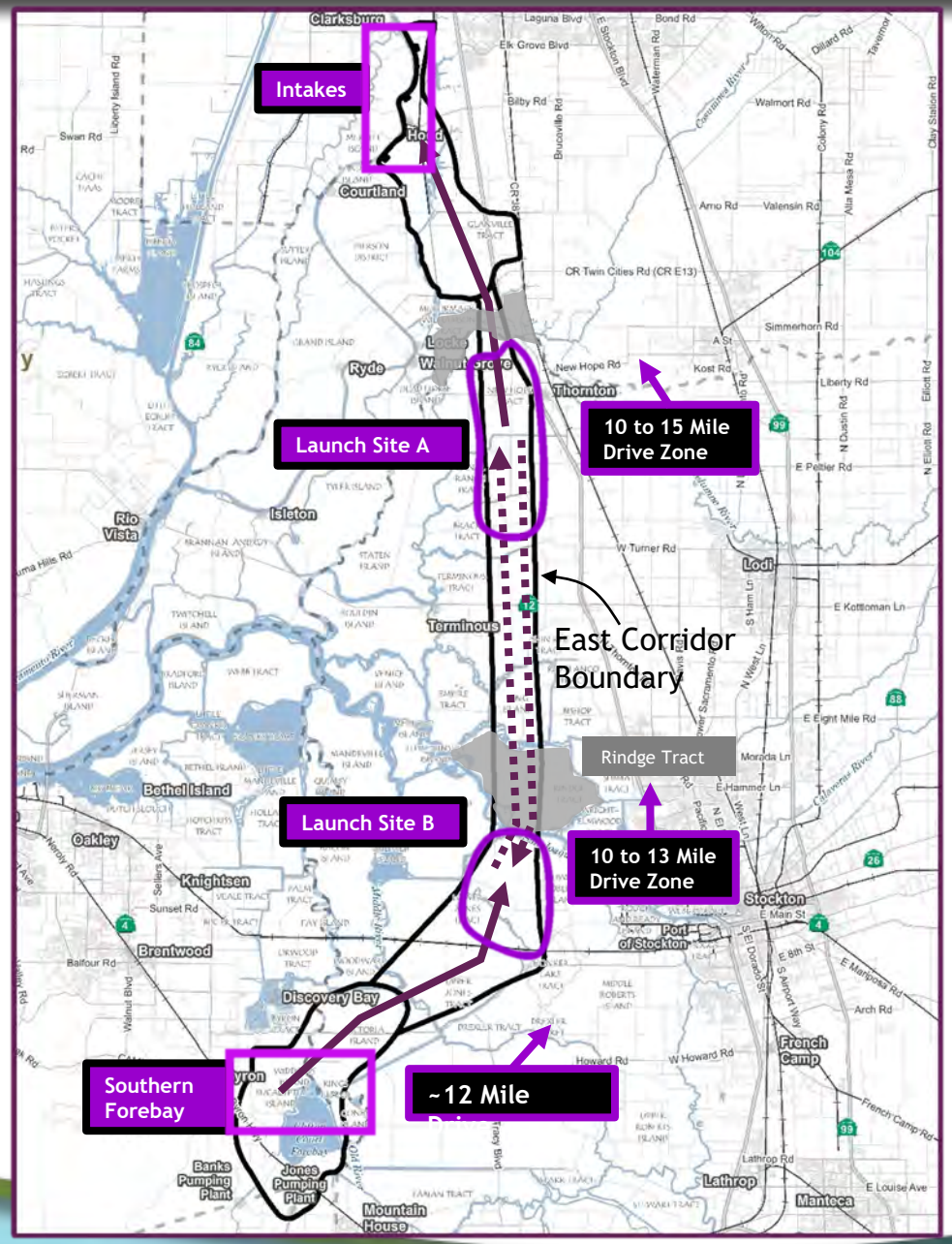




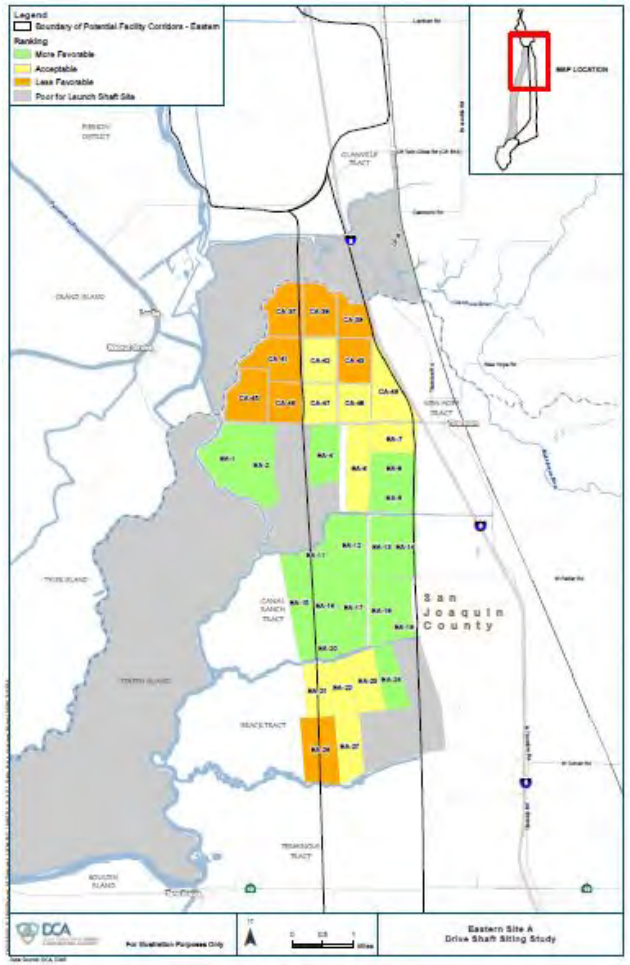
Configurations - East

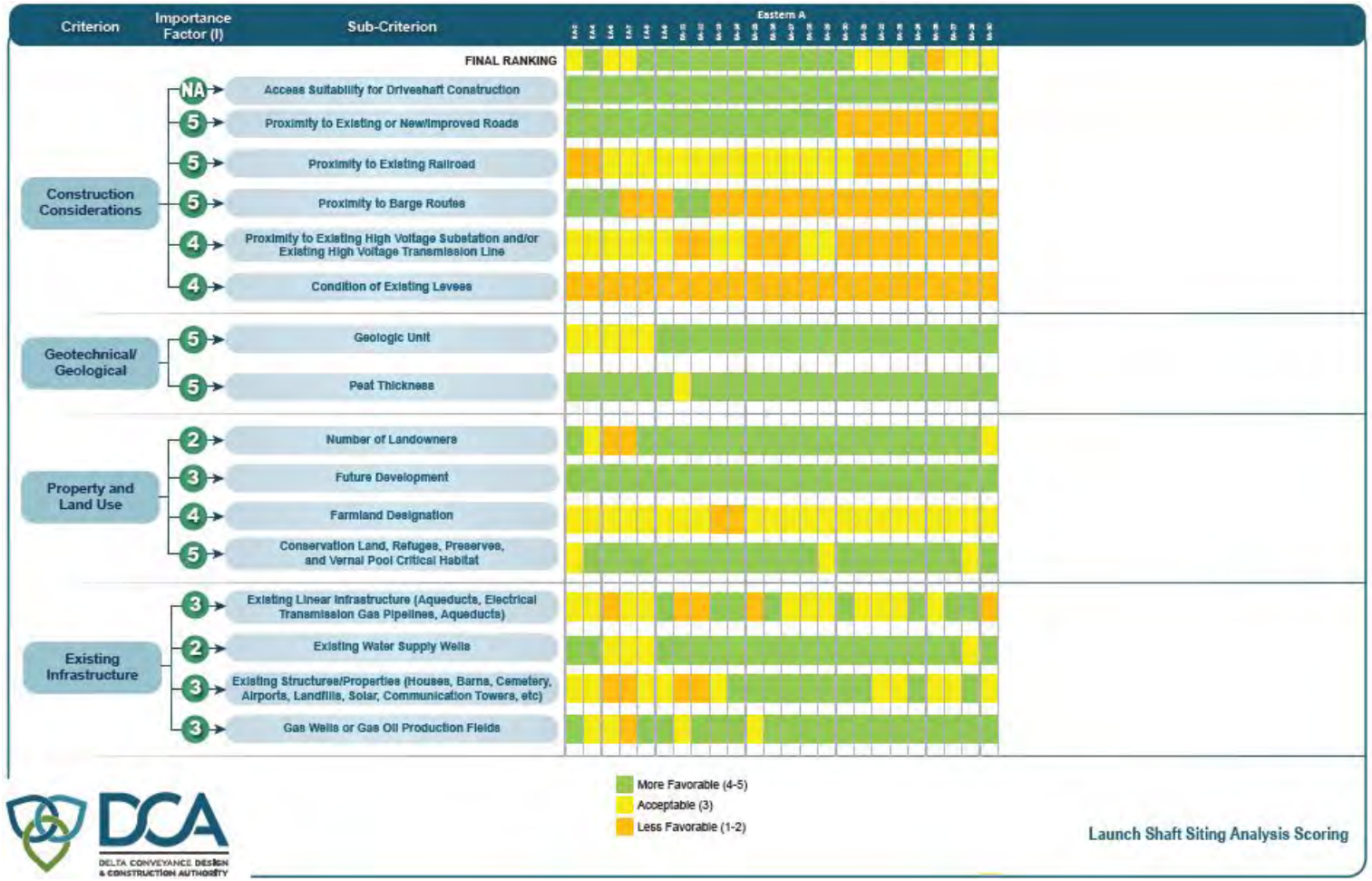
3 Drives:

1. **Intakes to Launch Site A**
   - Drive north to reduce potential effects at Intakes
   - Sites closer to rail preferable for liner and RTM transport
2. **Launch Site A to Launch Site B**
   - Acceptable road (Hwy 4) and barge access (San Joaquin River)
   - Good location to stockpile RTM for Delta beneficial reuse
   - Launch or receive at this site depending on where RTM desired
3. **Launch Site B to Southern Forebay**
   - Drive from Forebay north to Launch Site B – use RTM to build forebay levees
   - Potential for ~100% reuse of material on site

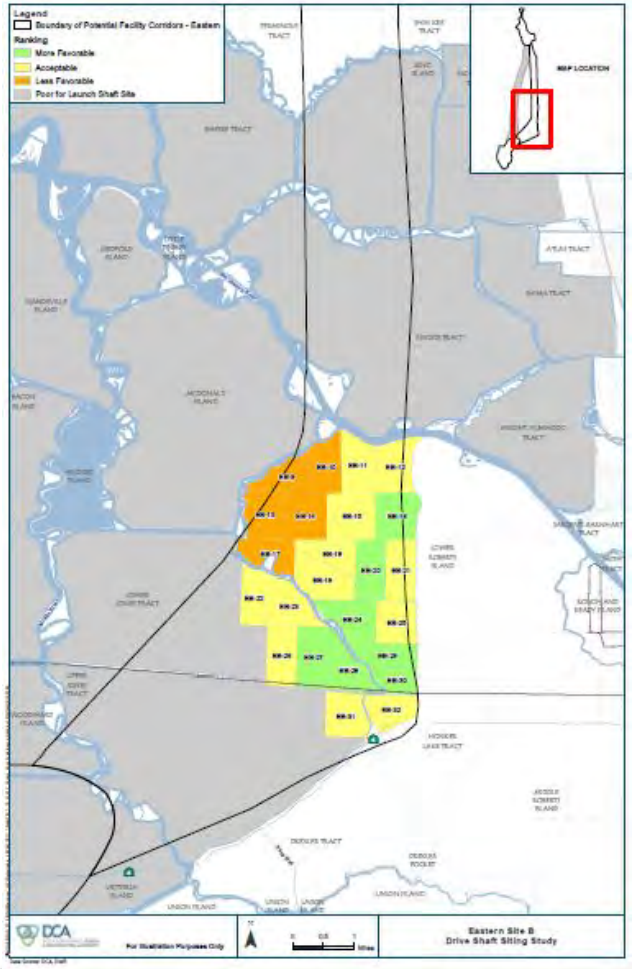


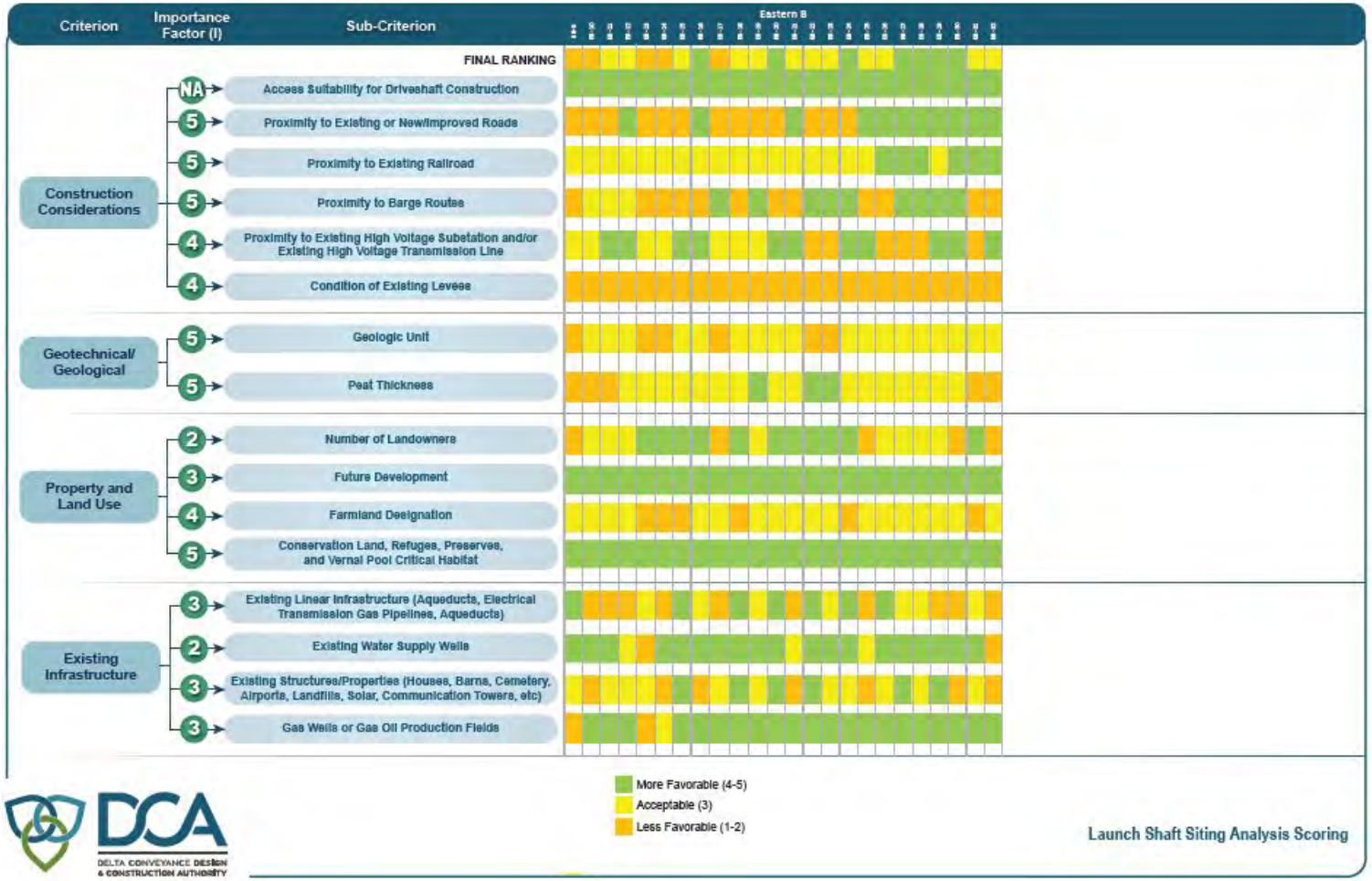
East Alignment – Shaft Site A





East Alignment – Shaft Site B





Clarifications?

For SEC Consideration

- DCA has identified zones where we believe launch shafts could be located based on acceptable drive lengths and has created an evaluation system to rank feasible sites within each of these zones. We have reviewed the results of this exercise with you today.
- Questions for SEC to consider:
  - Do you feel that the evaluation system captures the design and construction issues important to the Delta?
  - Do the results of the evaluation system applied to the areas within each zone make sense? What specifically seems appropriate or inappropriate?
  - Do you have any thoughts regarding areas that would be preferred for locating a launch shaft?
- Is there any additional information related to the **siting** of launch shafts that you would like presented at the next SEC meeting on February 26?

Public Comment

Item 4: Staff Presentation & Committee Discussion

Public Comment

Non-Agendized Items

NEXT SEC MEETING

DATE: February 26, 2020

TIME: 3-6 PM (2-3 hours)

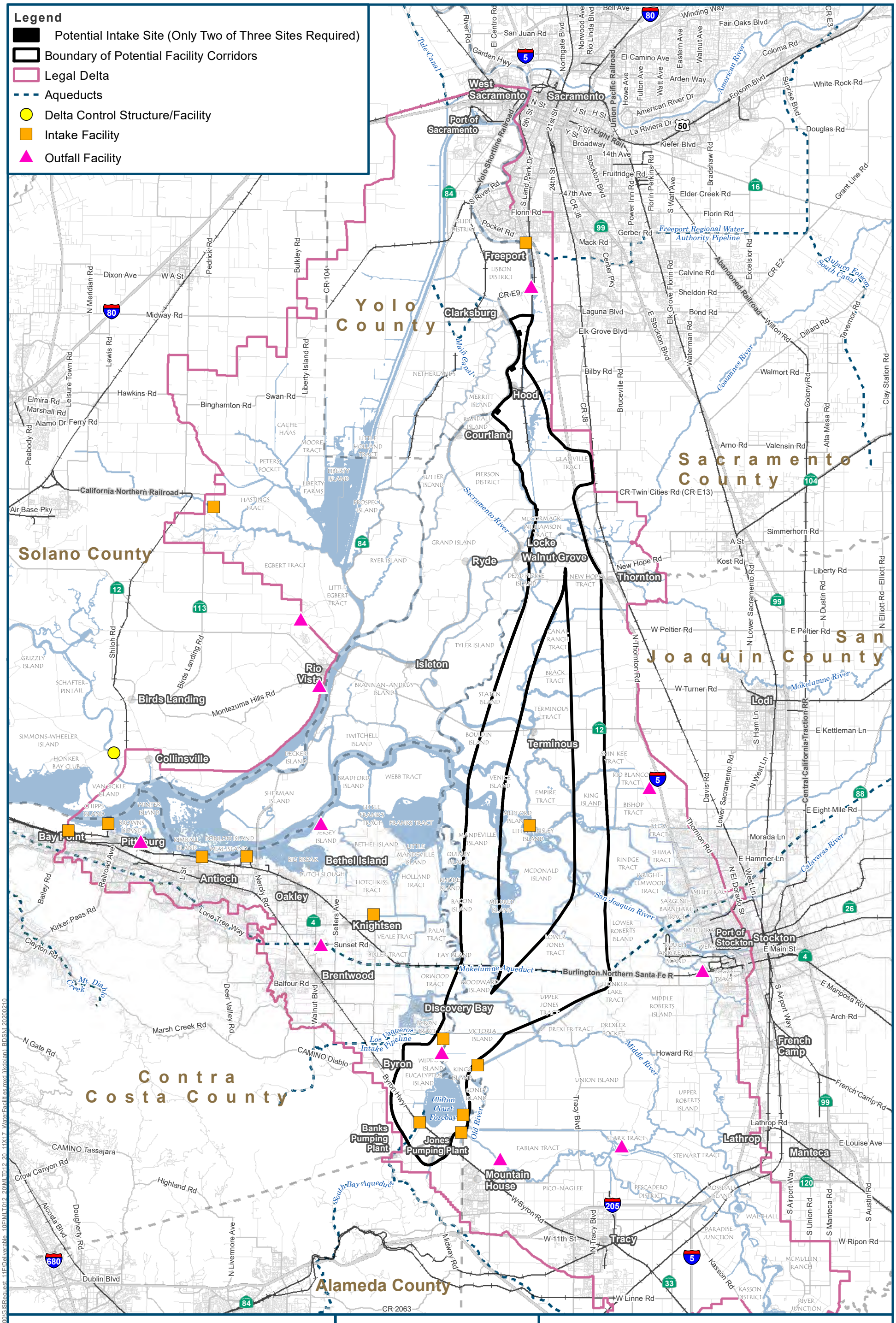
LOCATION: Belle Vie Vineyards,
19900 Sherman Islands Cross Rd., Rio Vista, CA

TOPICS*:

- Follow-up SEC MEETING #4 & Member Roundtable
- Finalize Drive Shaft Locations
- Review Retrieval Shaft Locations
- Review Maintenance Shaft Locations

**Subject to change*

02/12/2020



Data Source: DCA, DWR, Department of Boating and Waterways, California Coastal Commission, Contra Costa Public Works Department,California Integrated Waste Management Board, Regional Water Quality Control Board Region 5,California Department of Fish & Game, Delta Protection Commission. Fish-n-Map Co., Delta Boating, Keep the Delta Clean.

For Discussion Purposes Only, Subject to Change
Not Reviewed/Approved By DWR, May Not Reflect DWR's Opinion

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Stakeholder Engagement Committee

February 26, 2020

MEETING OVERVIEW

- Question and Answer Follow-Up
- Roundtable Discussion on Tunnel Drive Shaft Siting
- Engineering Discussion
  - Introduction to Retrieval Shafts
  - Introduction to Maintenance Shafts

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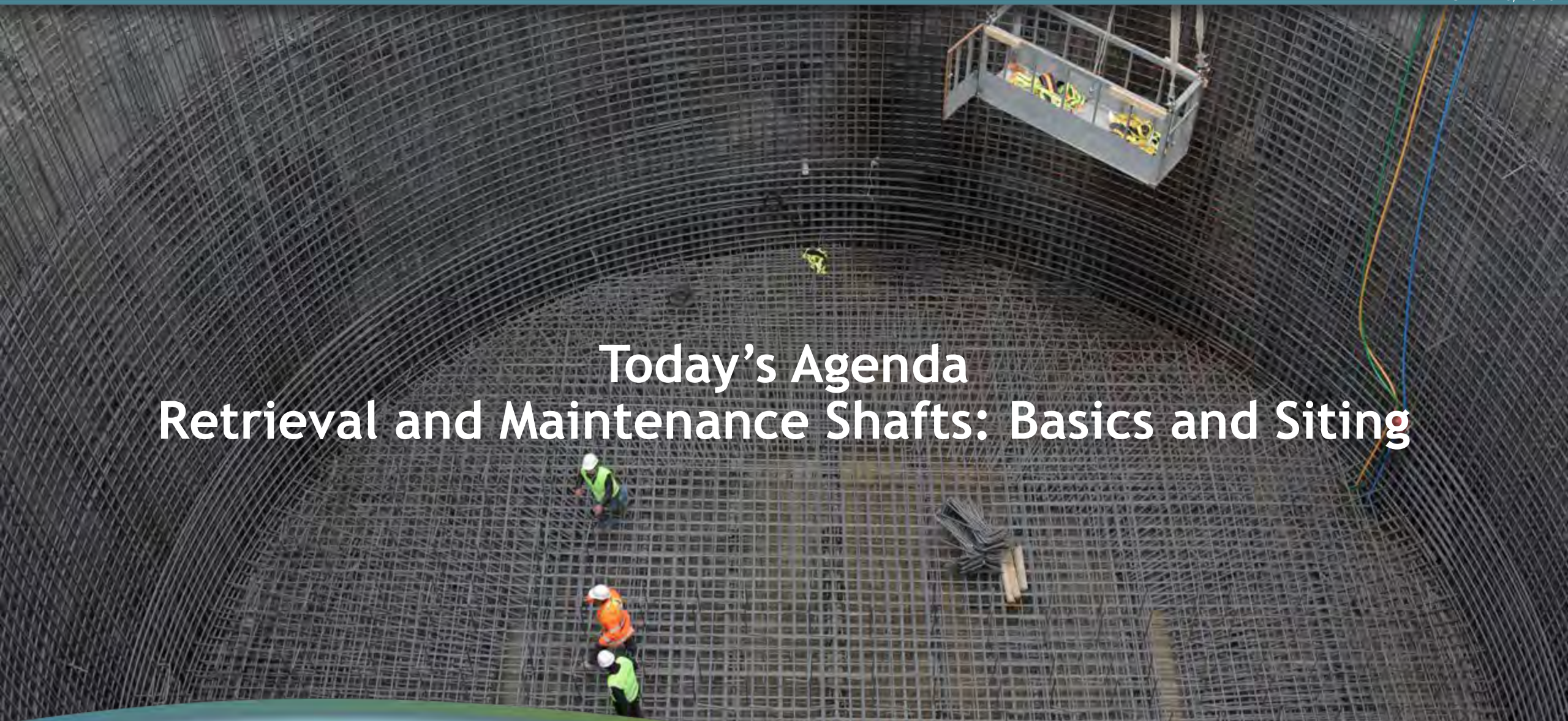
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

Minutes Review



Today's Agenda
Retrieval and Maintenance Shafts: Basics and Siting

Site Tours

- SEC member tours:
  - Tunnel launch shaft site in Silicon Valley
    - Barnard site tour
    - First/second week in March
  - ISI fish screen manufacturing facilities in Freeport
  - Intake facilities in Red Bluff
- DCA can arrange transport to sites or you can meet at site
- Contact Valerie Martinez to indicate which tours you are interested in and we will notify you of day/time.

February 12, 2020 SEC Meeting Follow-Up & Member Roundtable

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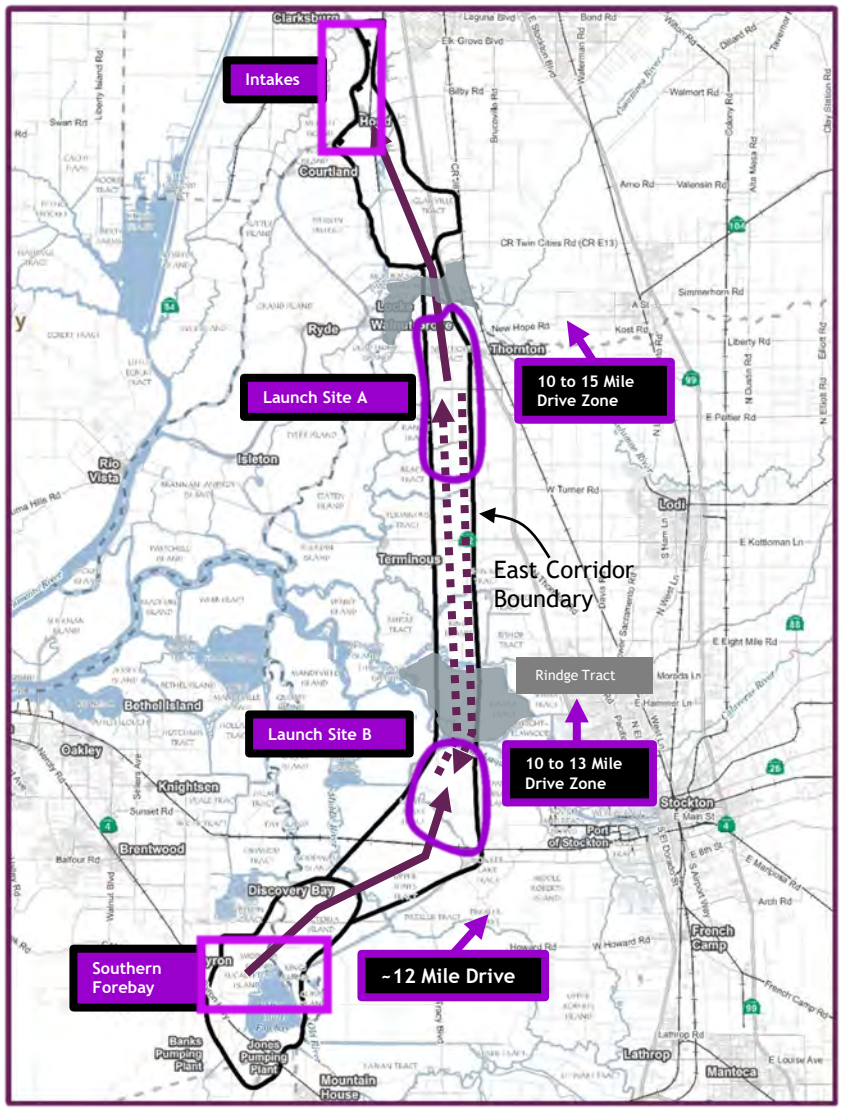
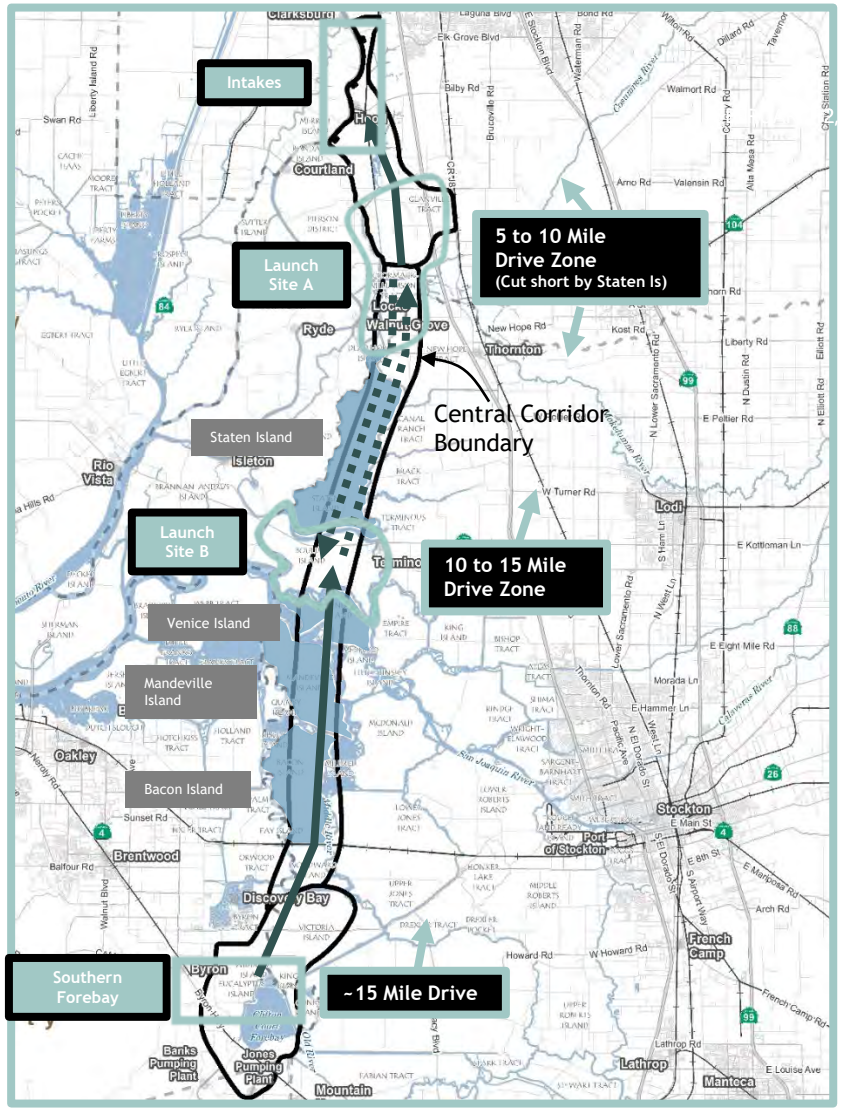
Preliminary Tunnel Alignments



East Alignment



Central Alignment

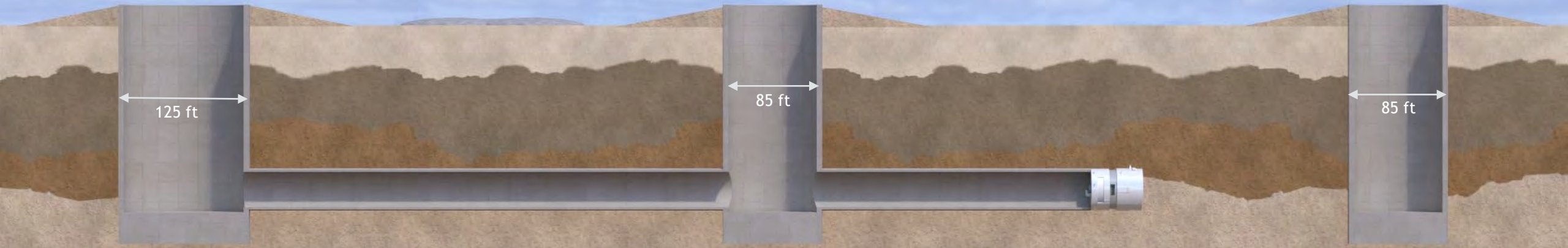
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

RETRIEVAL AND MAINTENANCE SHAFTS

Key Components of a Tunnel Drive

10 to 15 mile tunnel drive lengths acceptable based on Delta soil conditions



Launch Shaft
Where the tunnel boring machine (TBM) is lowered into the tunnel. Where the concrete liners are transported into the tunnel. Where the excavated material (RTM) is removed.

Maintenance Shaft
Provides direct access to the TBM for routine maintenance work. Needed approximately every 4 to 5 miles.

Retrieval Shaft
Termination point of tunnel drive. Where TBM is disassembled and lifted out of the tunnel.

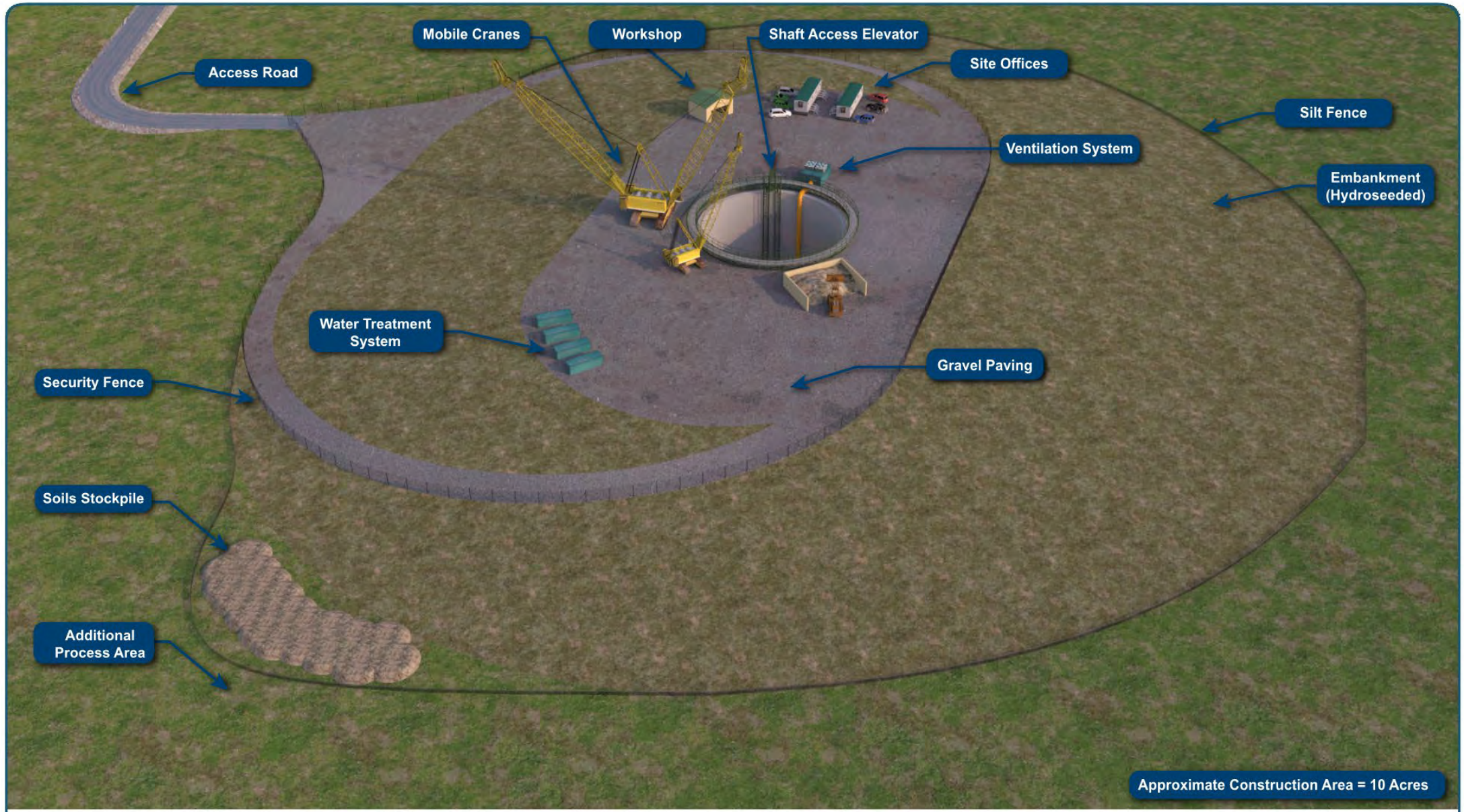
Purpose of Retrieval and Maintenance Shafts

Retrieval Shafts

- To recover TBMs from the tunnel at the end of the drive
  - Shaft size required is based on the space required to dismantle TBM once it has driven into the shaft
- Shafts can be used to receive two TBMs, one from either direction
- Launch shafts can be used to receive a TBM coming from the opposite direction

Maintenance Shafts

- To provide access to TBMs for periodic maintenance during long tunnel drives
  - Approximately 4 to 5 mile spacing (to be verified by soil abrasion testing results)
  - The cutterhead and other major components can be repaired or replaced
- The shaft will have tunnel opening frames of reinforced concrete to maintain shaft integrity when the TBM breaks in (and later breaks out)
- The shaft is sized so that the full TBM can be accessed for maintenance
  - If only the cutterhead needs to be accessed then the shaft can be 10-20 ft smaller in diameter
- The shafts will also be used to provide fresh air for ventilation and as an exit in case of emergency during tunnel construction



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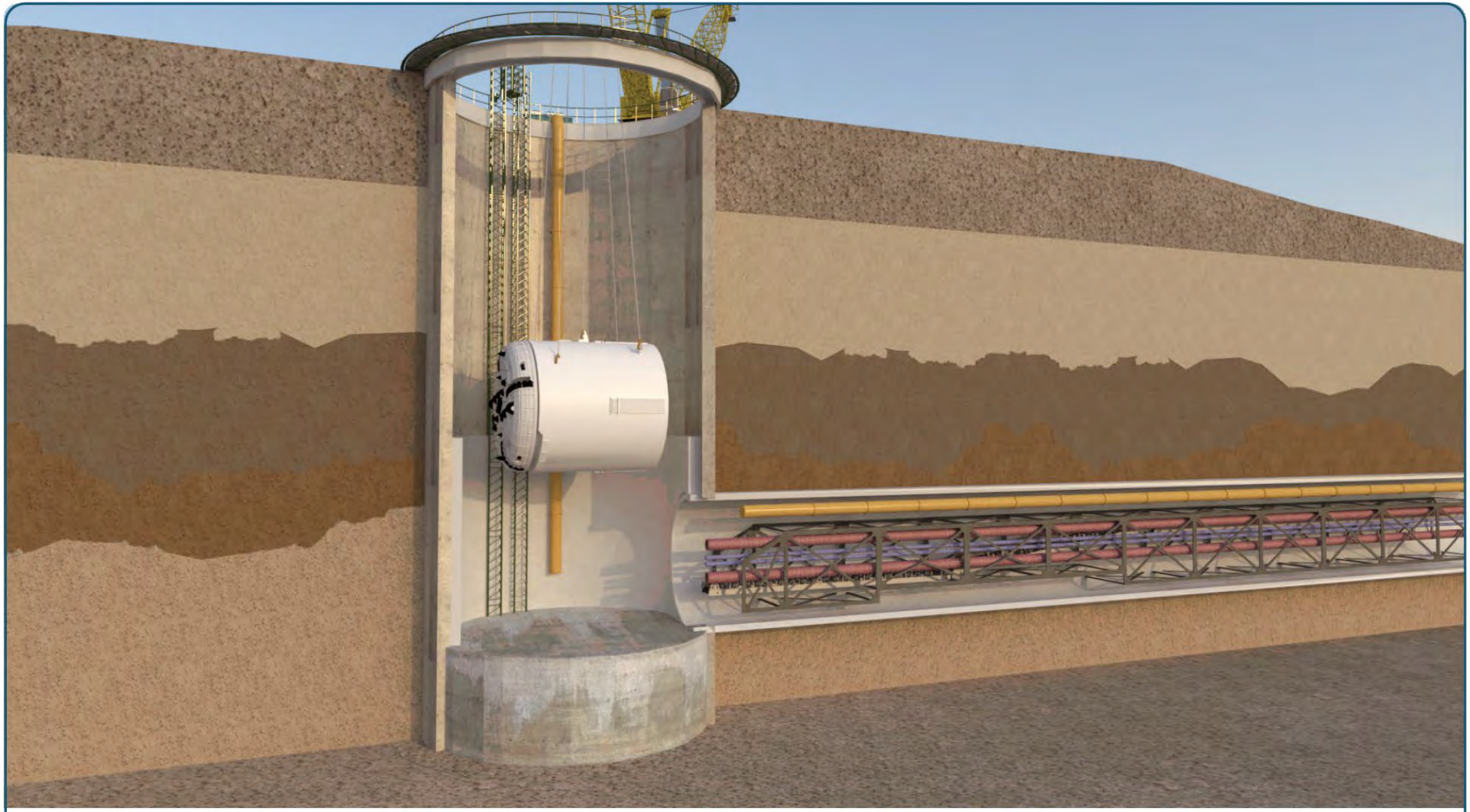
Maintenance/Retrieval Shaft Site Plan



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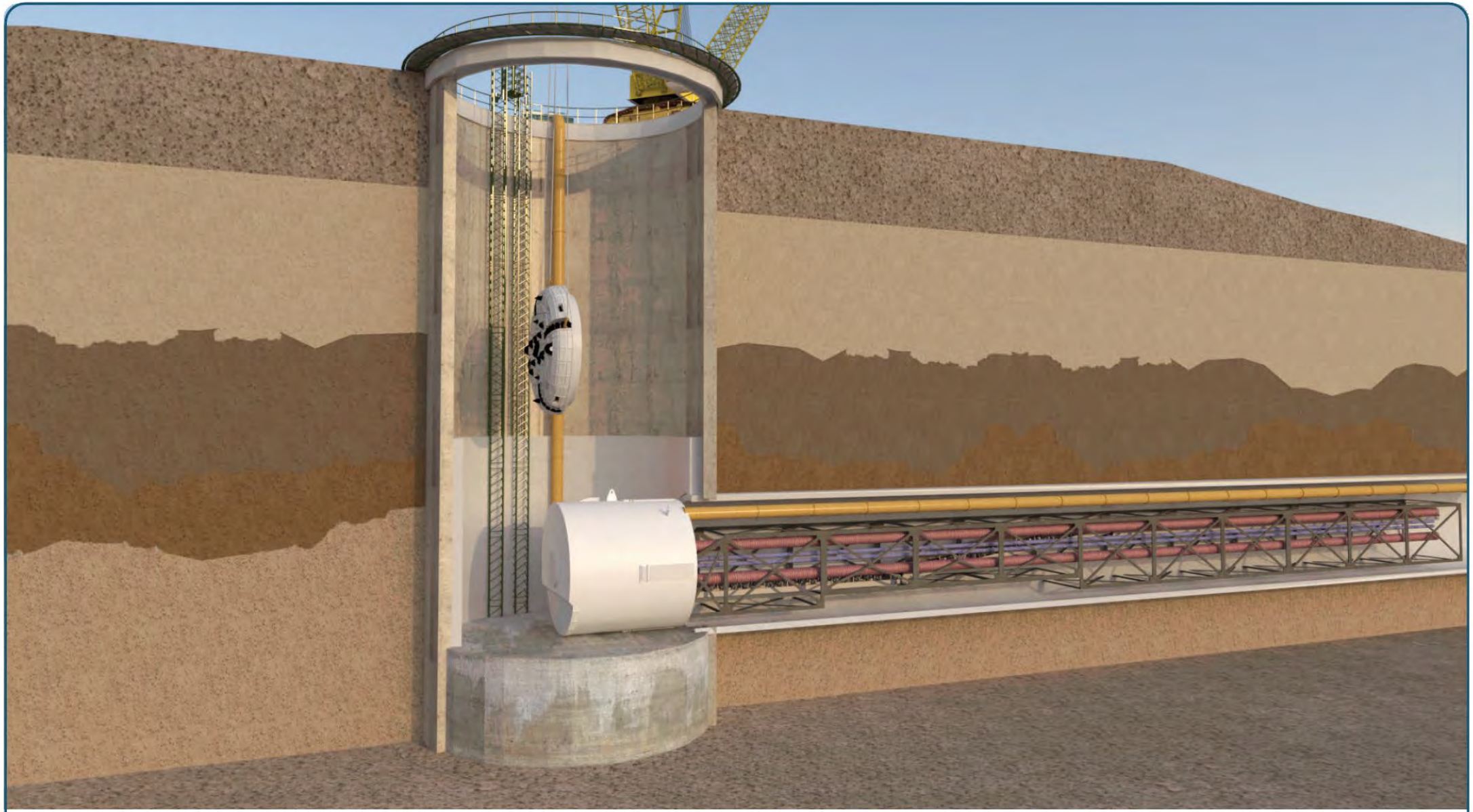
Retrieval Shaft Cross Section



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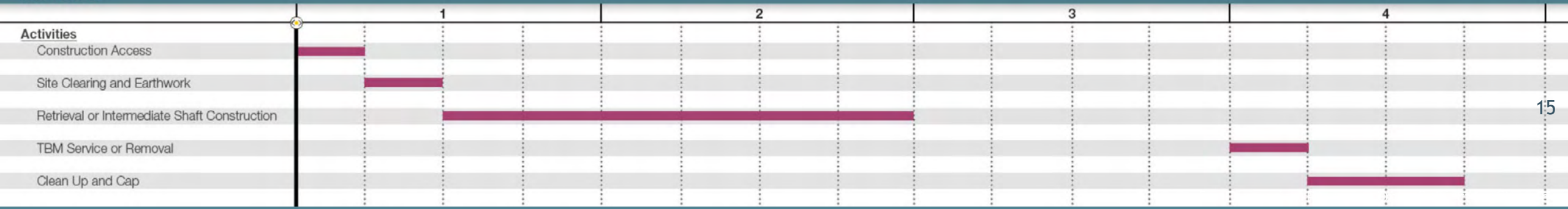
Maintenance Shaft Cross Section

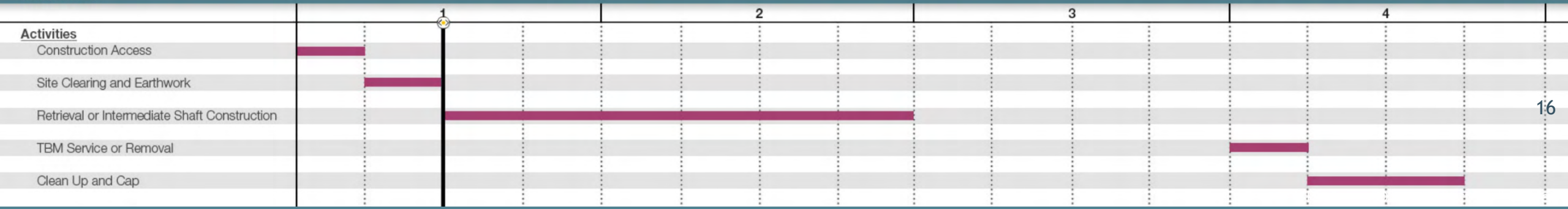
Retrieval/Maintenance Shaft Construction

SCHEDULE



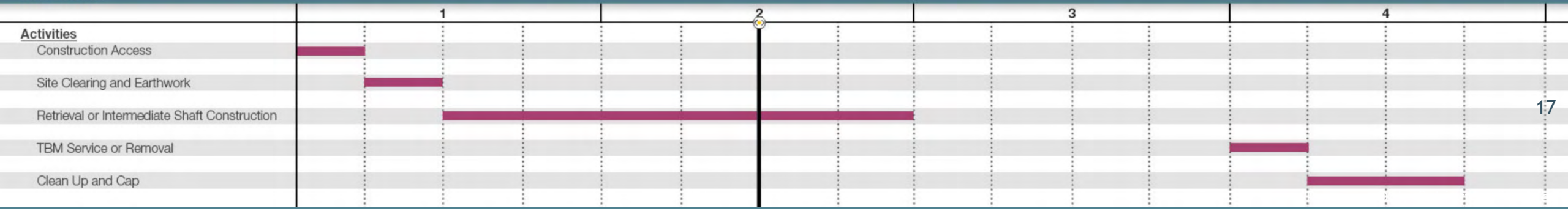
Retrieval/Maintenance Shaft Construction

SCHEDULE



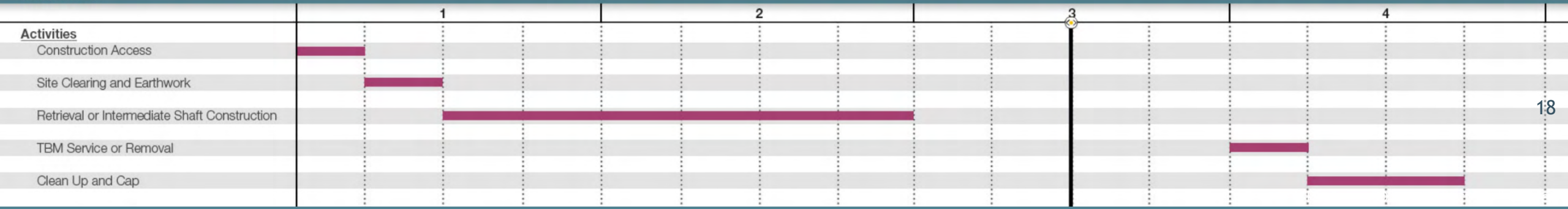
Retrieval/Maintenance Shaft Construction

SCHEDULE



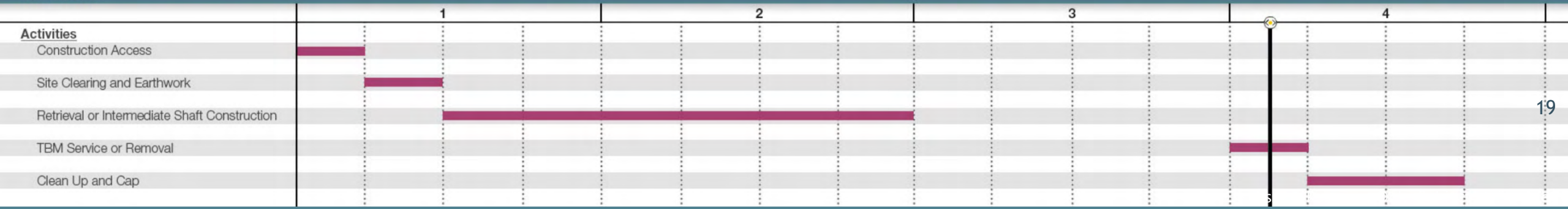
Retrieval/Maintenance Shaft Construction

SCHEDULE



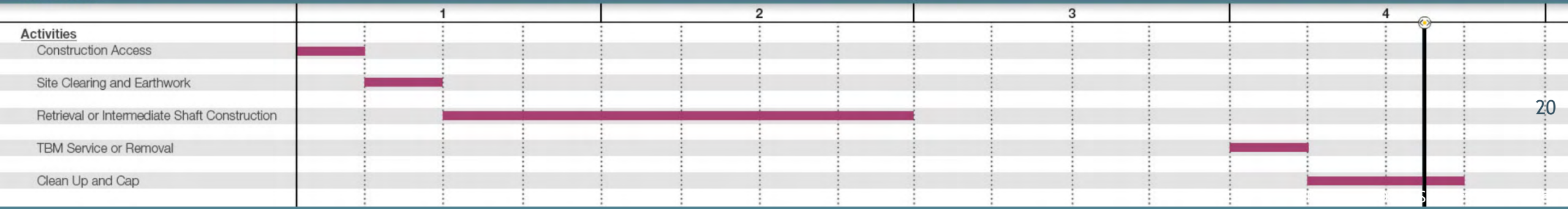
Retrieval/Maintenance Shaft Construction

SCHEDULE



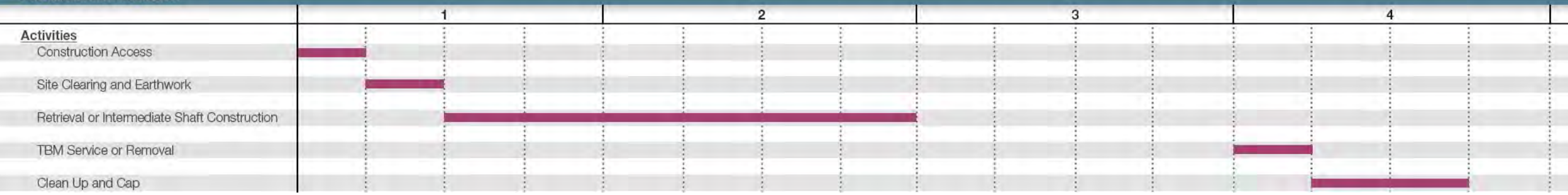
Retrieval/Maintenance Shaft Construction

SCHEDULE

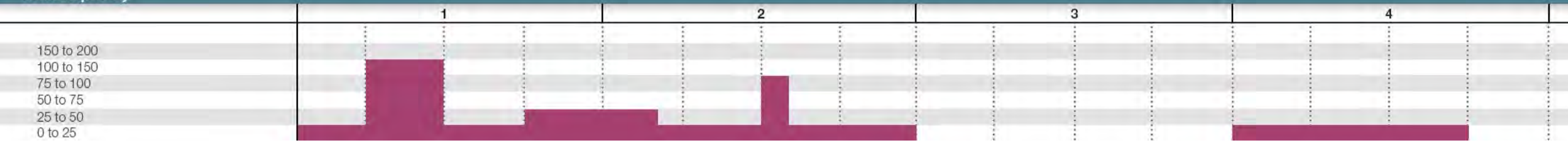


Retrieval/Maintenance Shaft Construction

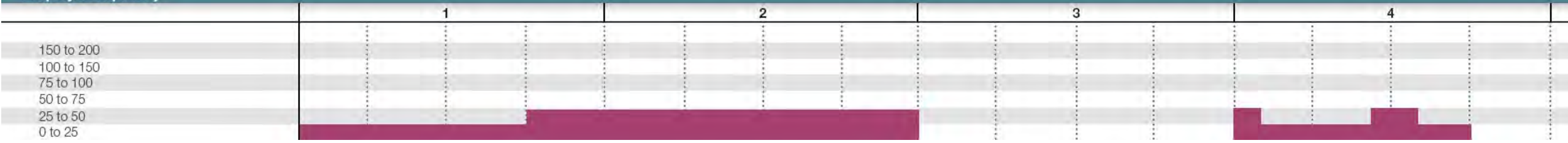
Construction Schedule



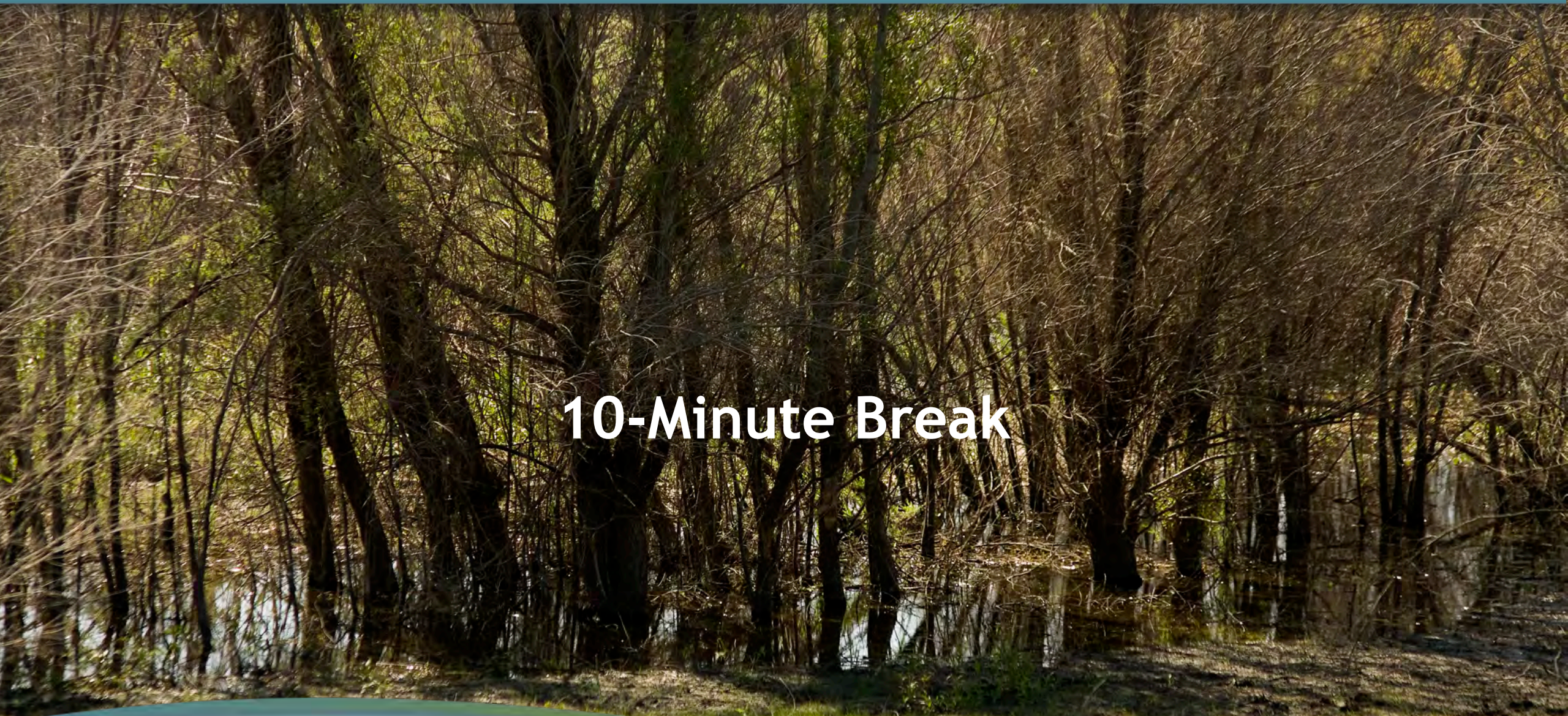
Truck Trips/Day



Employee Trips/Day



Clarifications?



10-Minute Break

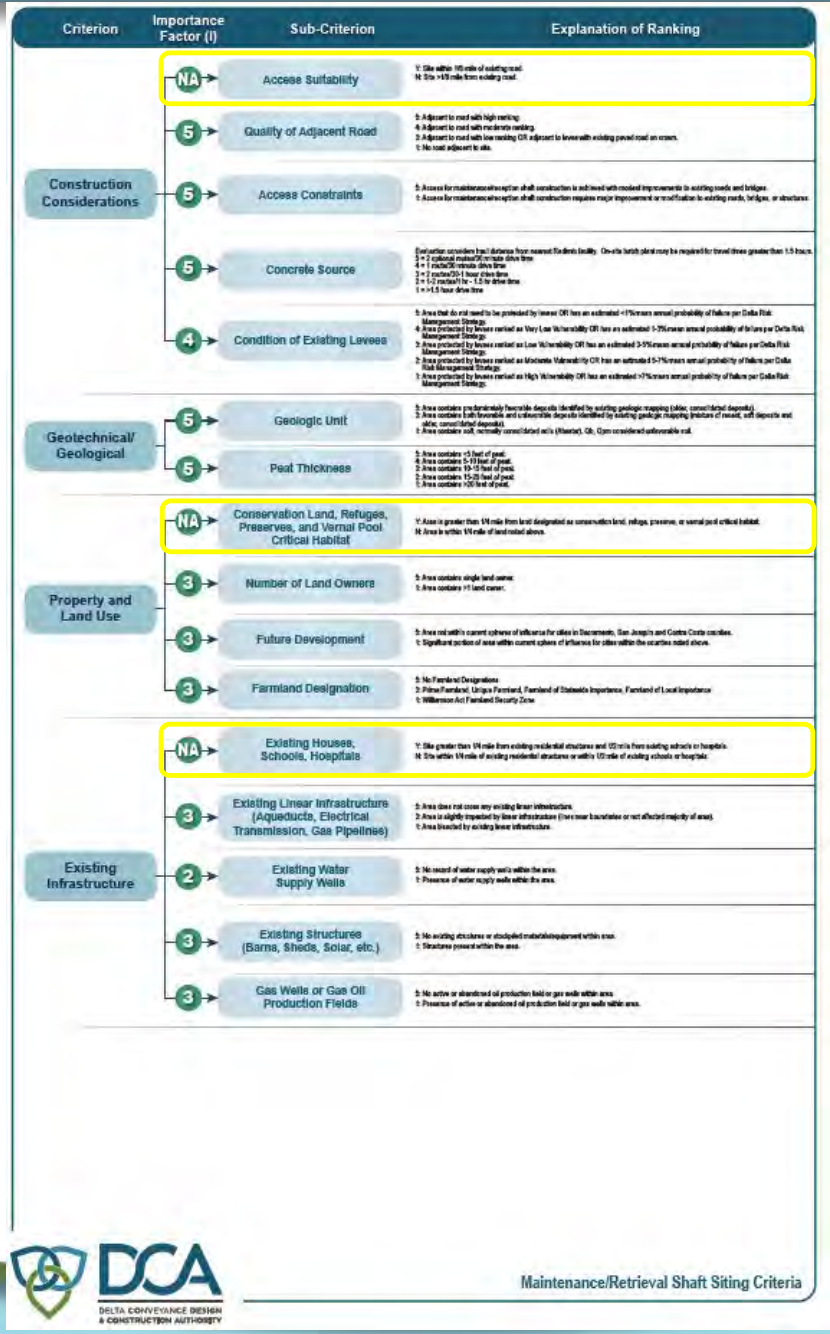
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

RETRIEVAL AND MAINTENANCE SHAFT SITING ANALYSIS

Siting Analysis Methodology

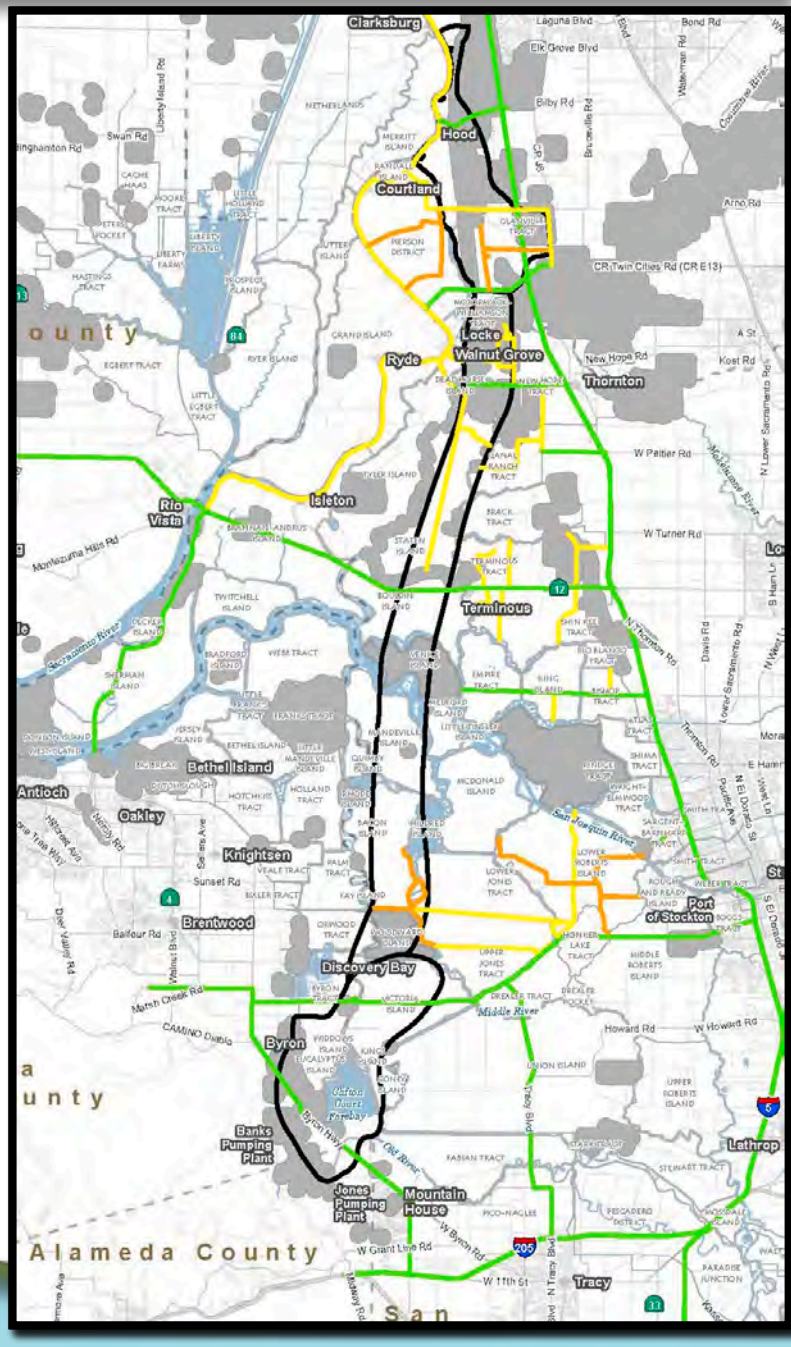
- Methodology is broken out into criteria and sub-criteria
- Sub-criteria are assigned an Importance Factor to reflect their weighting
- Smaller overall footprint for maintenance/reception shafts provides more flexibility in siting
- Criteria are based generally on design and construction considerations, including existing land uses
  - The CEQA process will consider existing land uses in more detail, as well as additional environmental resources



Central Alignment

- Maintenance/Reception Shaft Considerations:
  - Within NOP Corridors
  - Preferably within 1/8-mile of existing public road (outside grey areas)
  - Greater than ¼-mile from conservation land, refuges, preserves, and vernal pool critical habitat
  - Greater than ¼-mile from existing residential structures
  - Greater than ½-mile from existing schools, hospitals
  - 300-foot offset from existing levees

Legend
- High Road Access
- Moderate Road Access
- Low Road Access



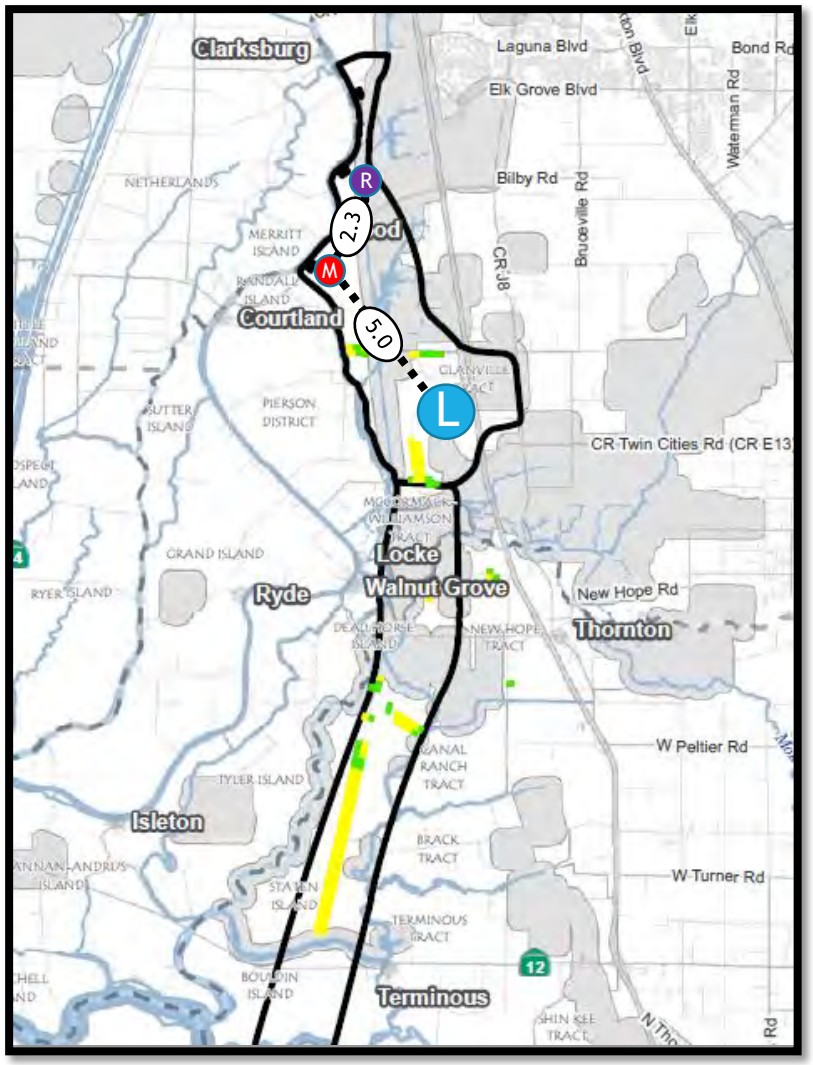
Central Alignment – Maintenance/Reception Shaft Siting – Drive C/E-1a

Maintenance/Reception Siting Study Legend

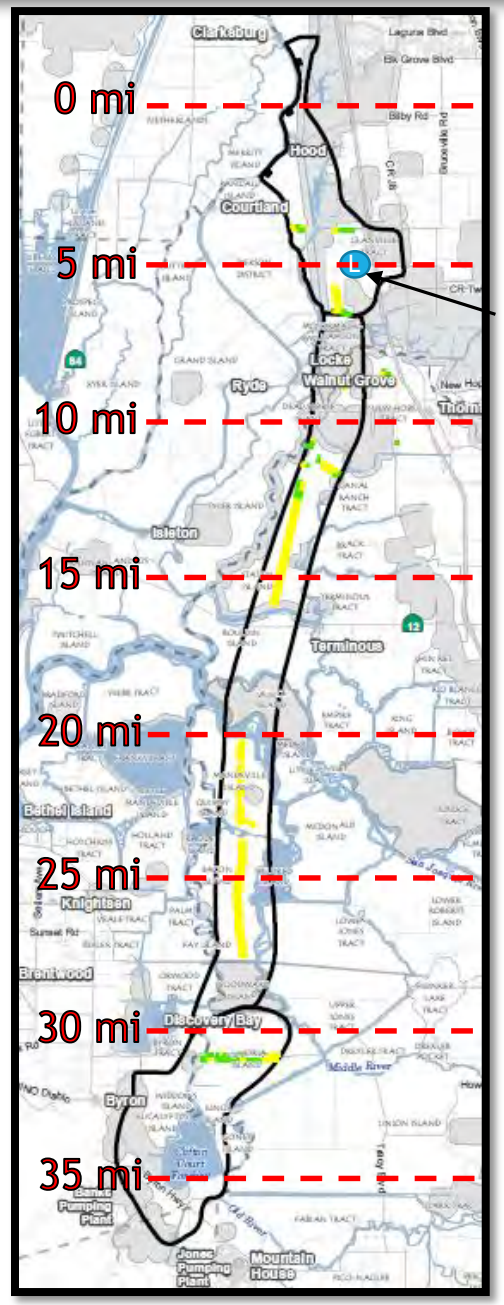
- Favorable
- Acceptable

Shaft Legend

- L Launch
- M Maintenance
- R Reception



Site A to Intakes 5 & 3



Potential Launch Shaft Location

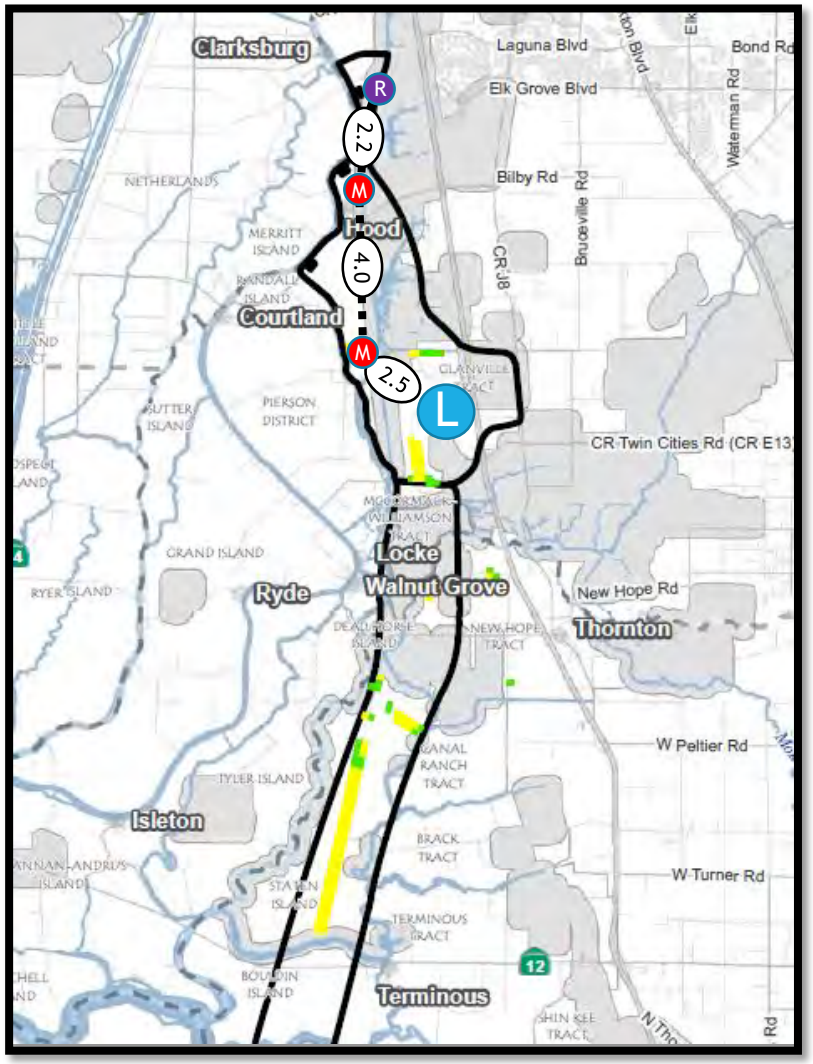
Central Alignment – Maintenance/Reception Shaft Siting – Drive C/E-1b

Maintenance/Reception Siting Study Legend

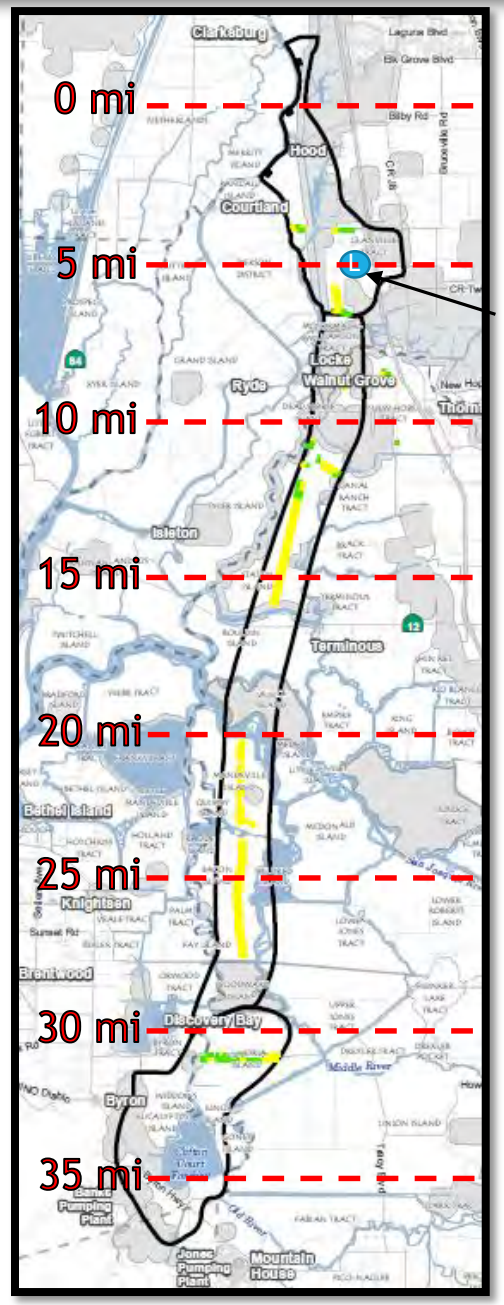
- Favorable
- Acceptable

Shaft Legend

- L Launch
- M Maintenance
- R Reception



Site A to Intakes 3 & 2



Potential Launch Shaft Location

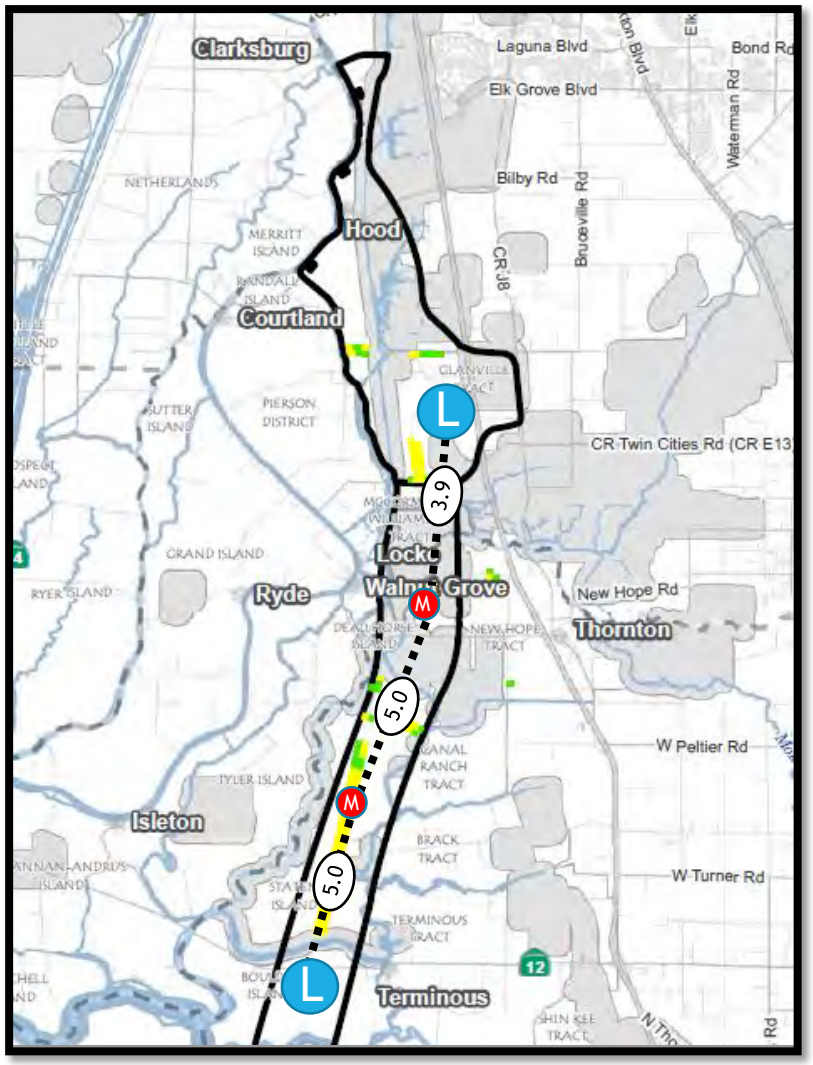
Central Alignment – Maintenance/Reception Shaft Siting – Drive C-2

Maintenance/Reception Siting Study Legend

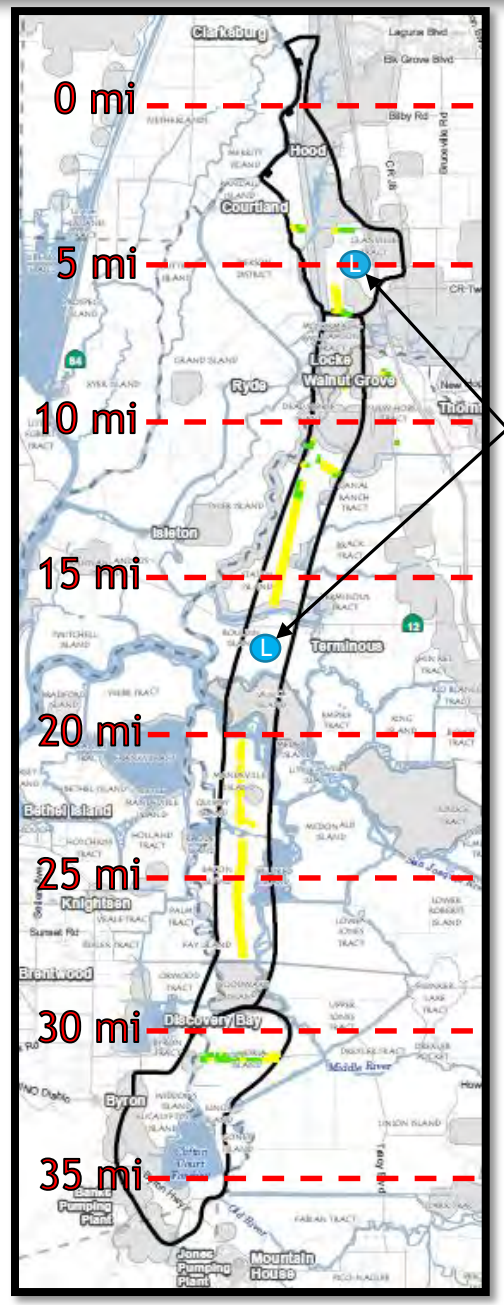
- Favorable
- Acceptable

Shaft Legend

- L Launch
- M Maintenance
- R Reception



Site A to B & Site B to A



Potential Launch Shaft Locations

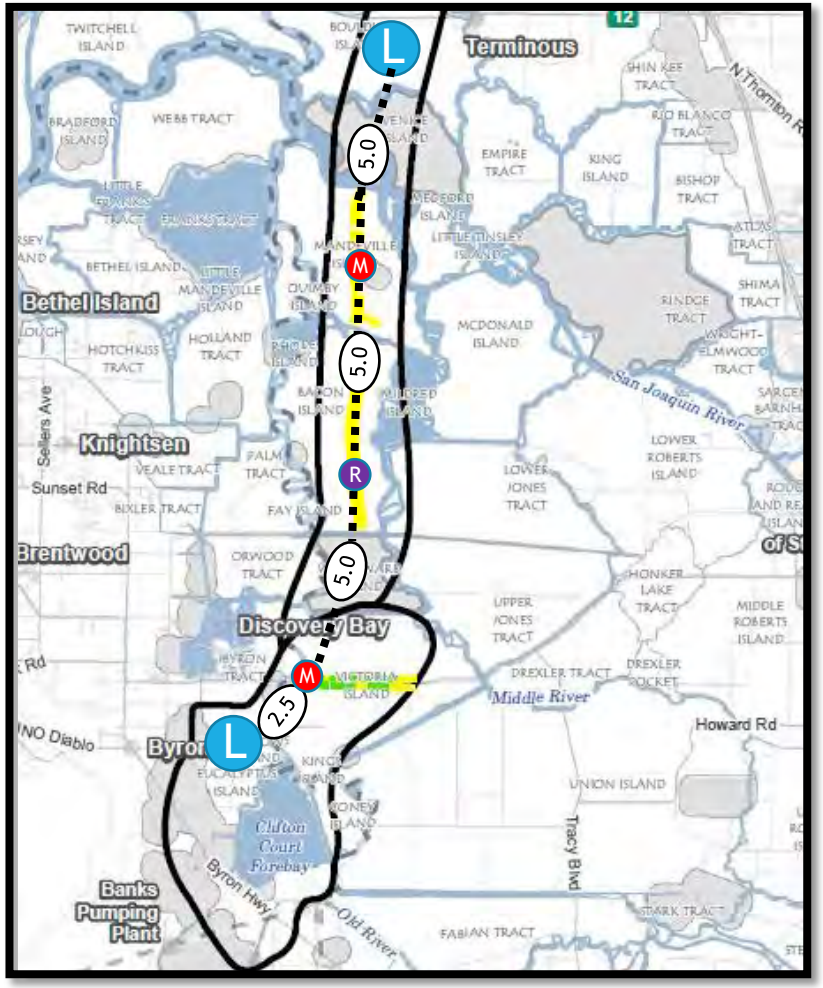
Central Alignment – Maintenance/Reception Shaft Siting – Drives C-3 and C-4

Maintenance/Reception Siting Study Legend

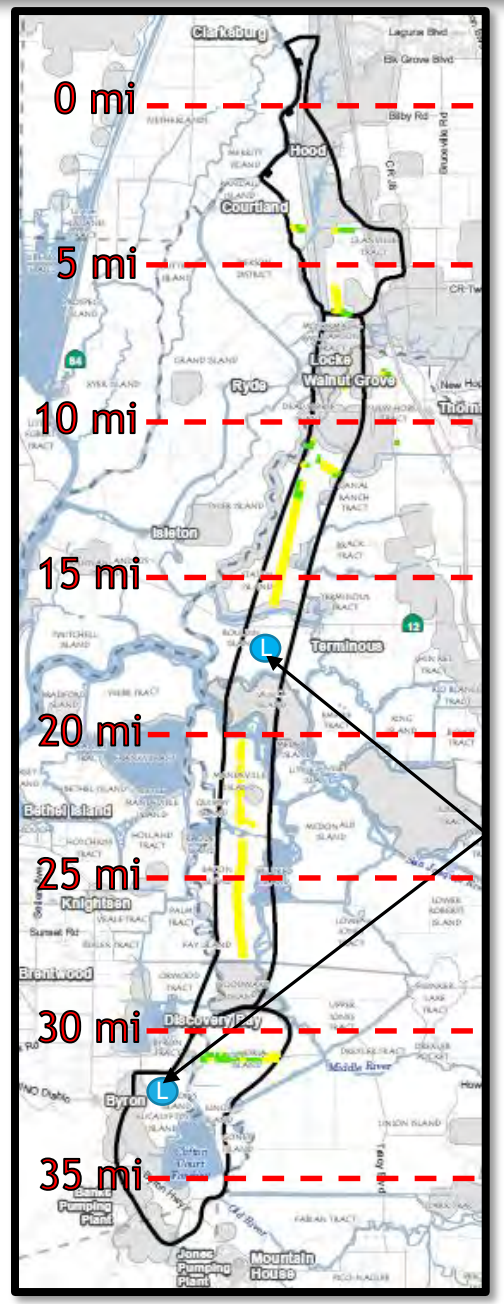
- Favorable
- Acceptable

Shaft Legend

- L Launch
- M Maintenance
- R Reception



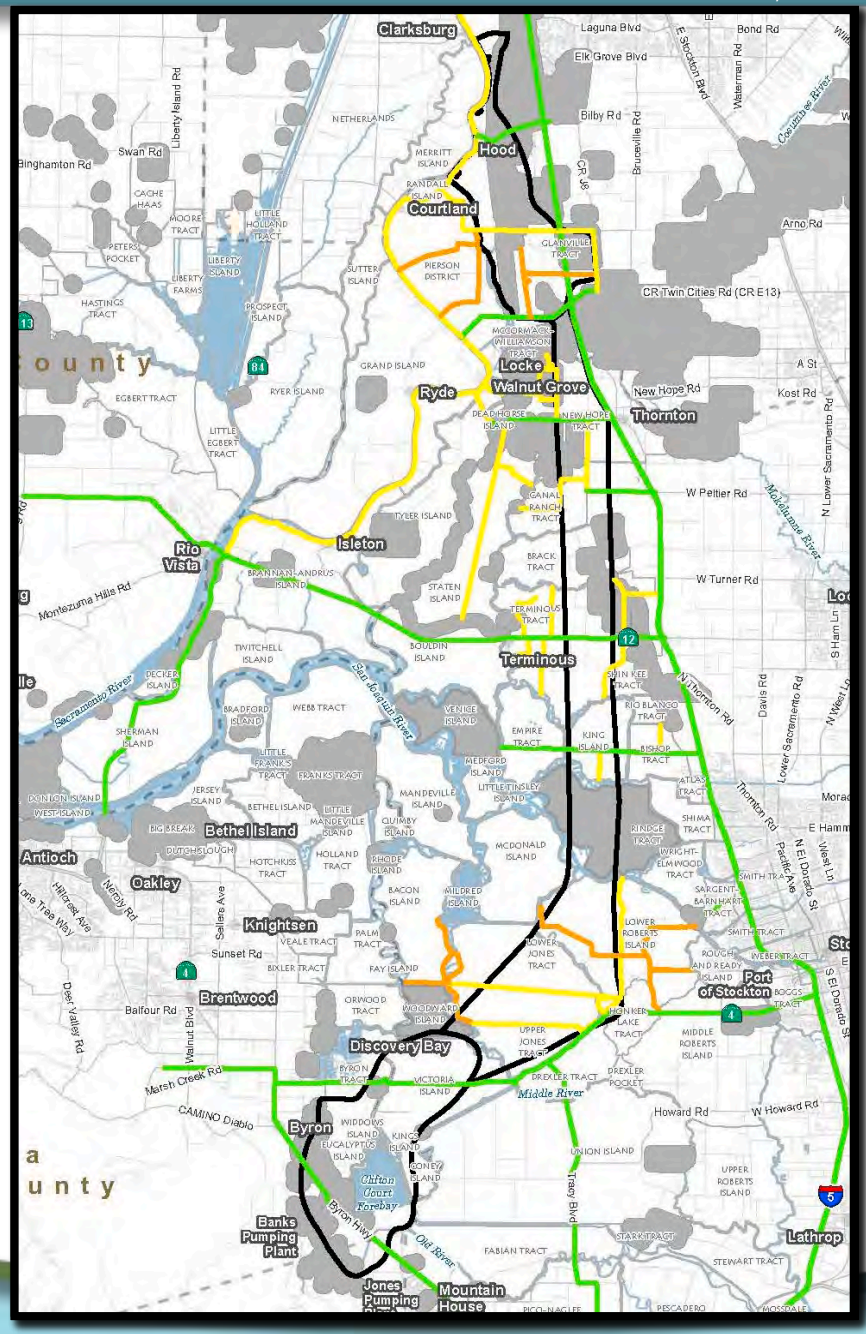
Southern Forebay & Site B to Bacon Island



Potential Launch Shaft Locations

Eastern Alignment

- Maintenance/Reception Shaft Considerations:
  - Within NOP Corridors
  - Preferably within 1/8-mile of existing public road (outside of grey areas)
  - Greater than ¼-mile from conservation land, refuges, preserves, and vernal pool critical habitat
  - Greater than ¼-mile from existing residential structures
  - Greater than ½-mile from existing schools, hospitals
  - 300-foot offset from existing levees



DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

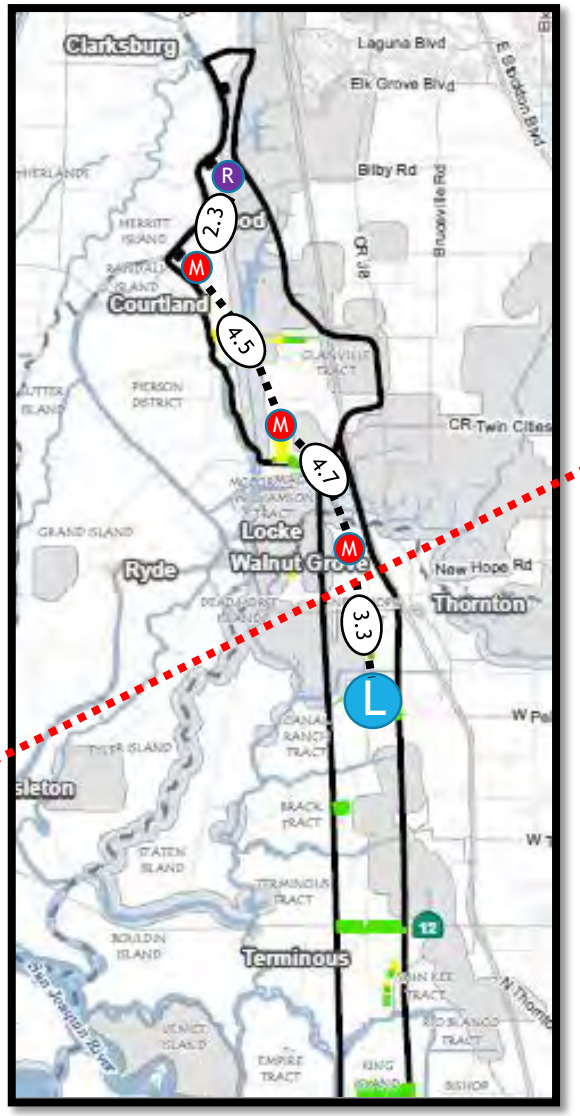
Eastern Alignment –Maintenance/Reception Shaft Siting – Drive E-1c

Maintenance/Reception Siting Study Legend

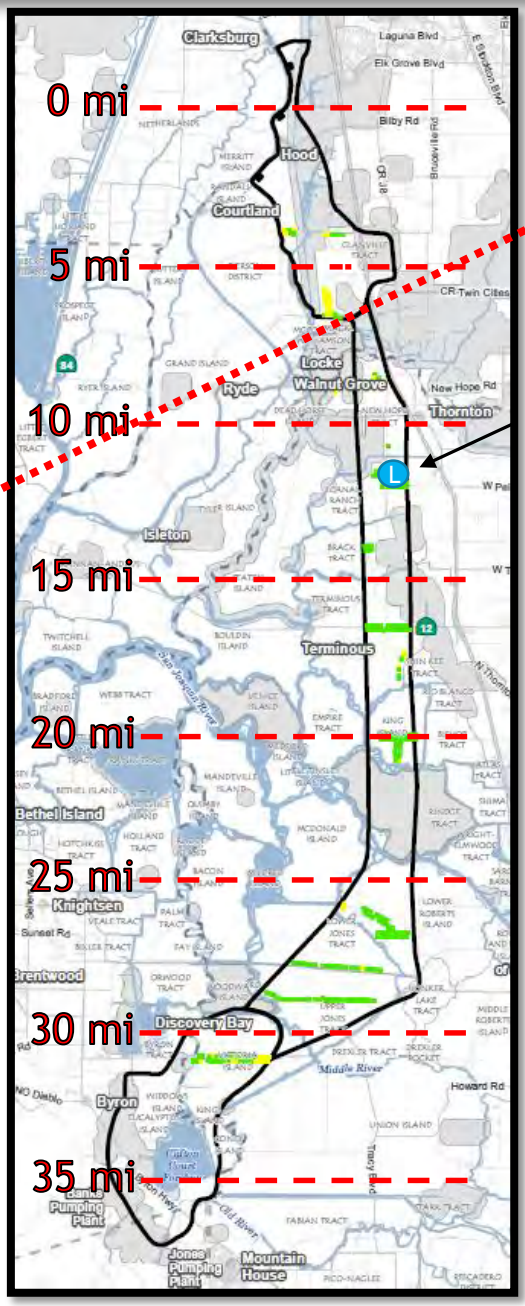
- Favorable
- Acceptable

Shaft Legend

- L Launch
- M Maintenance
- R Reception



Eastern Site A to Intakes 5 & 3



Potential Launch Shaft Locations

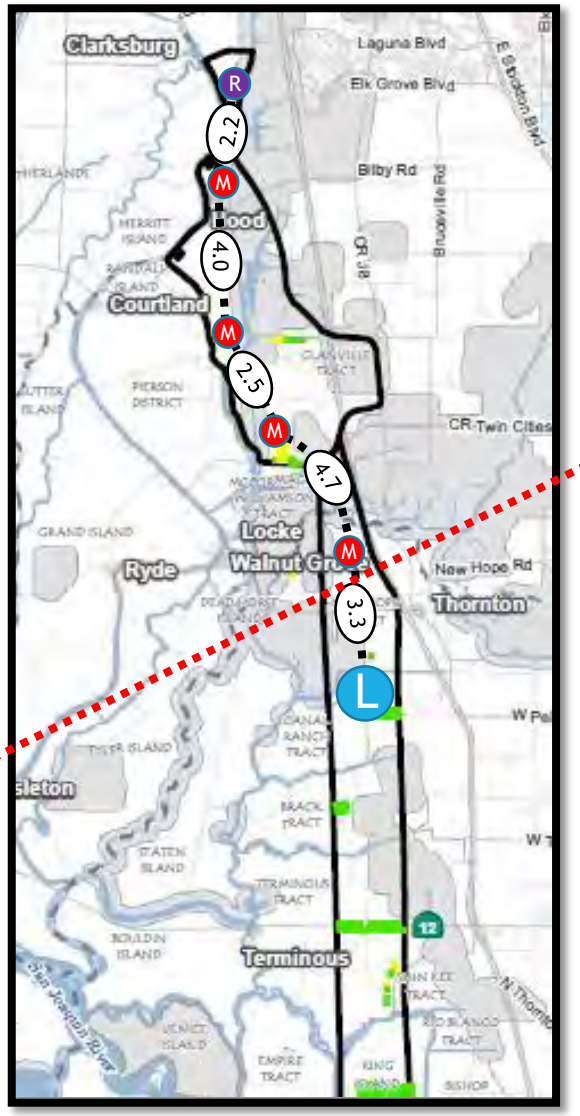
Eastern Alignment –Maintenance/Reception Shaft Siting – Drive E-1d

Maintenance/Reception Siting Study Legend

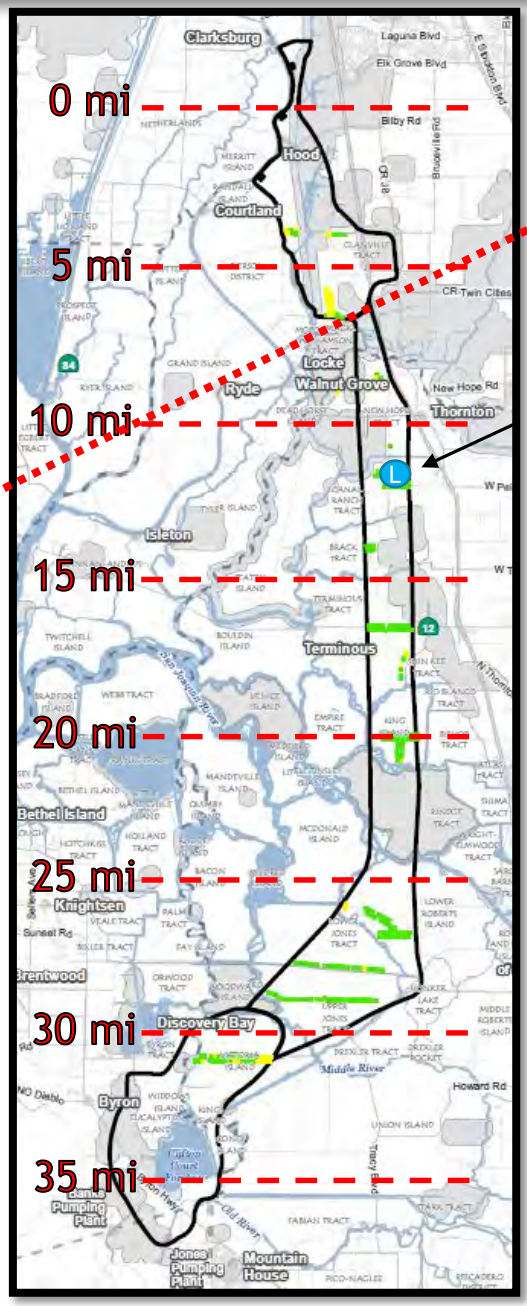
- Favorable
- Acceptable

Shaft Legend

- L Launch
- M Maintenance
- R Reception



Eastern Site A to Intakes 3 & 2



Potential Launch Shaft Locations

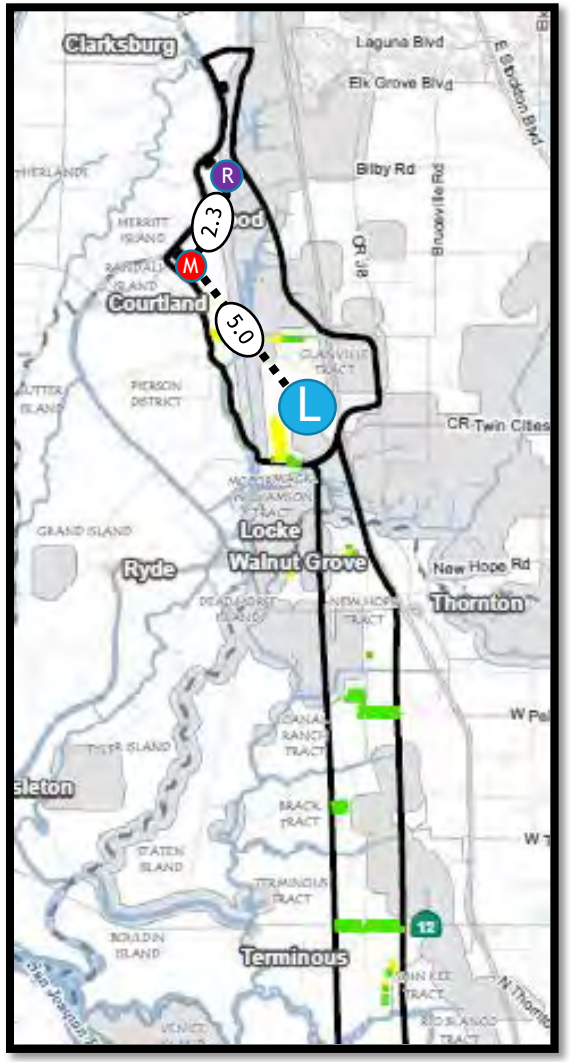
Eastern Alignment - Maintenance/Reception Shaft Siting - Drive C/E-1a

Maintenance/Reception Siting Study Legend

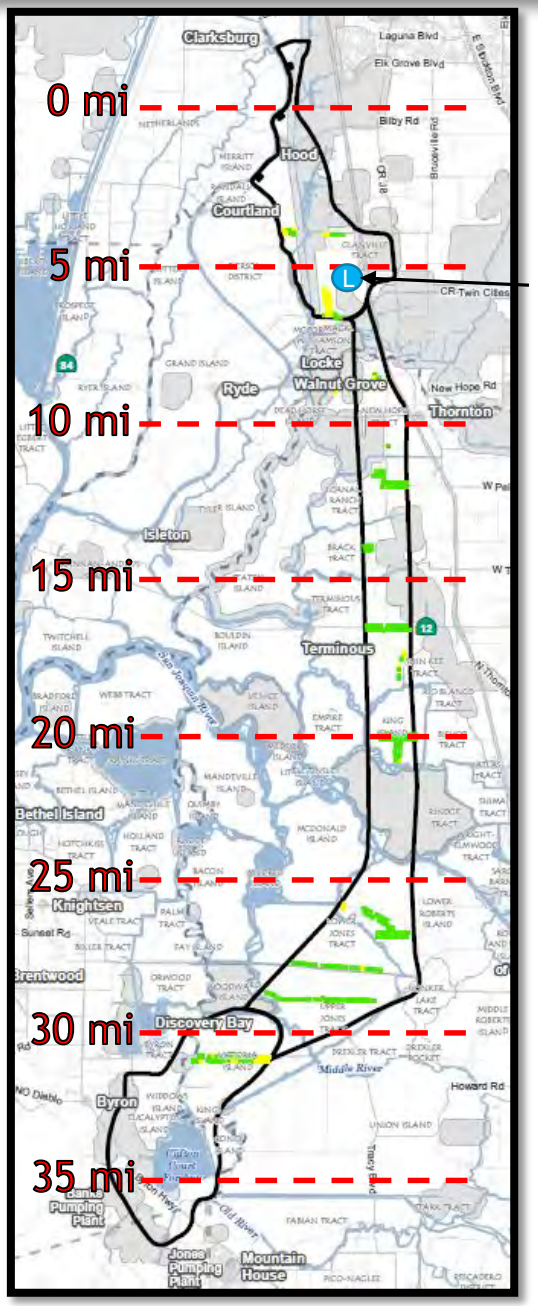
- Favorable
- Acceptable

Shaft Legend

- L Launch
- M Maintenance
- R Reception



Central Site A to Intakes 5 & 3



Potential Launch Shaft Location

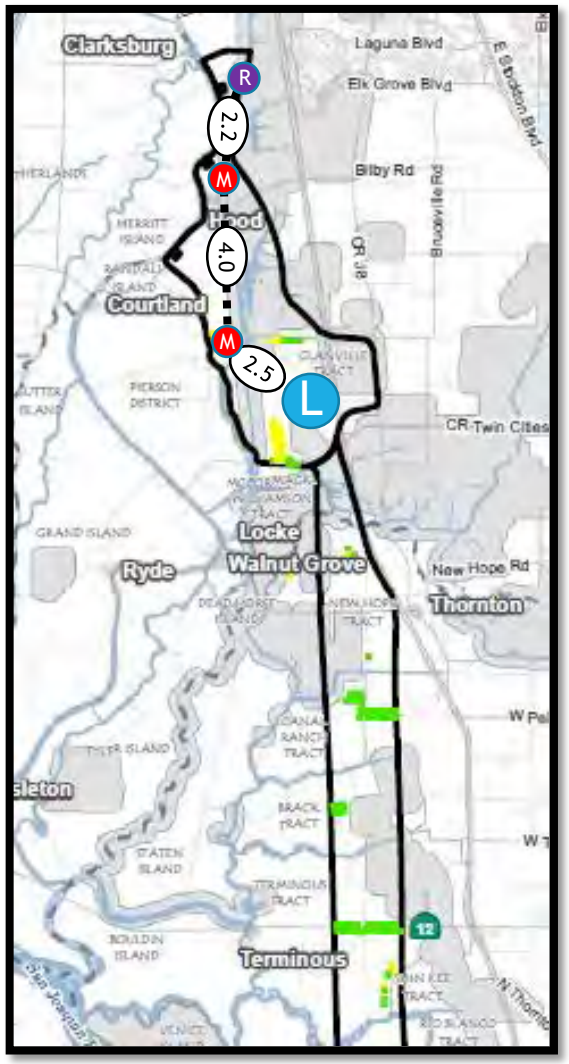
Eastern Alignment - Maintenance/Reception Shaft Siting - Drive C/E-1b

Maintenance/Reception Siting Study Legend

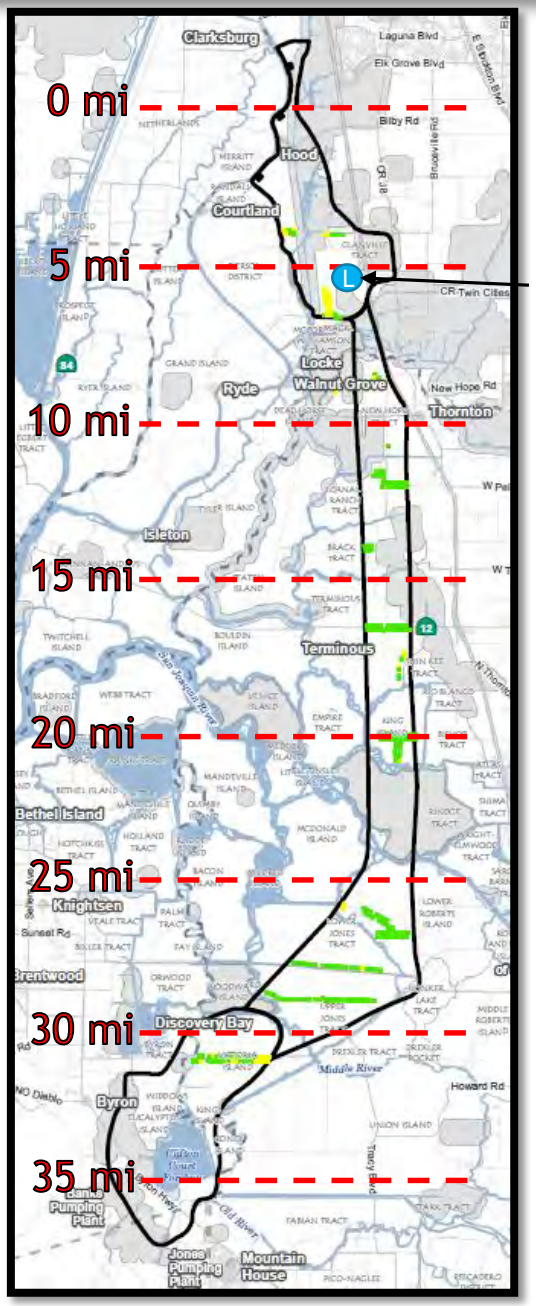
- Favorable
- Acceptable

Shaft Legend

- L Launch
- M Maintenance
- R Reception



Central Site A to Intakes 3 & 2



Potential Launch Shaft Location

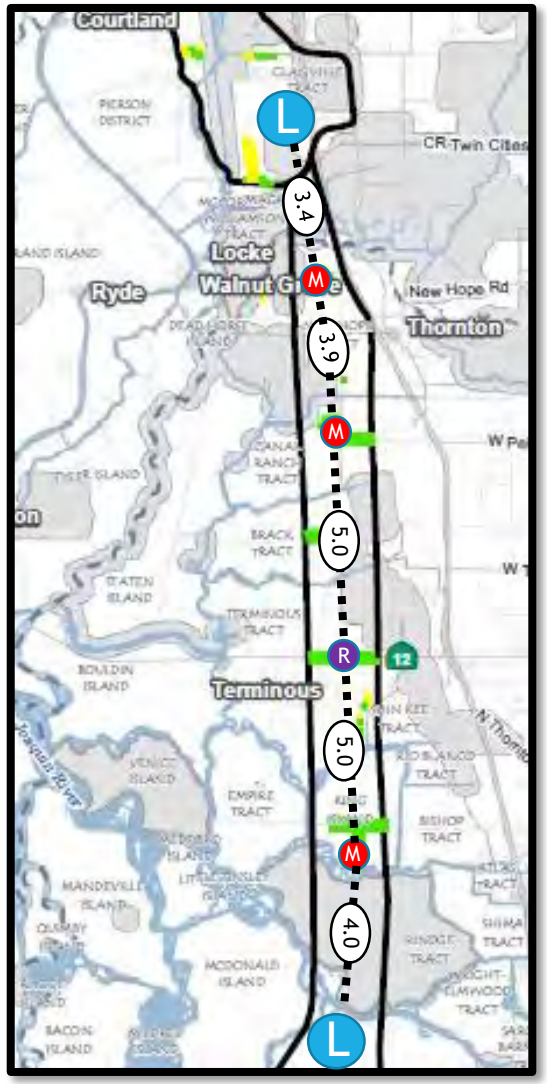
Eastern Alignment –Maintenance/Reception Shaft Siting – Drive E-2 and E-3

Maintenance/Reception Siting Study Legend

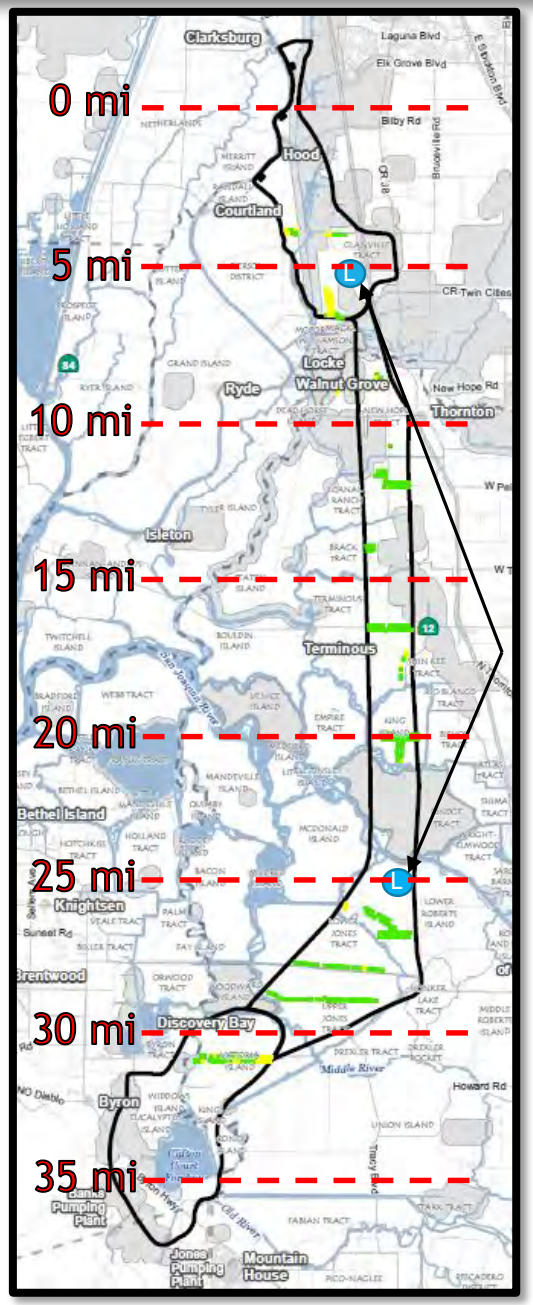
- Favorable
- Acceptable

Shaft Legend

- L Launch
- M Maintenance
- R Reception



Central Site A & Site B to Hwy. 12



Potential Launch Shaft Locations

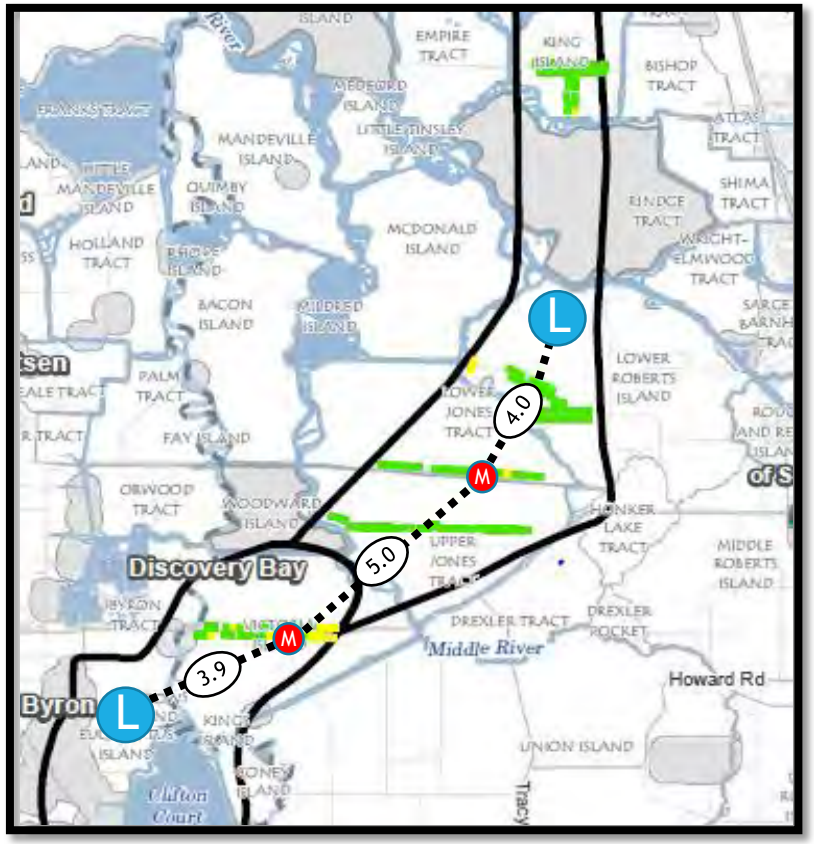
Eastern Alignment – Maintenance/Reception Shaft Siting – Drive E-4

Maintenance/Reception Siting Study Legend

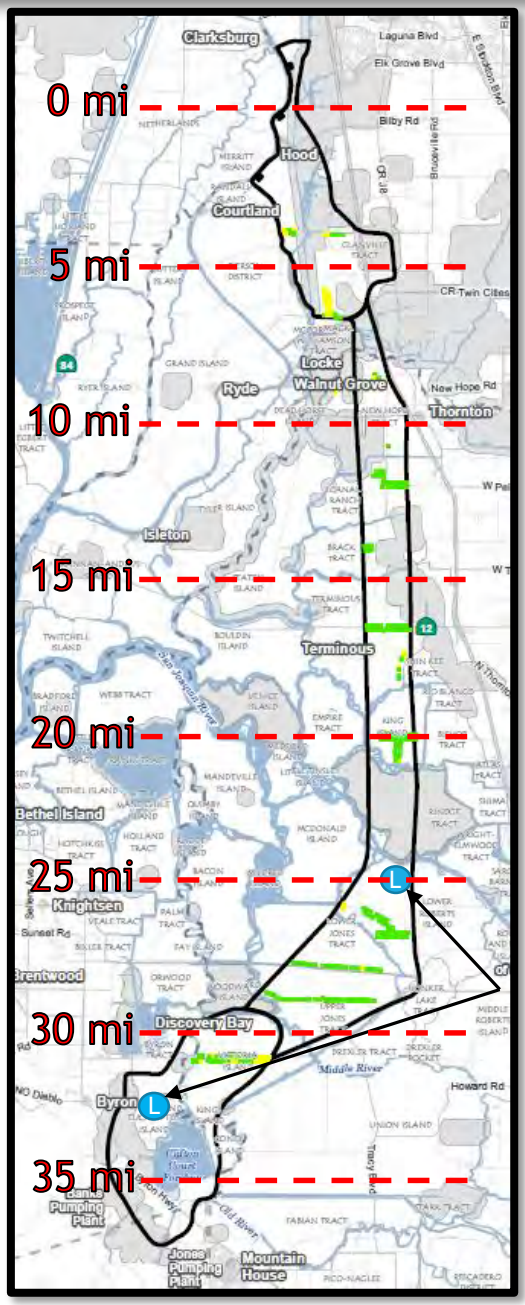
- Favorable
- Acceptable

Shaft Legend

- L Launch
- M Maintenance
- R Reception



Southern Forebay to Site B



Potential Launch Shaft Locations

Clarifications?

Public Comment

Item 4: Staff Presentation & Committee Discussion

Public Comment

Non-Agendized Items

NEXT SEC MEETING

DATE: March 11, 2020

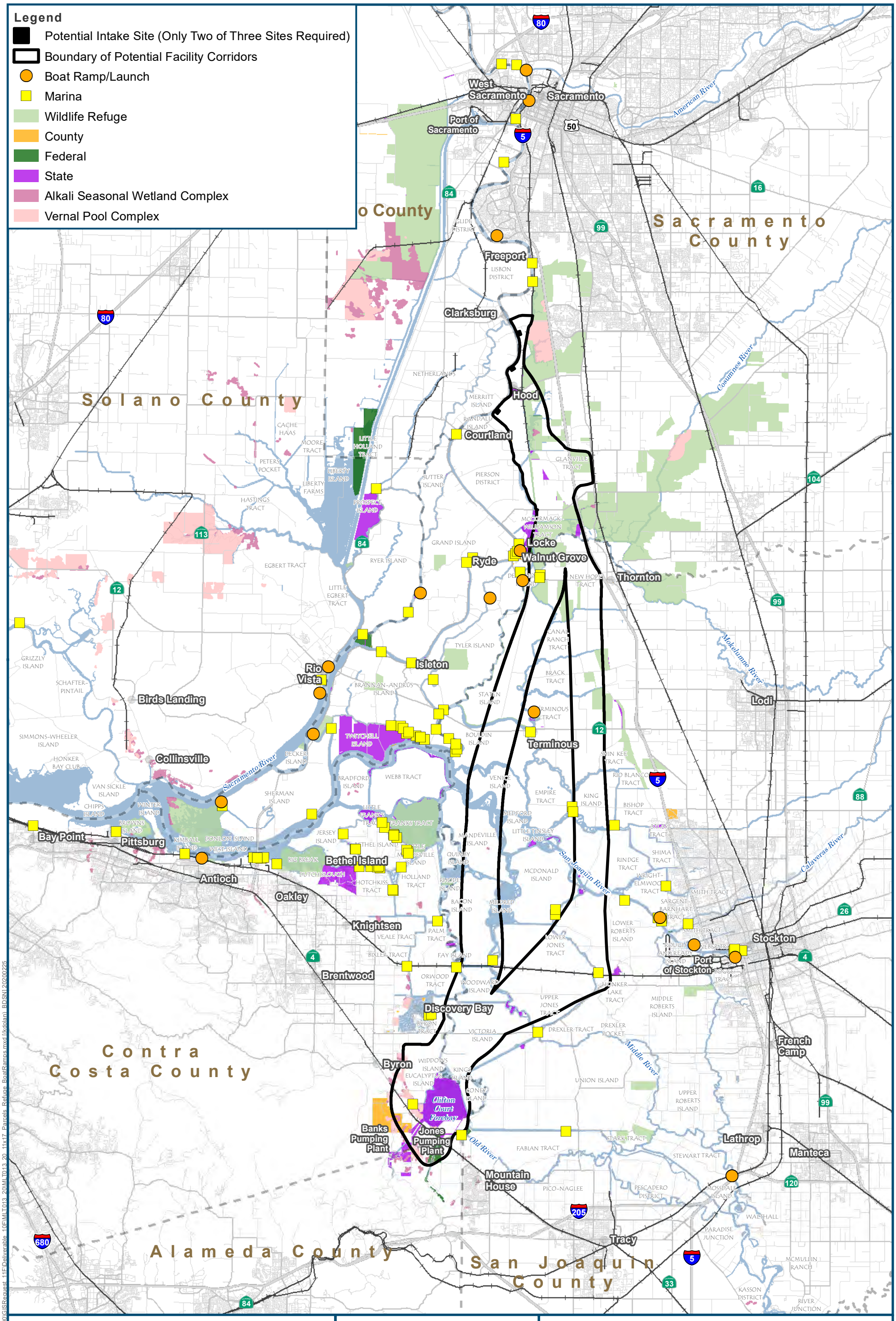
TIME: 3-6 PM

LOCATION: Willow Ballroom

10724 CA-160, Hood, CA 95639

TOPICS*:

- Follow-up SEC MEETING #5 & Member Roundtable
- Tunnel Alignment Refinements
- South Delta Facilities Siting and Design



Data Source: DCA, DWR, FWS 2019, California Protected Areas Database (CPAD - www.calands.org). November 2019. Department of Boating and Waterways, California Coastal Commission, Contra Costa Public Works Department,California Integrated Waste Management Board, Regional Water Quality Control Board Region 5,California Department of Fish & Game, Delta Protection Commission. Fish-n-Map Co., Delta Boating, Keep the Delta Clean, Active recreational boating locations provided by Stakeholder Engagement Committee member Karen Mann for informational purposes only

02/26/2020
FOR DISCUSSION PURPOSES ONLY, SUBJECT TO CHANGE

P:\WE\38GIS_33_00\GISRequest_11F\Deliverable_10F\MLT013_20\MLT013_20_11x17_Parcels_Refuge_BoatRamps.mxd (kdolan) BDSN 20200225

Legend

- Potential Intake Site (Only Two of Three Sites Required)
- Boundary of Potential Facility Corridors
- Public Schools
- Hospitals
- Fire Stations
- Local Law Enforcement

Yolo County

Solano County

Sacramento County

San Joaquin County

Contra Costa County

Alameda County

West Sacramento
Sacramento
Port of Sacramento
Freeport
Clarksburg
Hood
Courtland
Locke
Walnut Grove
Ryde
Thornton
Isleton
Rio Vista
Birds Landing
Collinsville
Terminous
Lodi
Bay Point
Pittsburg
Antioch
Oakley
Bethel Island
Knightsen
Brentwood
Discovery Bay
Byron
Banks Pumping Plant
Jones Pumping Plant
Mountain House
Tracy
Stockton
Port of Stockton
French Camp
Lathrop
Manteca

American River
Cosumnes River
Mokelumne River
Calaveras River
Sacramento River
San Joaquin River
Middle River
Old River
Clifton Court Forebay

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

For Illustration Purposes Only

N

0 2.25 4.5 Miles

Schools, Hospitals, Fire Stations & Local Law Enforcement Near Potential Corridors

Data Source: DCA, DWR
Oak Ridge National Laboratory (ORNL), National Geospatial-Intelligence Agency (NGA) Homeland Security Infrastructure Program (HSIP) Team

02/26/2020- FOR DISCUSSION PURPOSES ONLY, SUBJECT TO CHANGE

TWGI-38\GIS_33_00\GISRequest_11F\Deliverable_10F\MLT013_20\MLT013_20_11x17_Schools_Hospitals_EMS.mxd (lkdolan) BDSNI 20200219

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Stakeholder Engagement Committee

March 11, 2020

1

For Discussion Purposes Only, Subject to Change

MEETING OVERVIEW

- SEC Member Technical Questions on February 26th Presentation
- Engineering Discussion
  - Integrated Project Siting
  - Integrated Project Logistics
- Non-Agendized SEC Member Questions or Comments

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

Minutes Review

SEC Member Technical Questions on February 26th Presentation

DELTA CONVEYANCE **DESIGN & CONSTRUCTION AUTHORITY**

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Central Corridor Site Plans

Disclaimer: These maps are for Stakeholder Engagement Committee **discussion purposes only**. They do not represent a decision by the DCA or DWR. Final decisions about the project will be made by DWR and will **NOT** be made until the concluding stages of the CEQA process.

Intake 2 & 3

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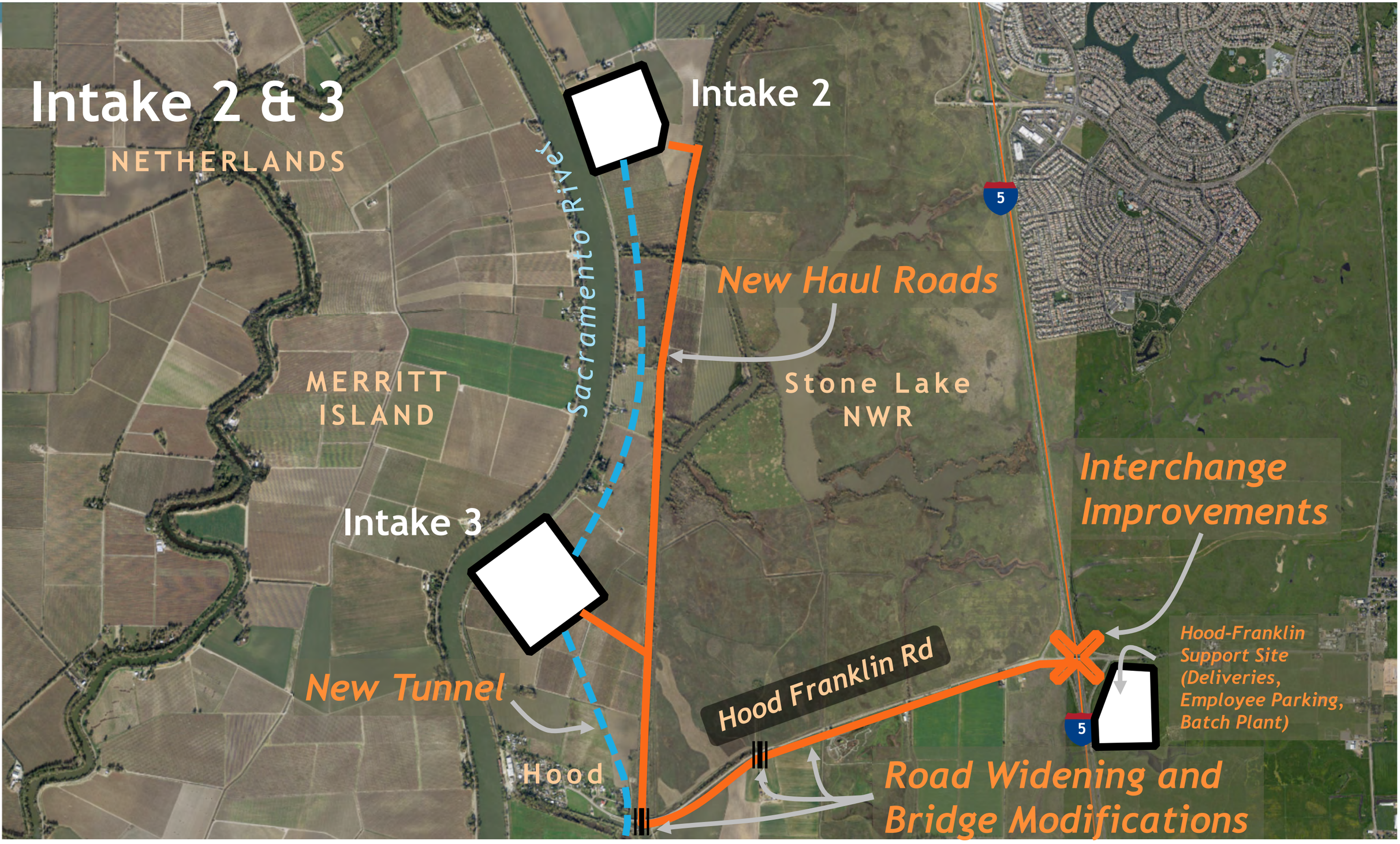

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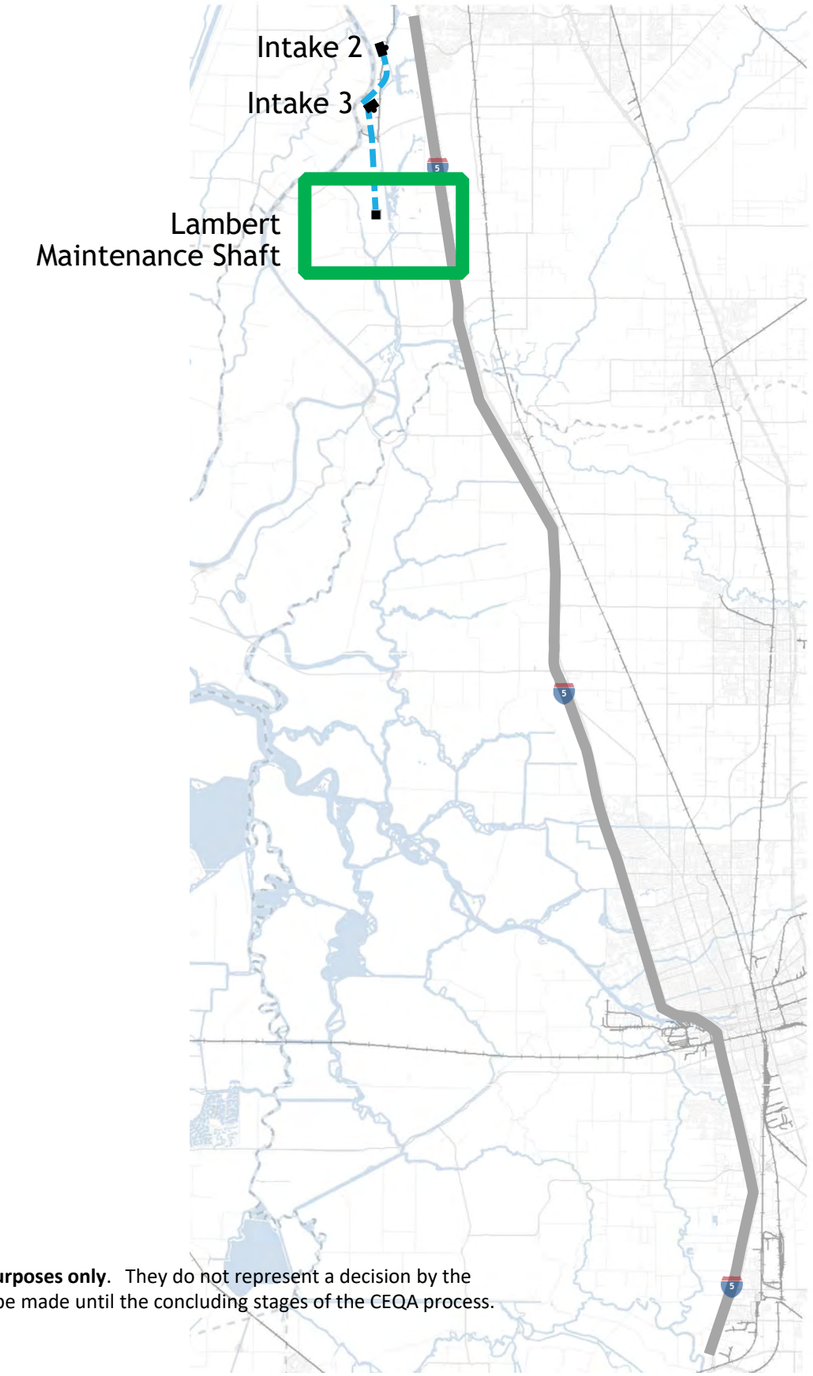
Lambert Maintenance Shaft

(Intakes 2&3 options only)



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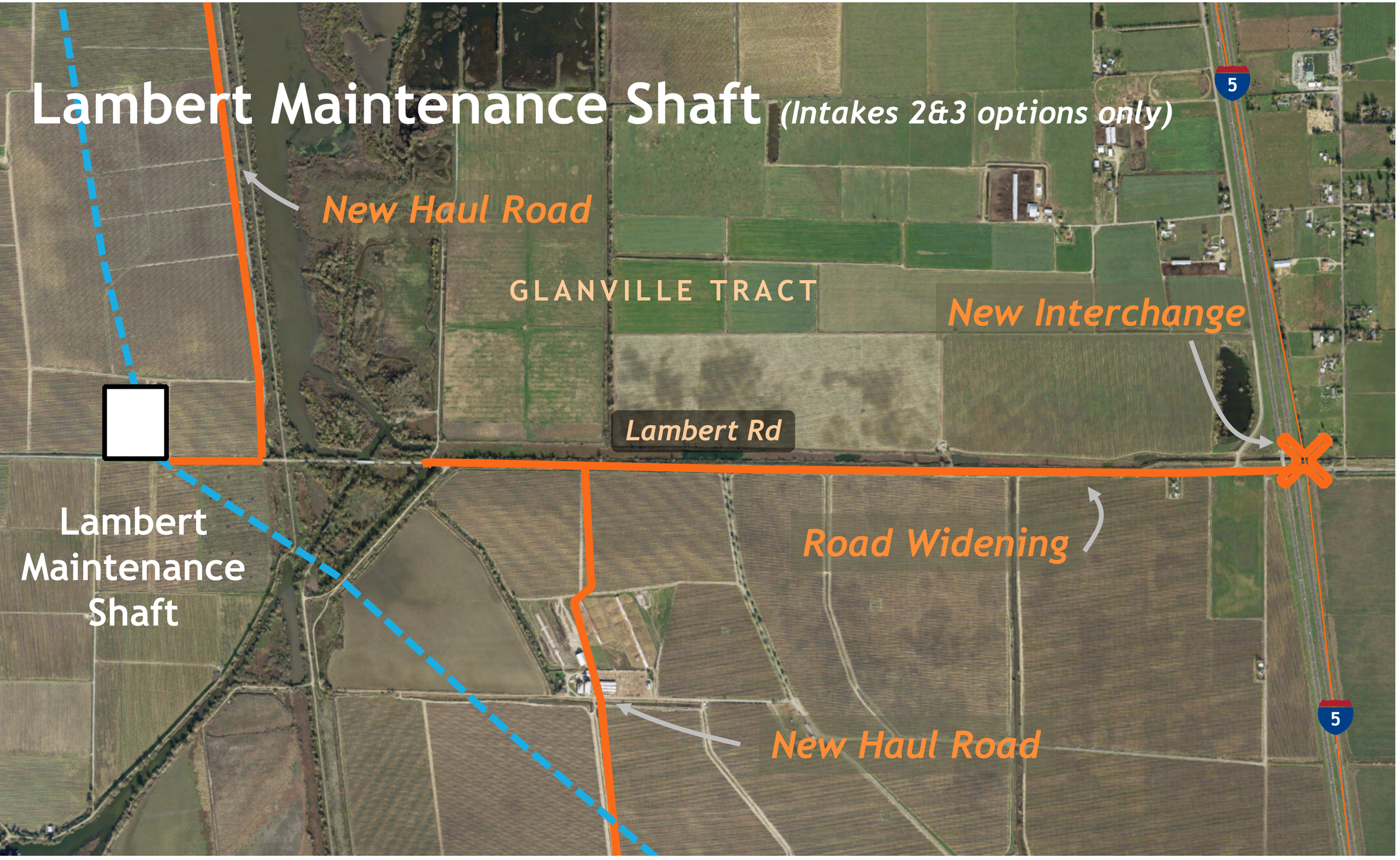
Lambert Maintenance Shaft *(Intakes 2&3 options only)*



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Intake 3 & 5

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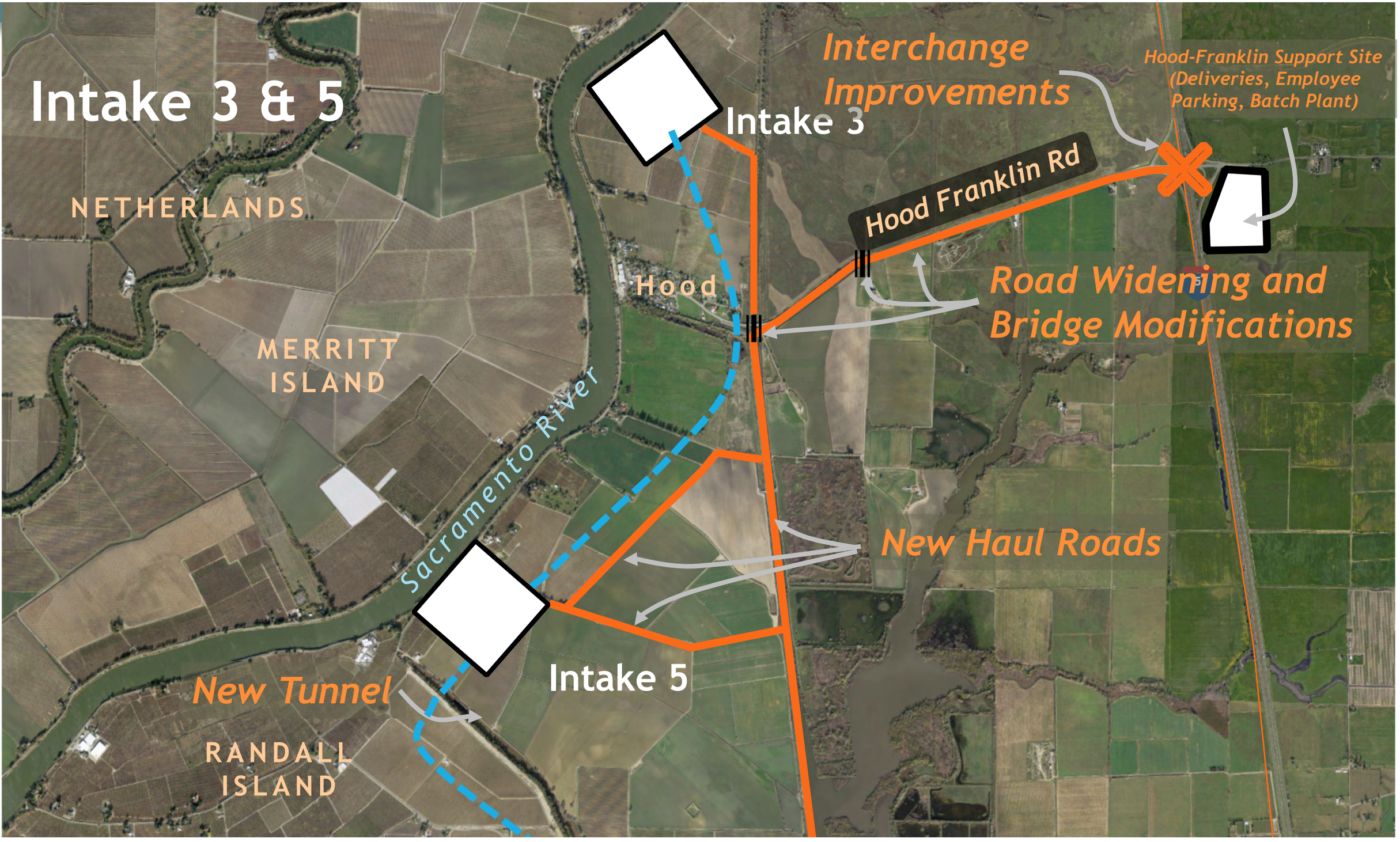
Intake 3 & 5



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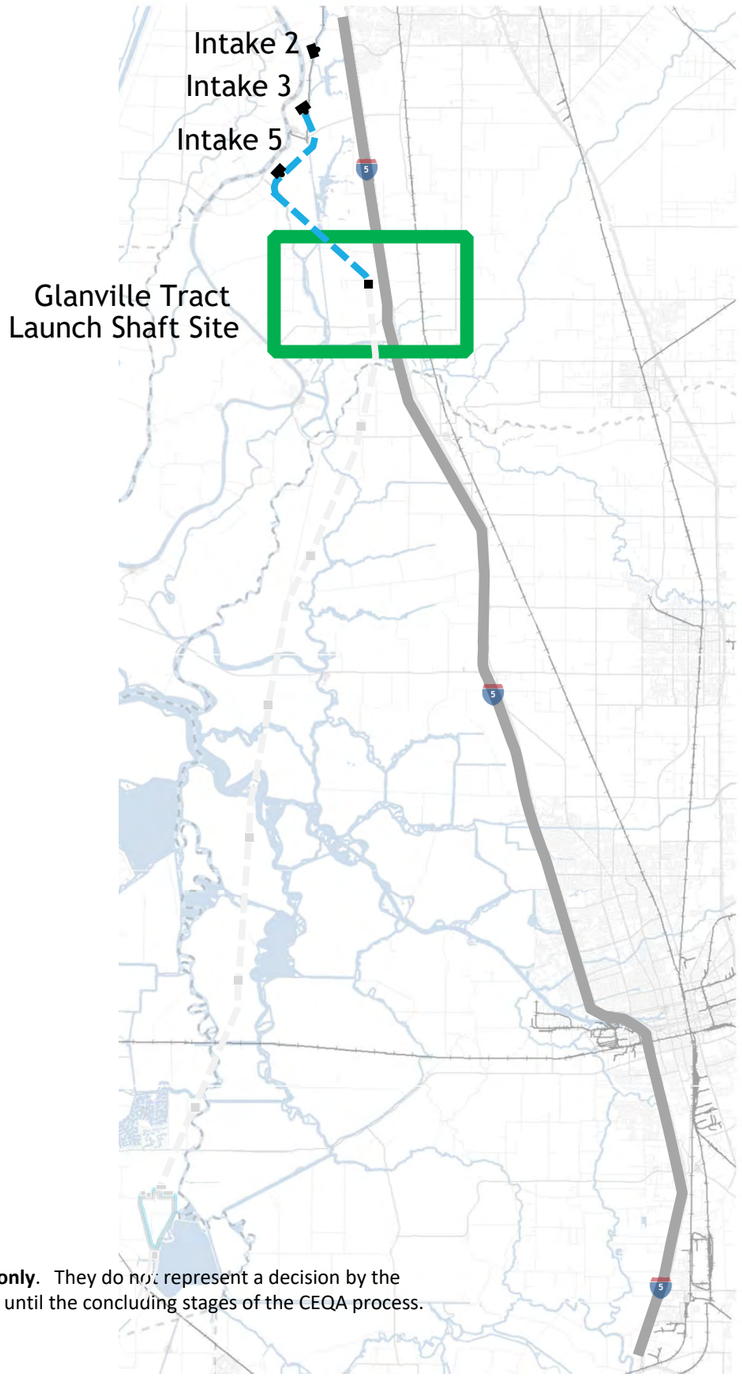
Glanville Tract Launch Shaft Site



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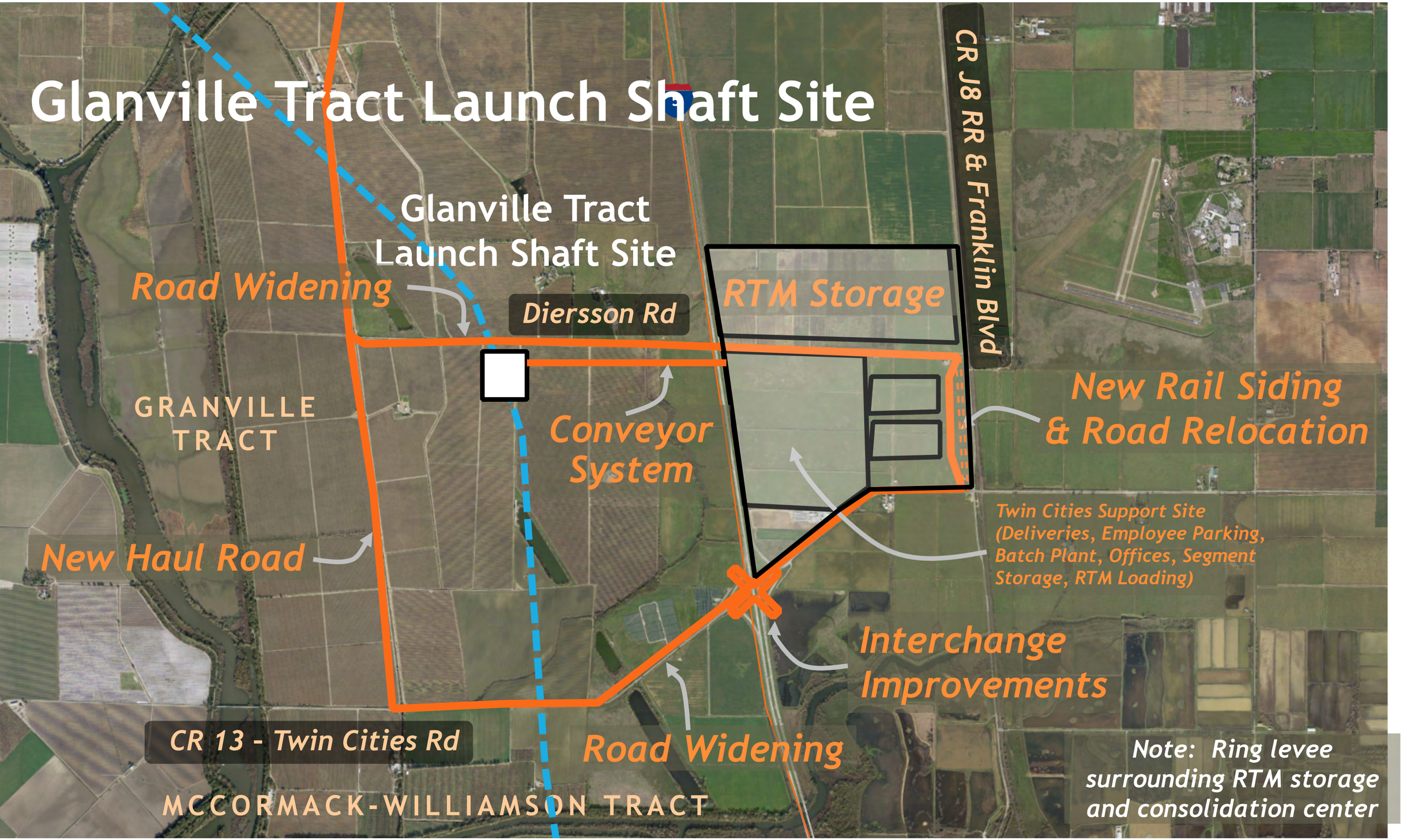
Glanville Tract Launch Shaft Site



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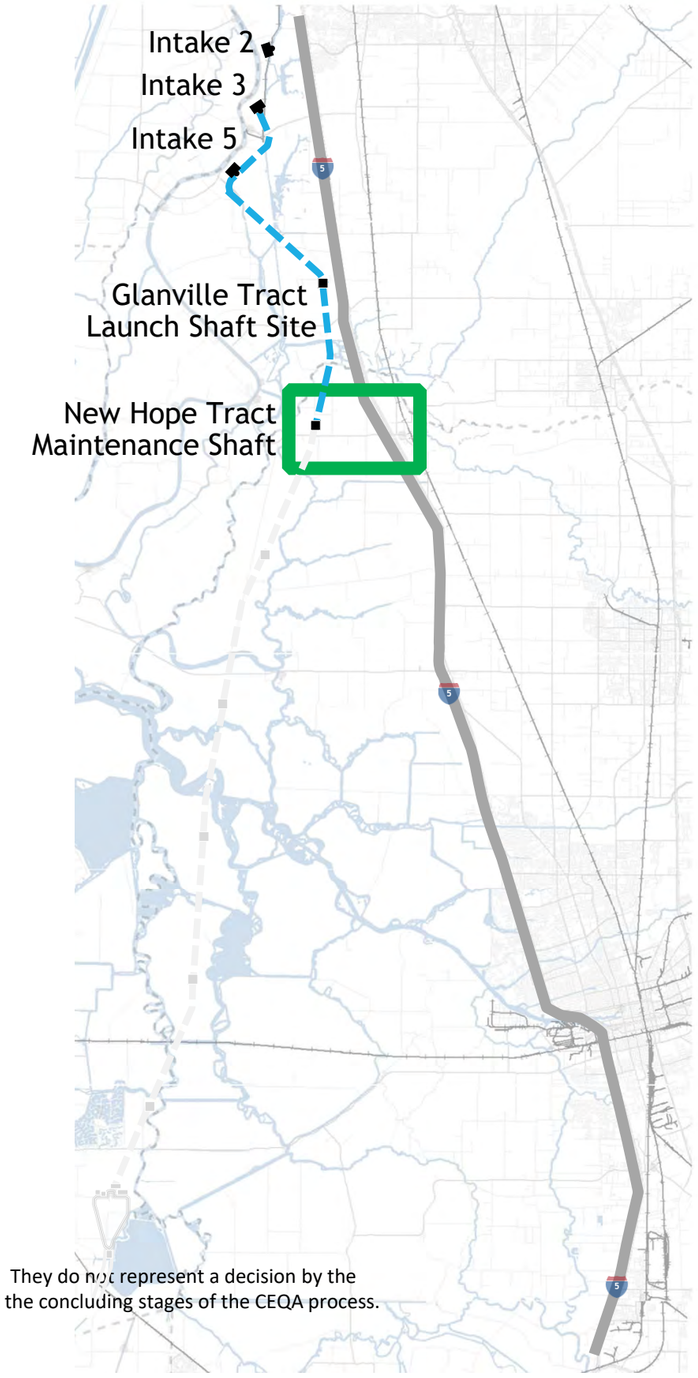
New Hope Tract Maintenance Shaft



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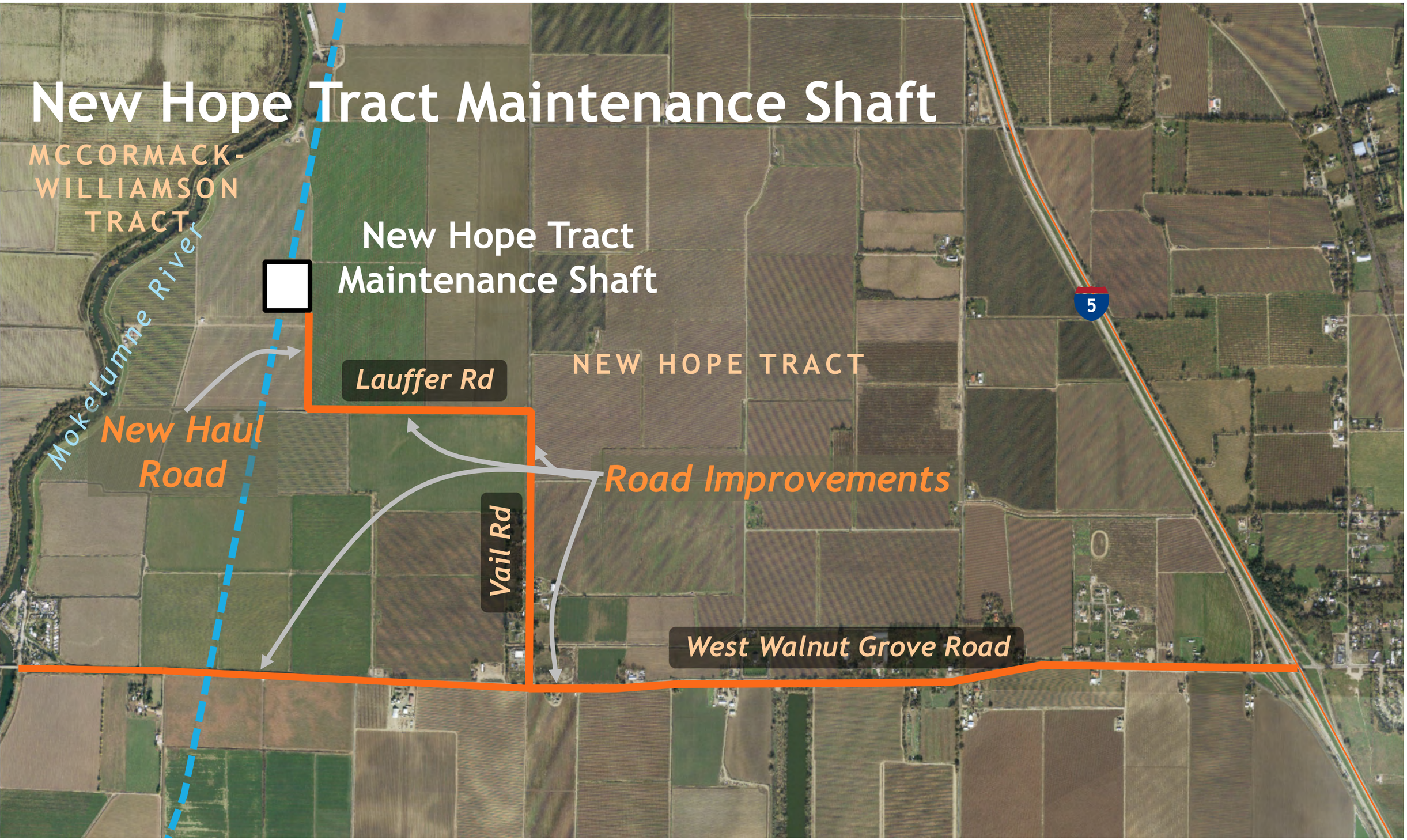
New Hope Tract Maintenance Shaft



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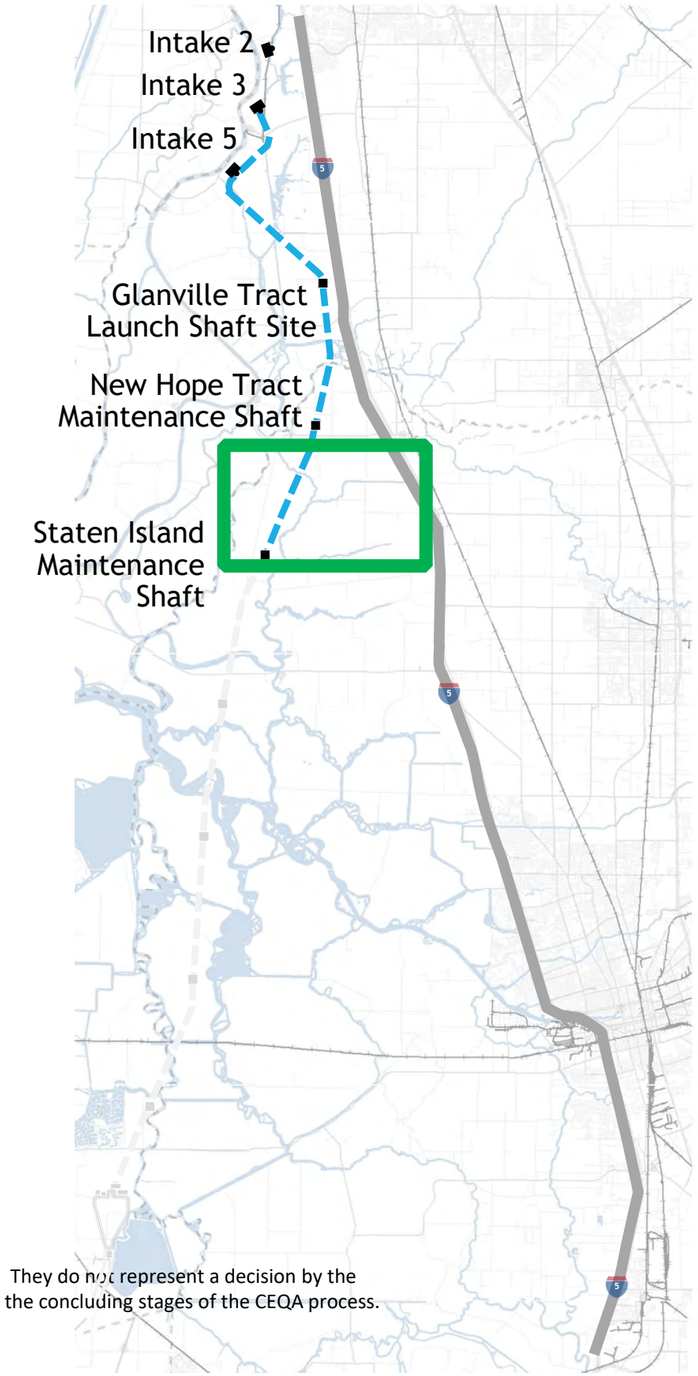
Staten Island Maintenance Shaft



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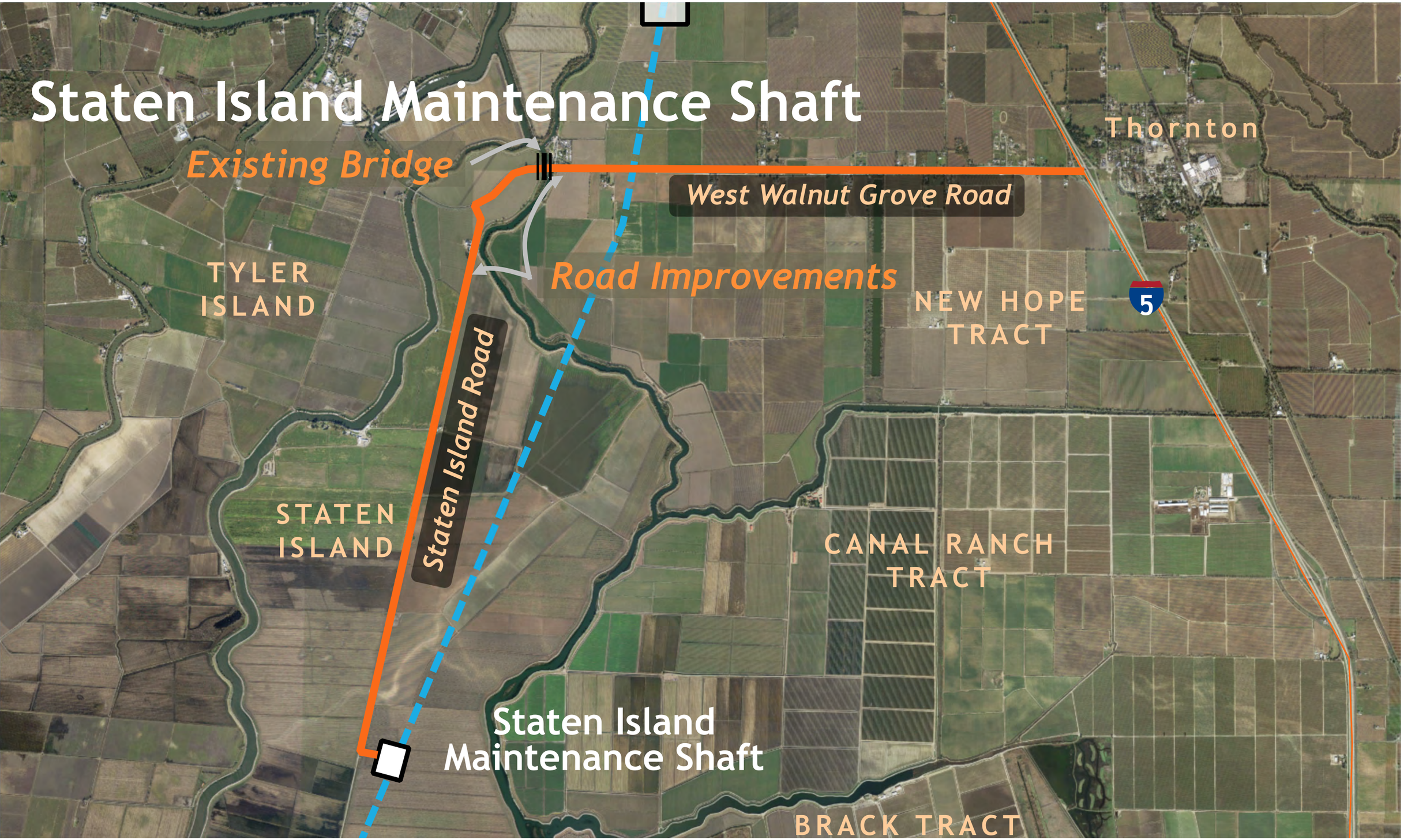
Staten Island Maintenance Shaft



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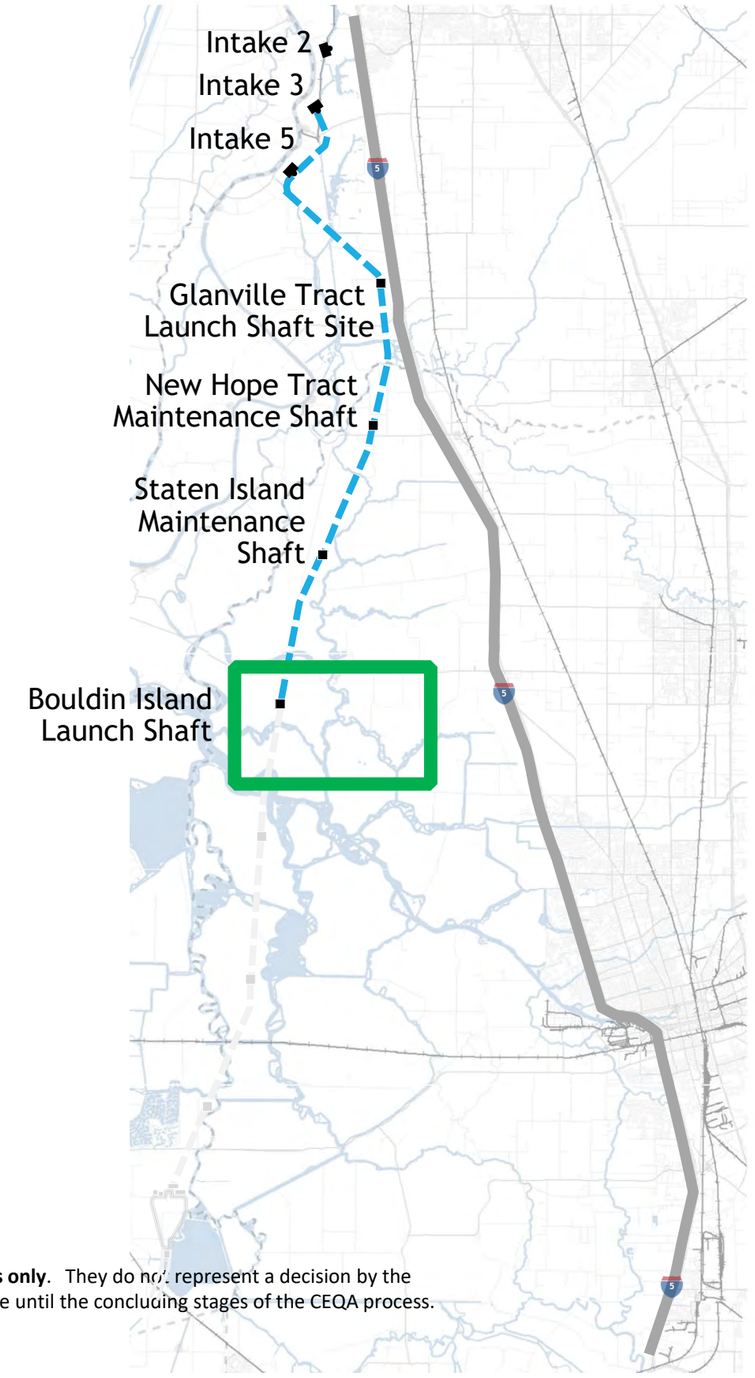
Bouldin Island Launch Shaft



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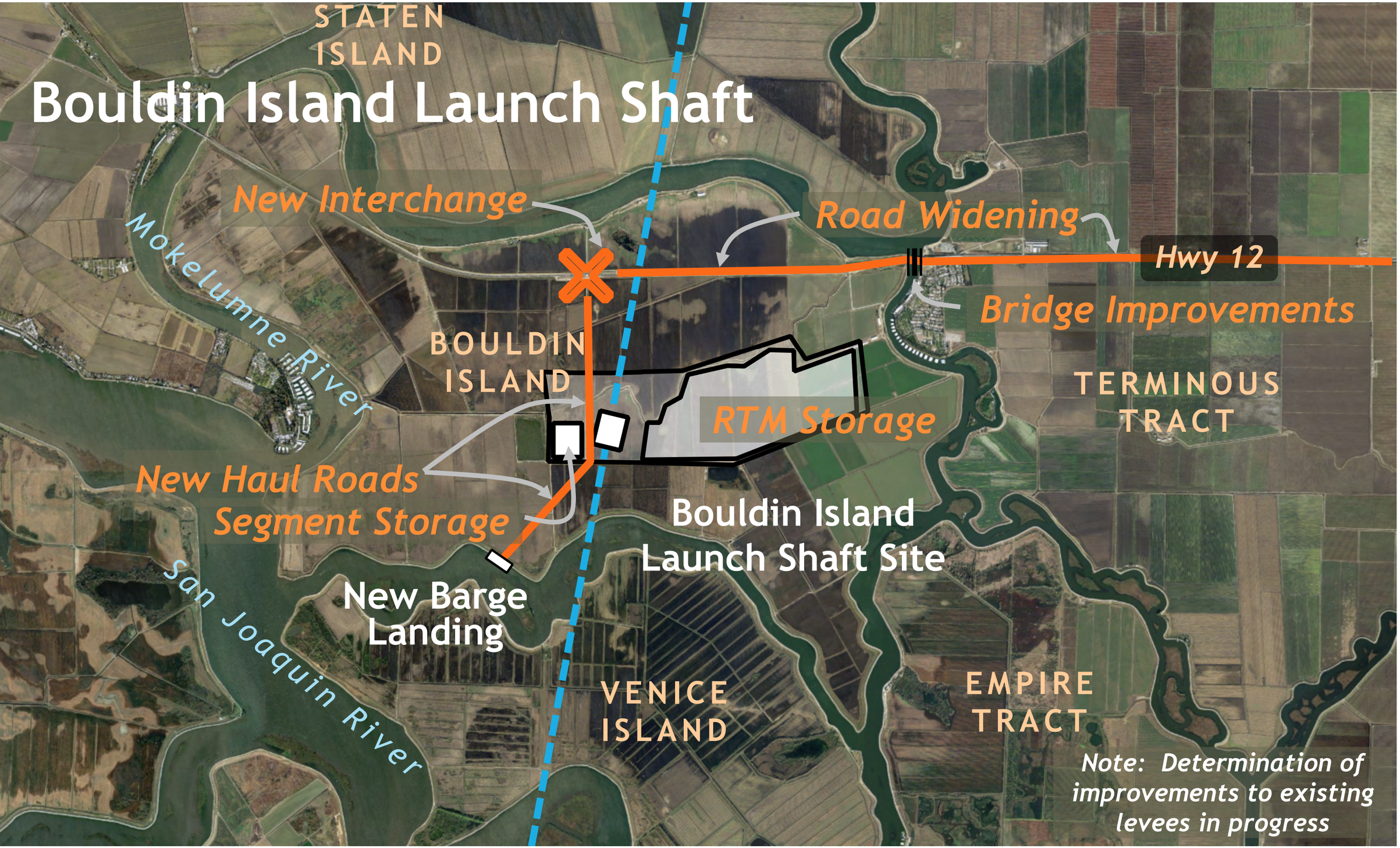
Bouldin Island Launch Shaft



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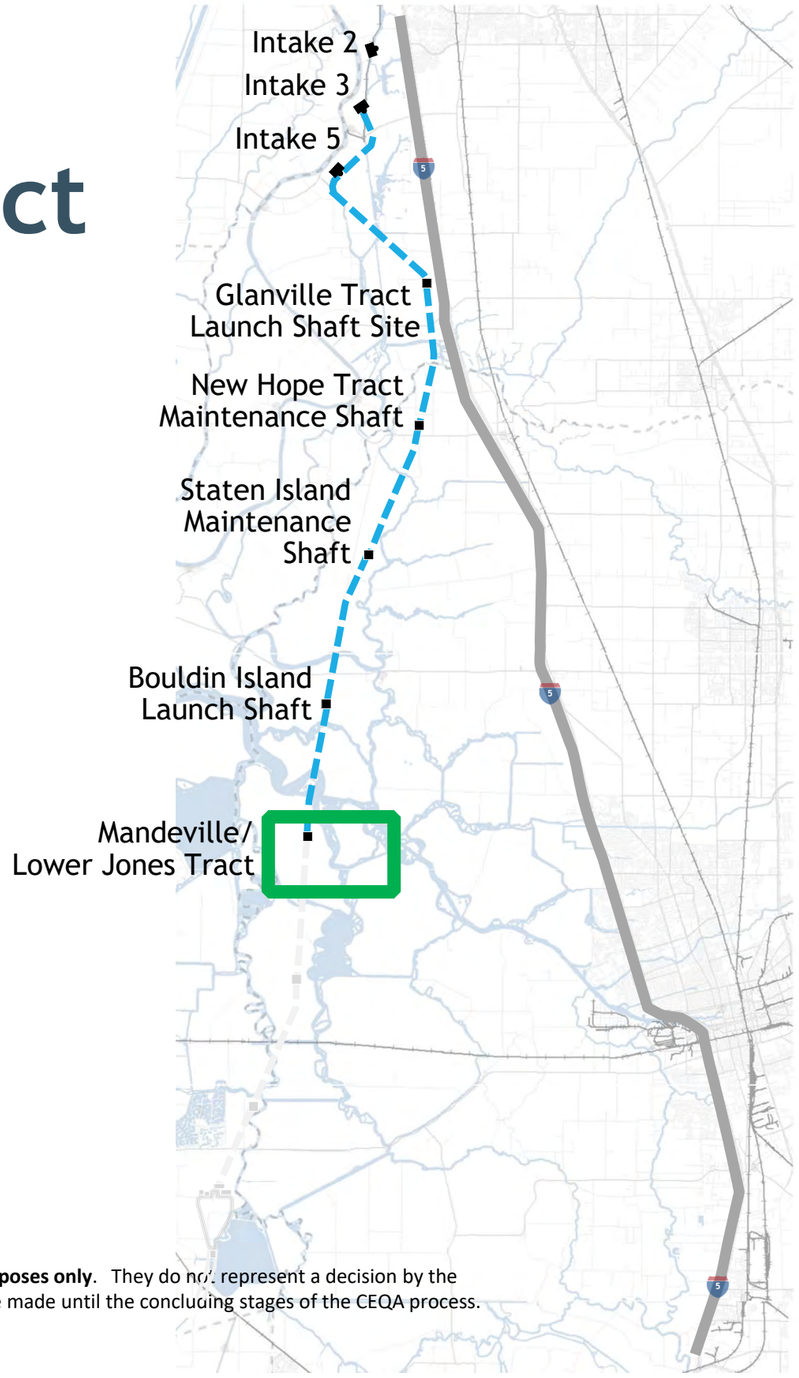
Mandeville/ Lower Jones Tract



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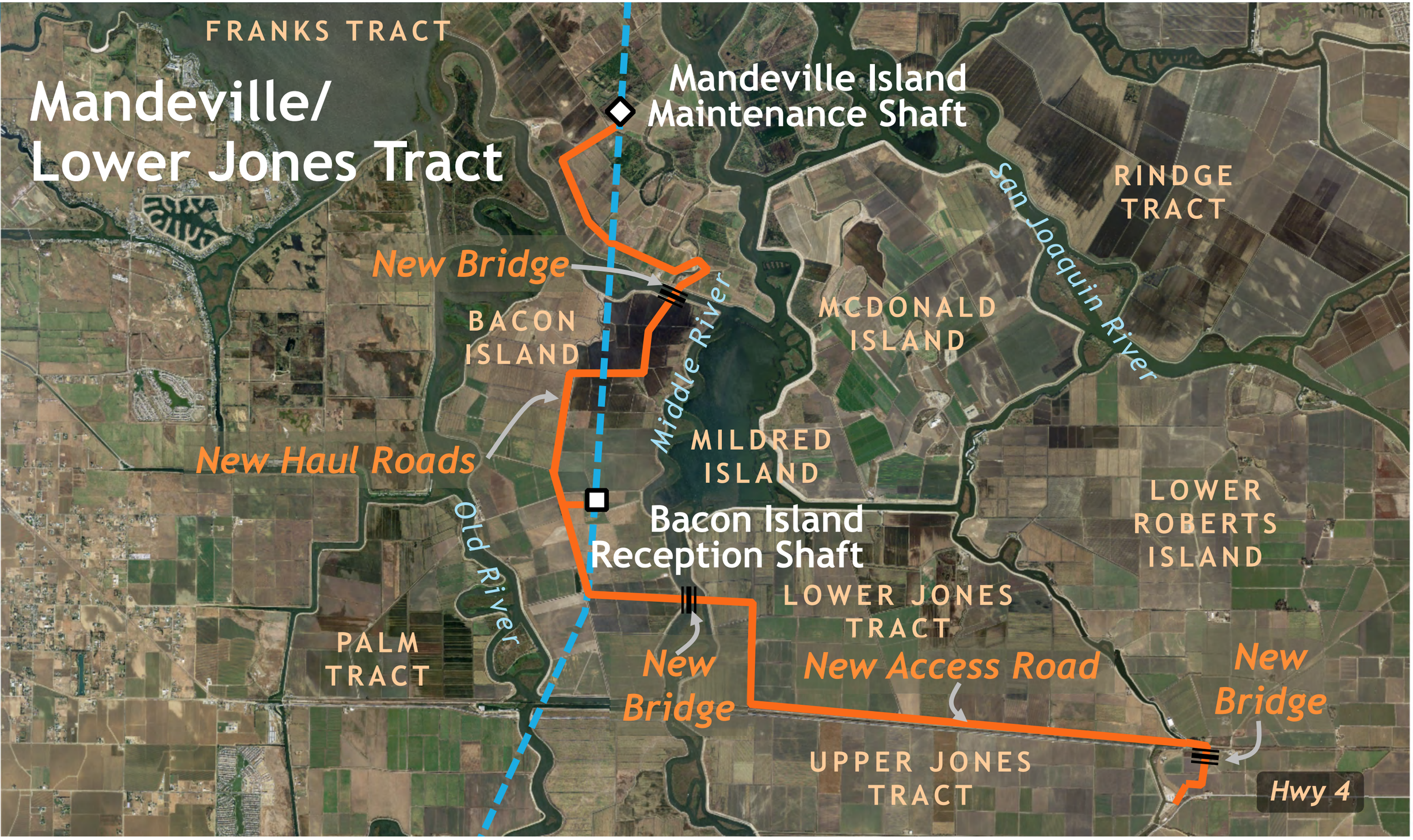
Mandeville/ Lower Jones Tract



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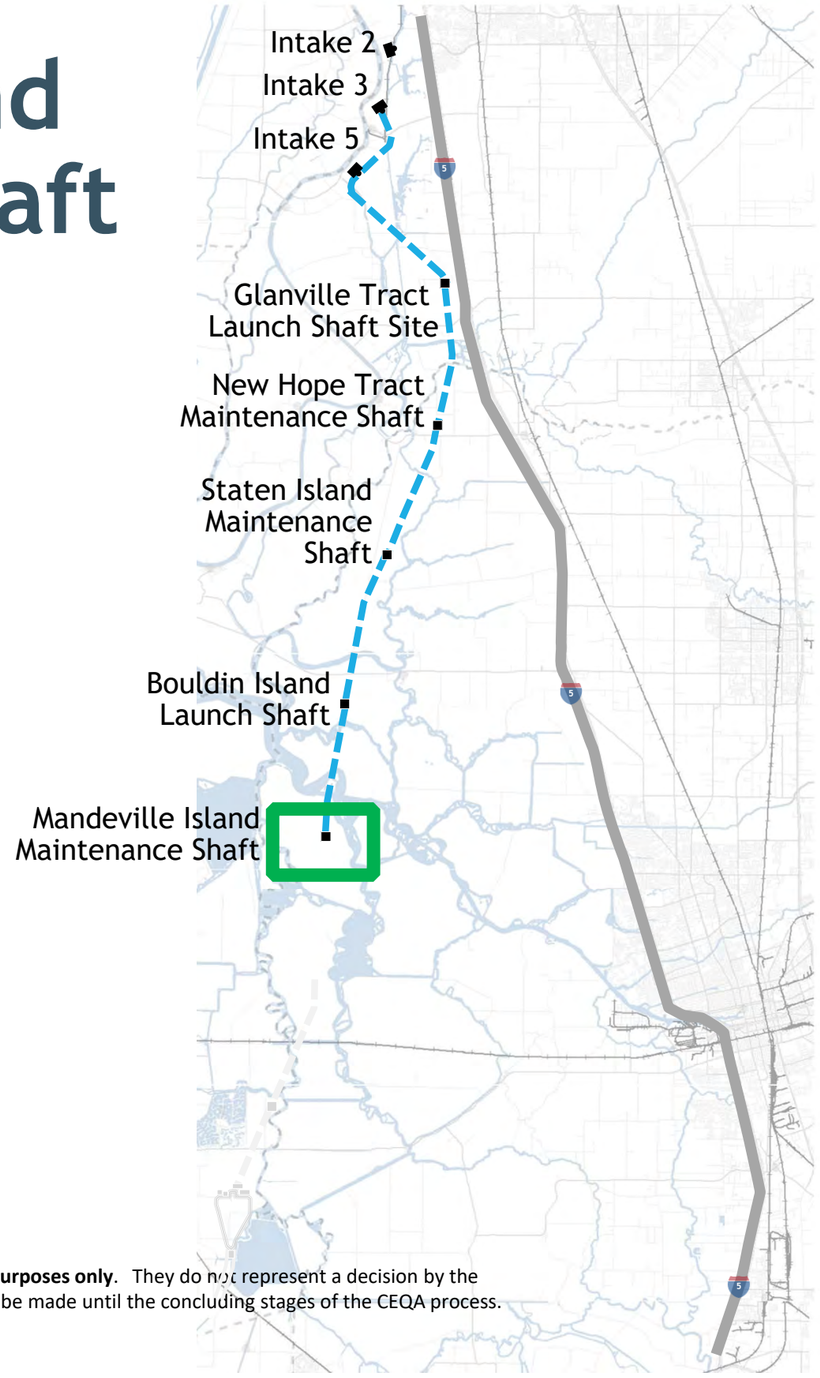
Mandeville Island Maintenance Shaft



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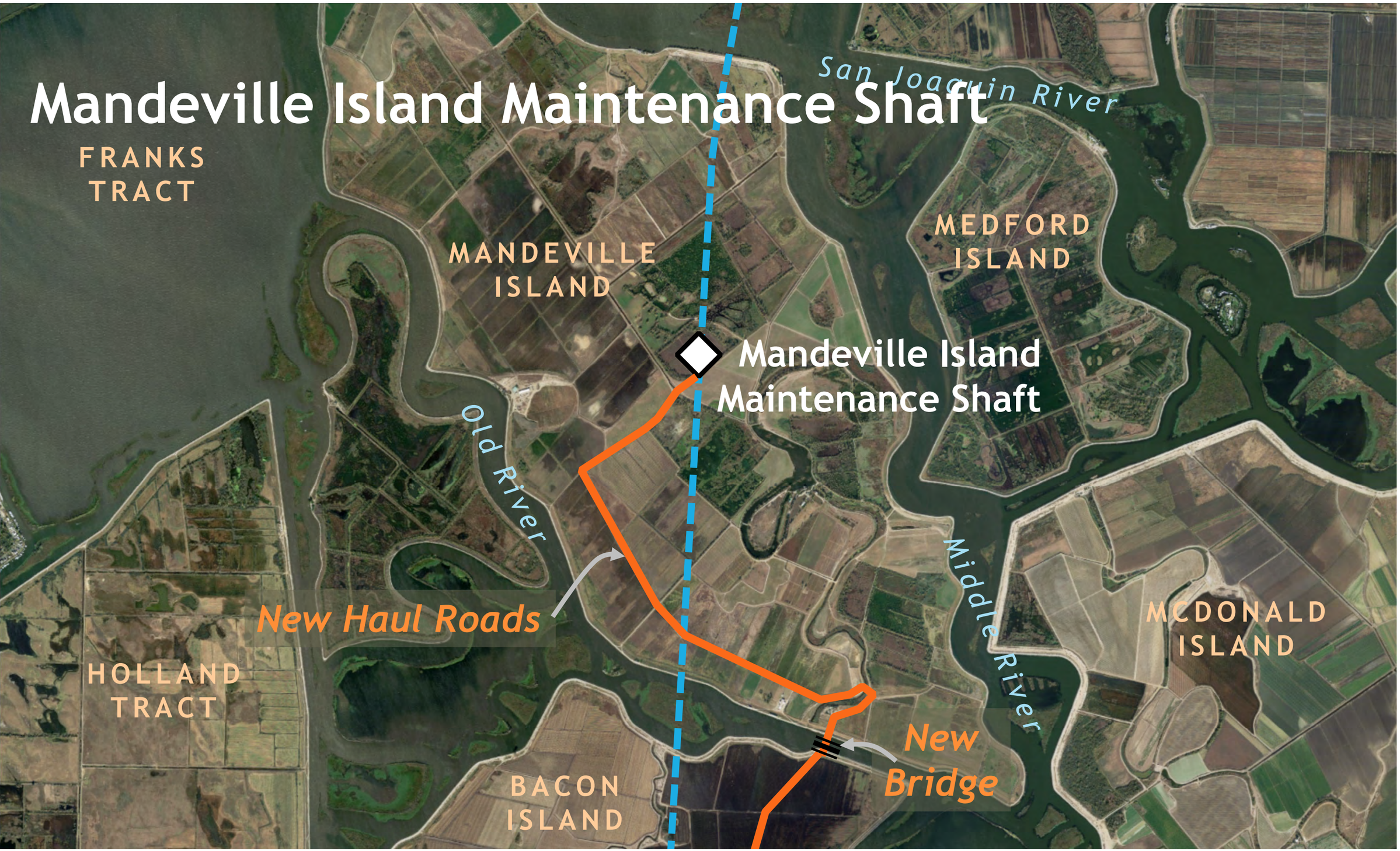
Mandeville Island Maintenance Shaft



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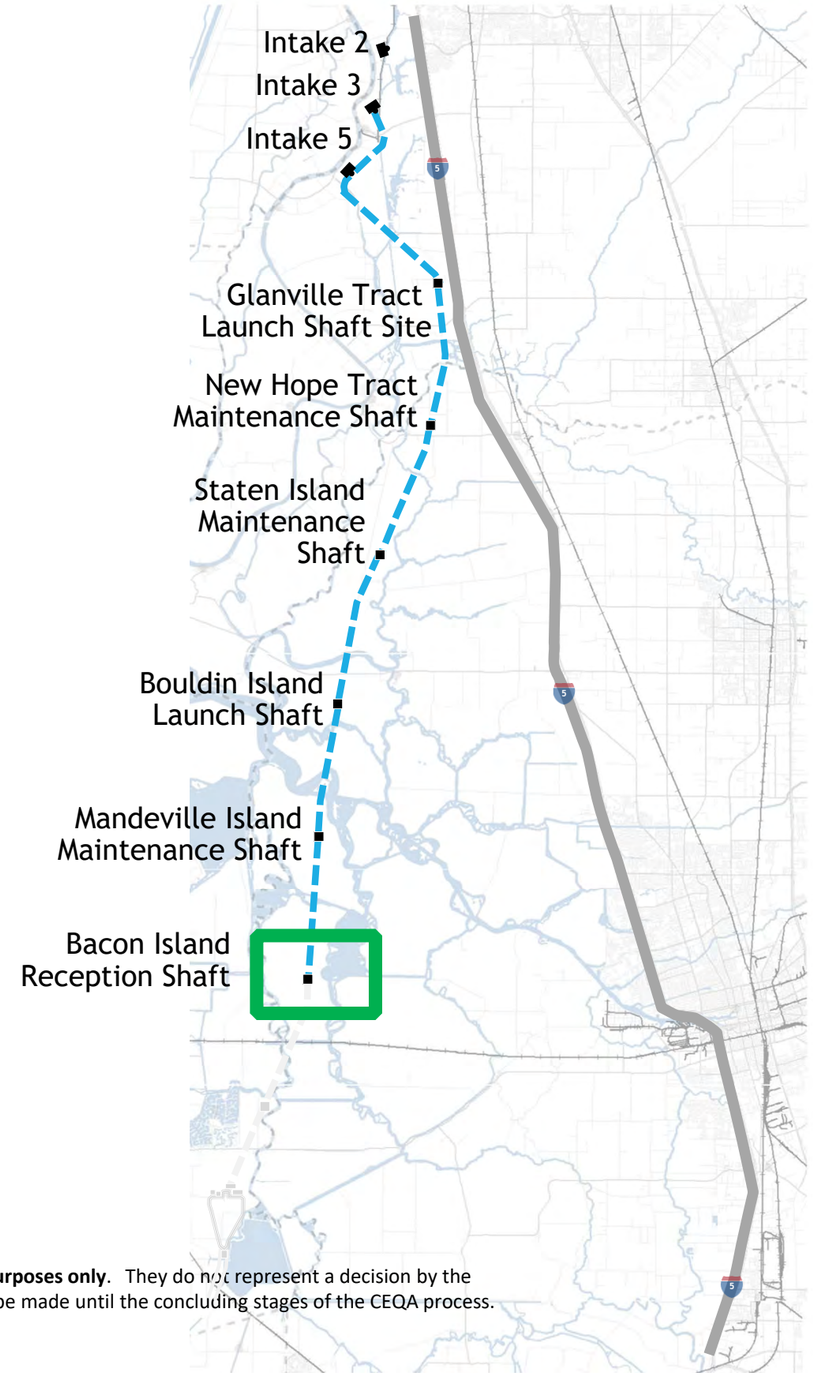
Bacon Island Reception Shaft



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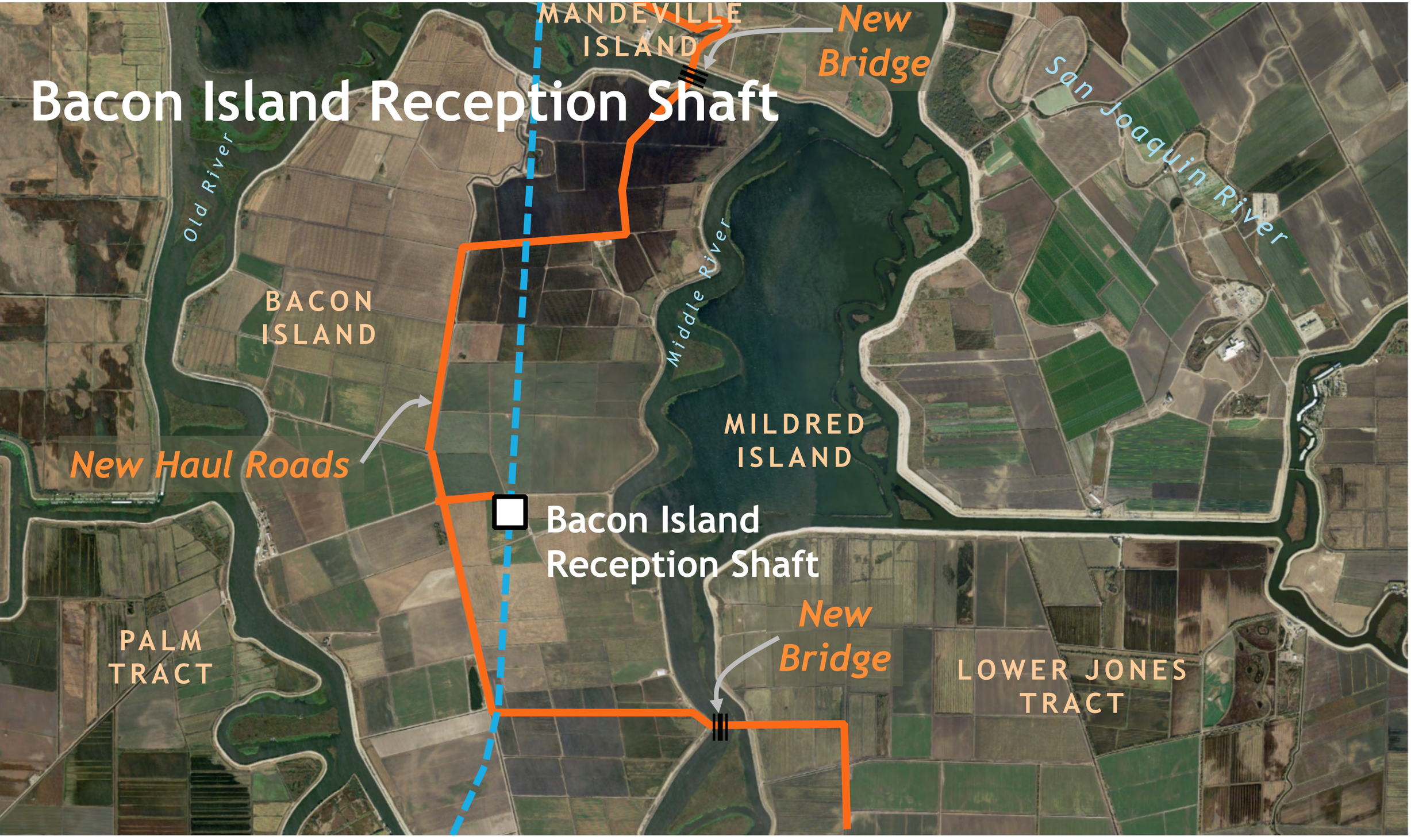
Bacon Island Reception Shaft



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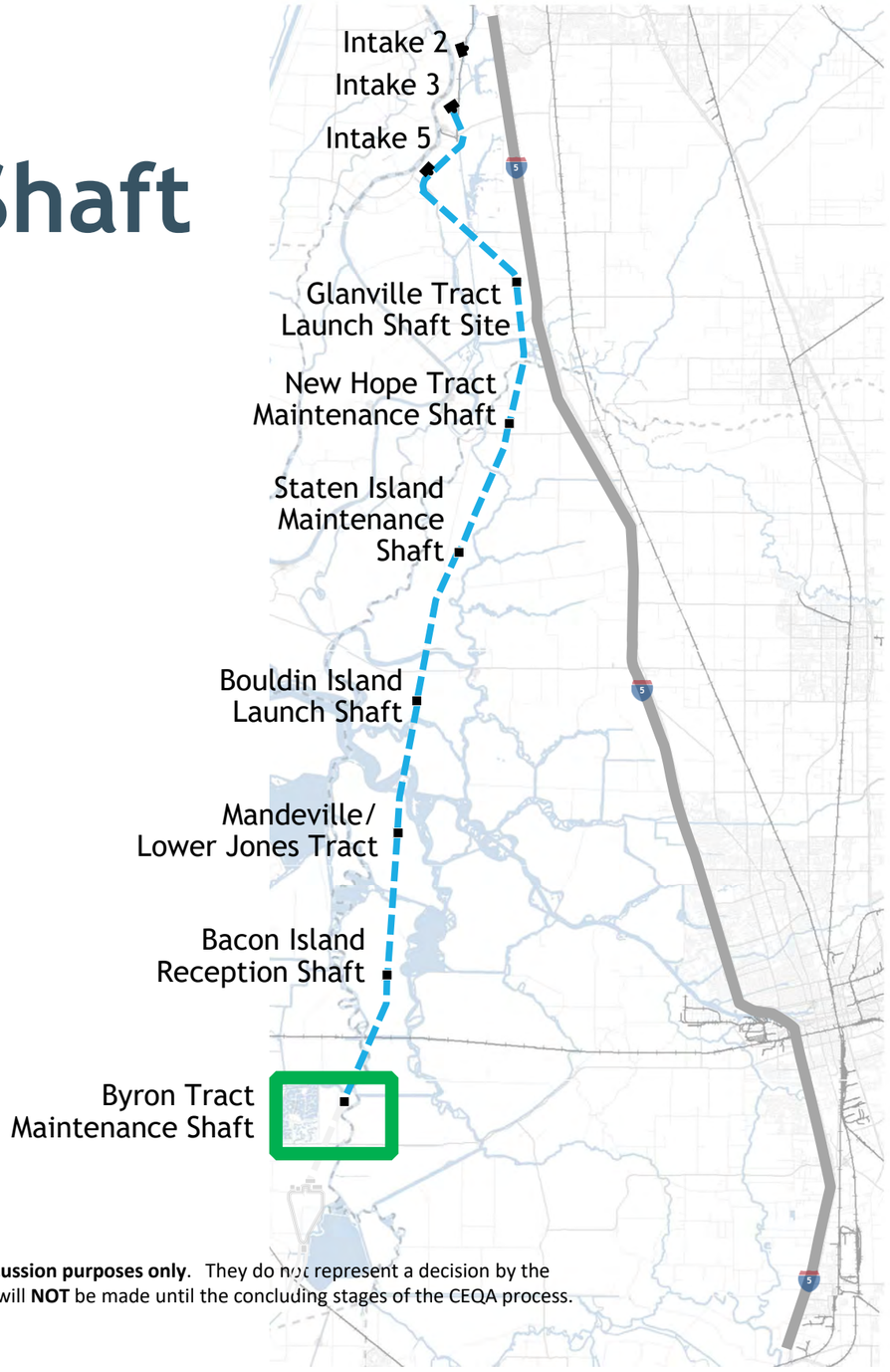
Byron Tract Maintenance Shaft



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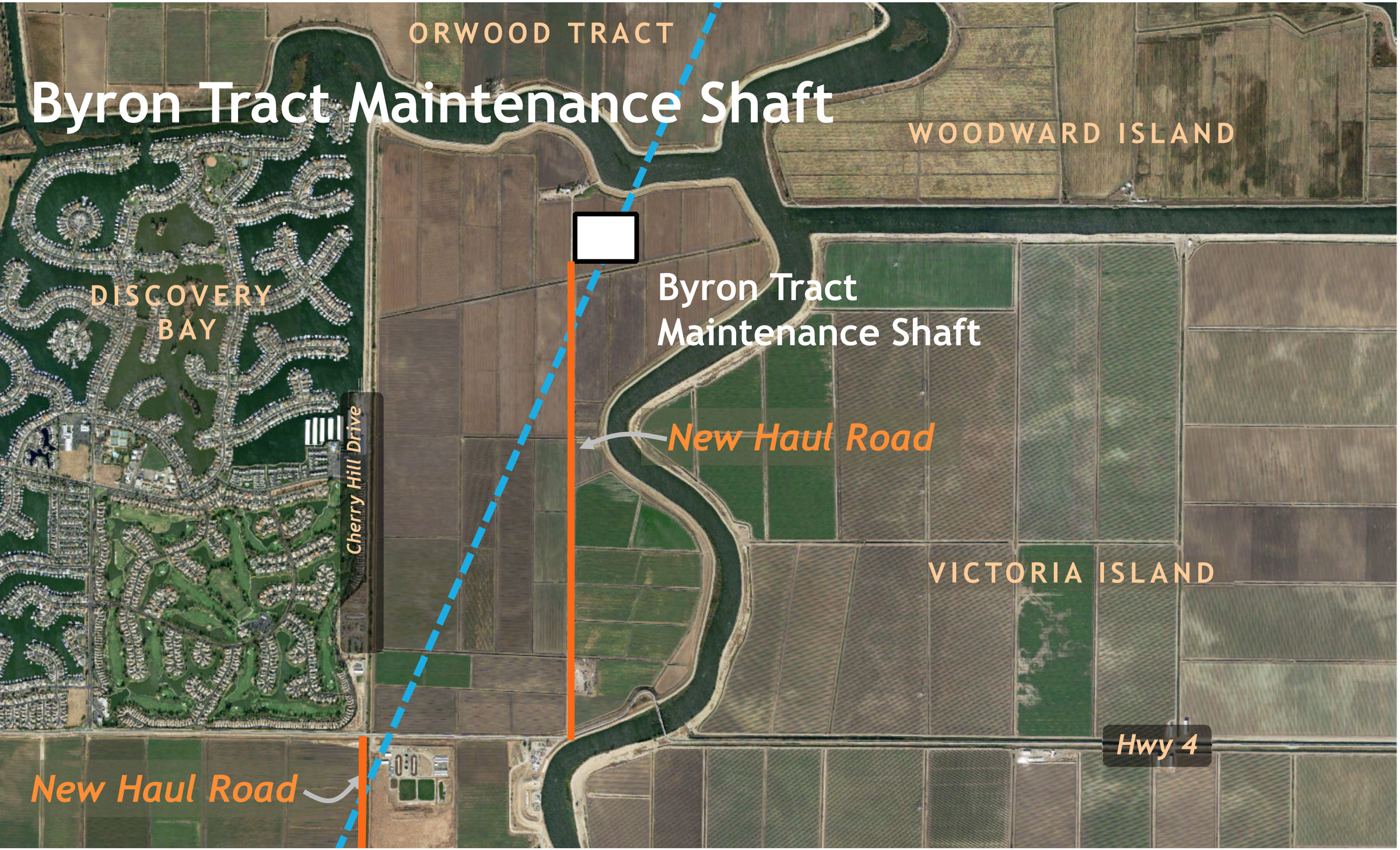
Byron Tract Maintenance Shaft



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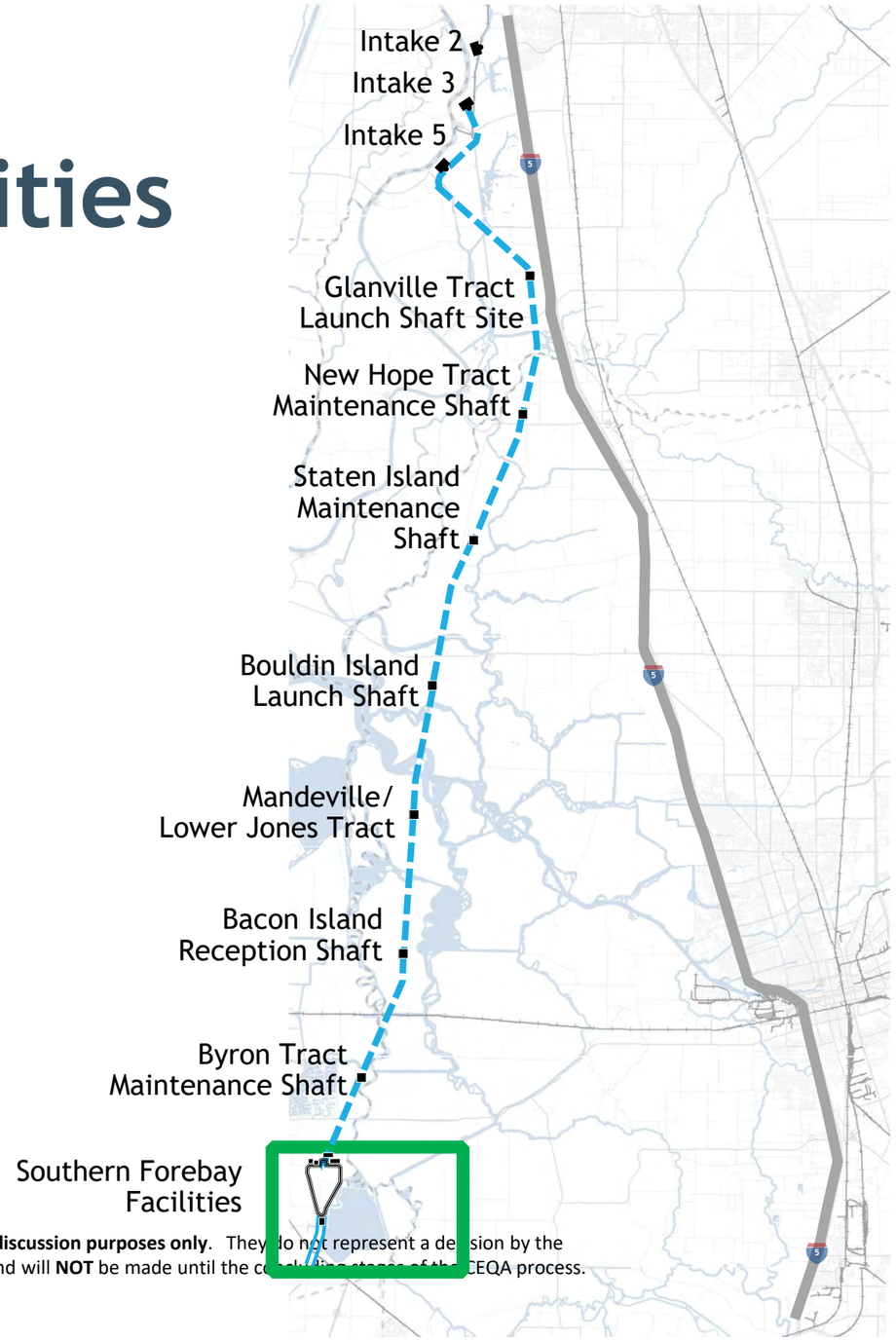
Southern Forebay Facilities



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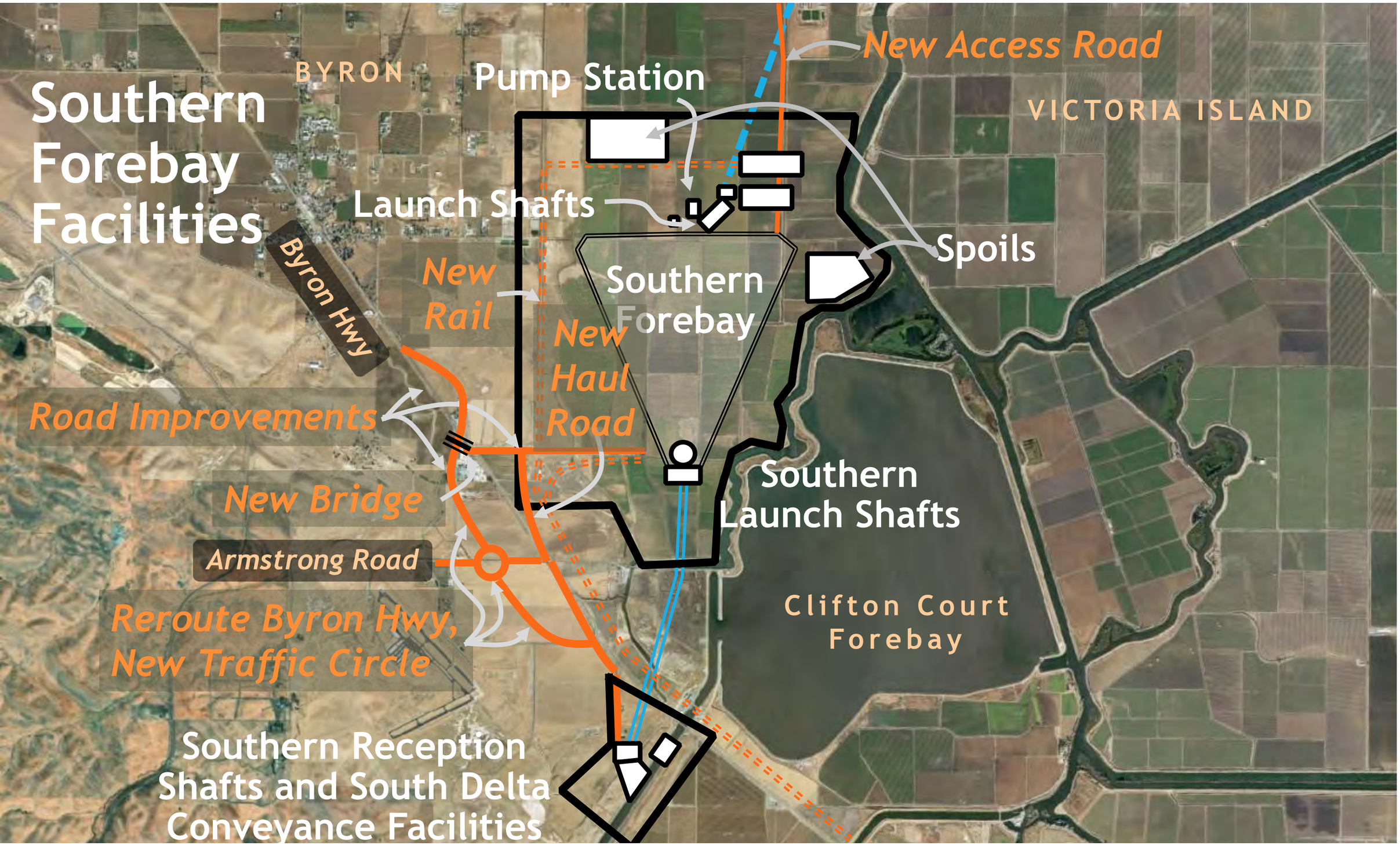
Southern Forebay Facilities



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All Construction Projects

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3
Hood Franklin Road Widening
Hood Franklin Park & Ride/ CC
Intake 5
RR and Powerline Haul Roads
Lambert Road Widening & Interchange
Twin Cities Road & Interchange/
Franklin Blvd/ Dierssen Widening (East)
Glanville Tract Launch Shaft
Twin Cities Construction
Support Site & Railroad
Twin Cities Road Widening (West)
New Hope Tract Maintenance Shaft
New Hope Tract
Overlays and Access Road
Staten Island Road Overlay
Staten Island Maintenance Shafts
Highway 12 Widening and Interchange
Bouldin Island Access Road
Bouldin Island Barge Landing
Bouldin Island
Launch Shaft Site
Mandeville Island Maintenance Shaft
Lower Jones Tract, Bacon Island and
Mandeville Island Access Roads
Bacon Island Reception Shaft
BNSF/ Mokelumne Aqueduct Bridge
Byron Tract Maintenance Shaft
Pump Station
Byron Tract Maintenance Shaft Access Rd
Western Farms Rd Improvements
Byron Hwy/
Armstrong Rd
Improvement,
North Launch Shafts
Southern Forebay
Southern Launch Shafts
Byron Tract RR Bridge & Spur
N. Bruns Way Widening and Signal,
Southern Reception Shafts
S Delta Conveyance Facilities

0 1.5 3 Miles

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Year 1 Central Corridor Projects

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Hood Franklin Road Widening

Hood Franklin Park & Ride/ CC

Twin Cities Road & Interchange/
Franklin Blvd/ Dierssen Widening (East)

Highway 12 Widening and Interchange

Byron Hwy/
Armstrong Rd
Improvement,

5

0 1.5 3 Miles

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Year 2 Central Corridor

YEARS 1 | **2** | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16

< 50 50-150 TRUCK TRIPS / DAY >150

RR and Powerline Haul Roads

Twin Cities Road Widening (West)

Twin Cities Construction Support Site & Railroad

Highway 12 Widening and Interchange

Bouldin Island Barge Landing

Byron Hwy/ Armstrong Rd Improvement,

Byron Tract RR Bridge & Spur

0 1.5 3 Miles

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Year 3 Central Corridor

YEARS 1 2 **3** 4 5 6 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

RR and Powerline Haul Roads

Lambert Road Widening & Interchange

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

New Hope Tract Overlays and Access Road

Highway 12 Widening and Interchange

Bouldin Island Access Road

Bouldin Island Barge Landing

BNSF/ Mokelumne Aqueduct Bridge

Western Farms Rd Improvements

Byron Tract RR Bridge & Spur

0 1.5 3 Miles

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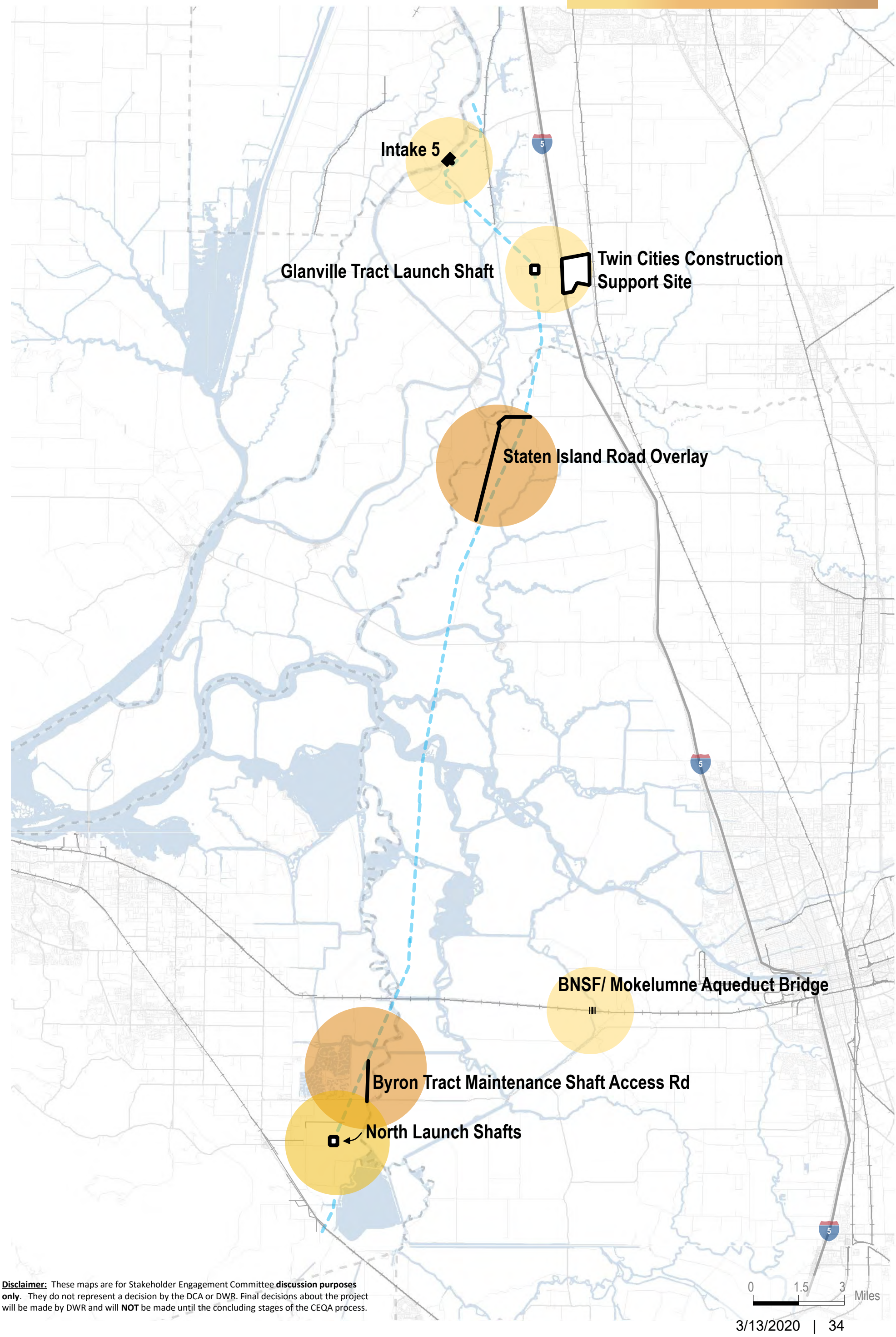
Year 4 Central Corridor

YEARS 1 2 3 **4** 5 6 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150



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Year 5 Central Corridor

YEARS 1 2 3 4 **5** 6 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3

Intake 5

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

New Hope Tract Maintenance Shaft

Bouldin Island Launch Shaft Site

Lower Jones Tract, Bacon Island and Mandeville Island Access Roads

Pump Station

North Launch Shafts

Southern Launch Shafts

5

0 1.5 3 Miles

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Year 6 Central Corridor

YEARS 1 2 3 4 5 **6** 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3

Intake 5

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

New Hope Tract Maintenance Shaft

Bouldin Island Launch Shaft Site

Byron Tract Maintenance Shaft

Pump Station

North Launch Shafts

Southern Launch Shafts

N. Bruns Way Widening and Signal,

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0 1.5 3 Miles

Year 7 Central Corridor

YEARS 1 2 3 4 5 6 **7** 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3

Intake 5

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

New Hope Tract Maintenance Shaft

Staten Island Maintenance Shafts

Bouldin Island Launch Shaft Site

Mandeville Island Maintenance Shaft

Byron Tract Maintenance Shaft

Pump Station

North Launch Shafts

Southern Forebay

Southern Launch Shafts

Southern Reception Shafts

5

0 1.5 3 Miles

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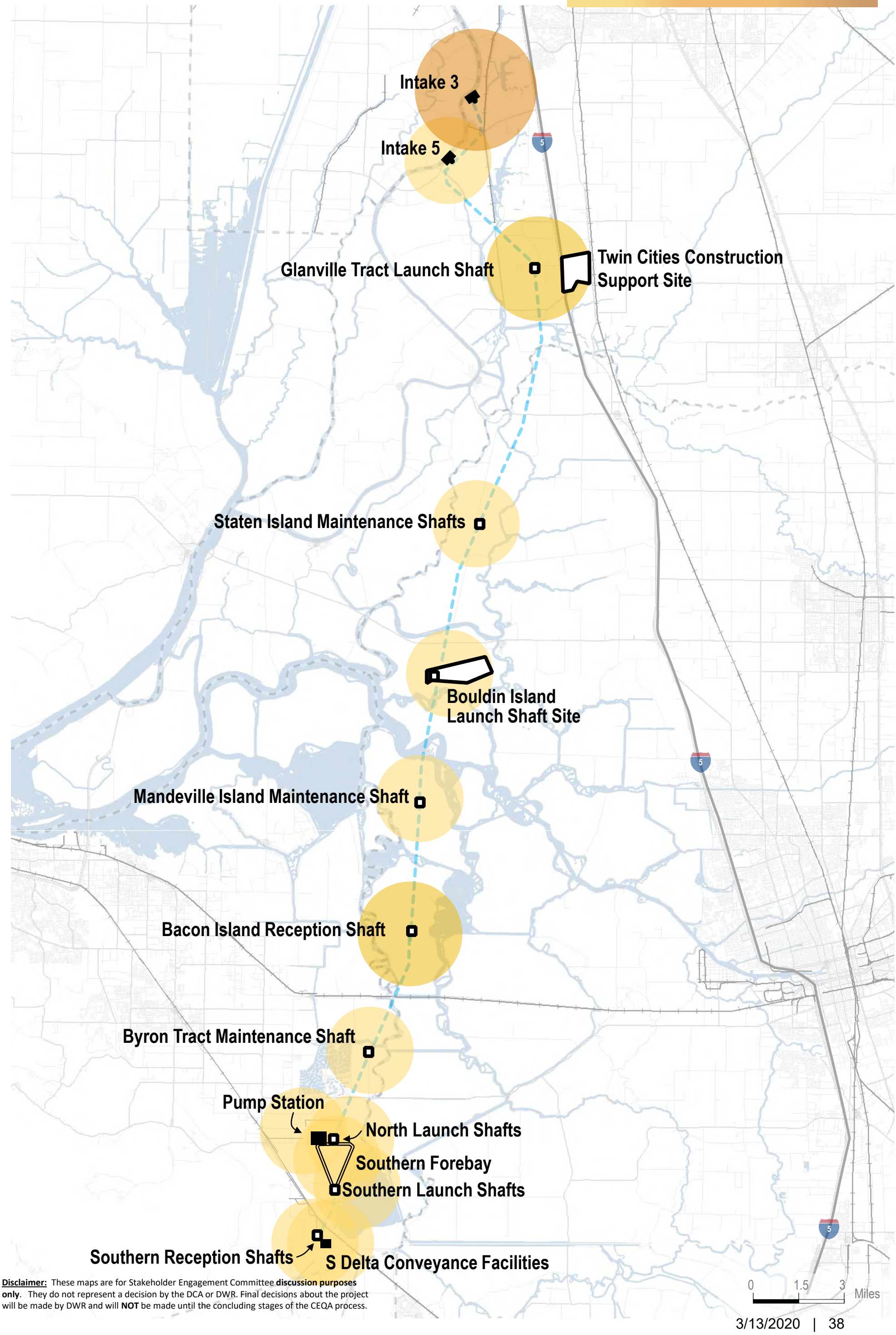
Year 8 Central Corridor

YEARS 1 2 3 4 5 6 7 **8** 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150



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Year 9 Central Corridor

YEARS 1 2 3 4 5 6 7 8 **9** 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3

Intake 5

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

Staten Island Maintenance Shafts

Bouldin Island Launch Shaft Site

Mandeville Island Maintenance Shaft

Bacon Island Reception Shaft

Pump Station

North Launch Shafts

Southern Forebay

Southern Launch Shafts

Southern Reception Shafts

S Delta Conveyance Facilities

0 1.5 3 Miles

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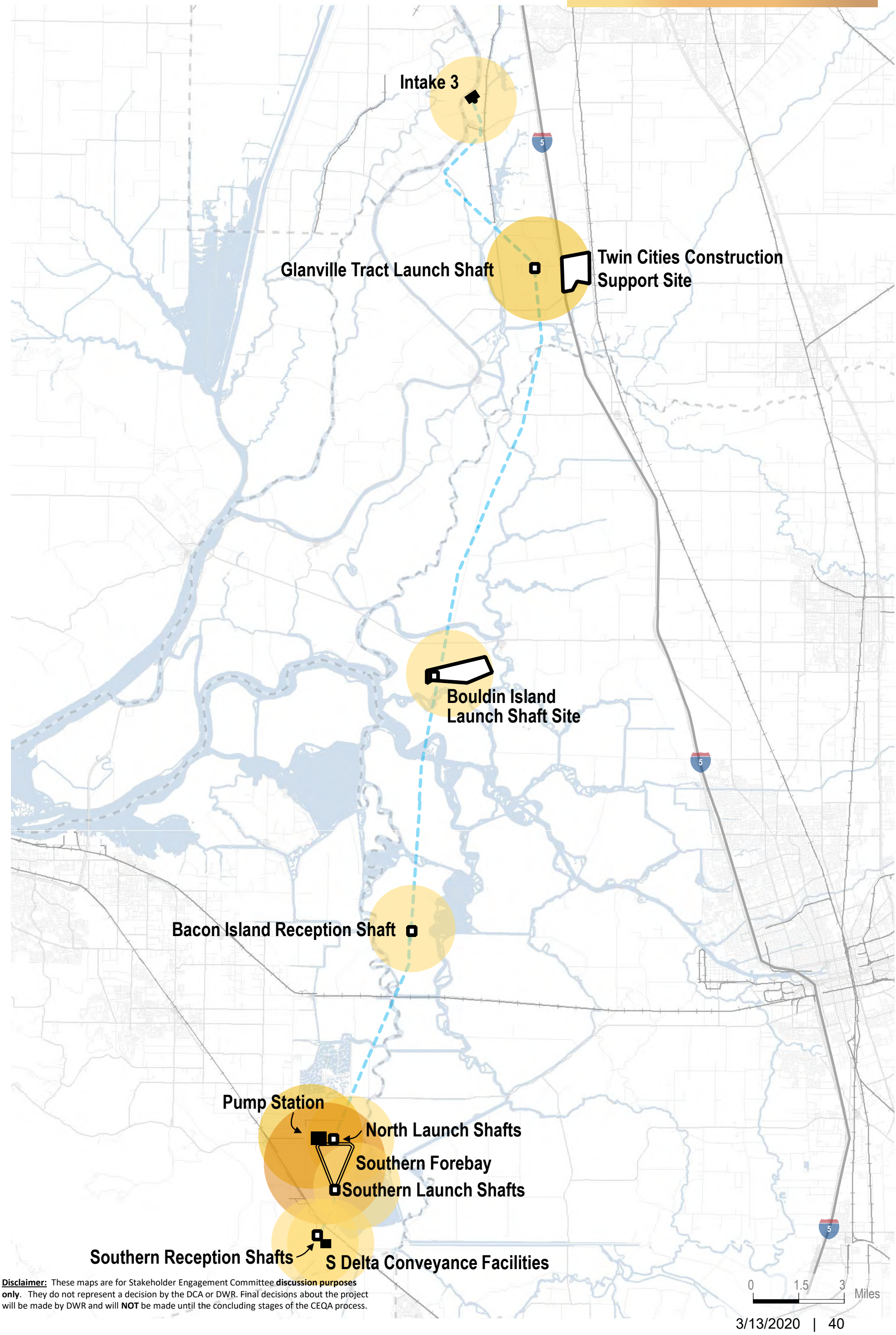
Year 10 Central Corridor

YEARS 1 2 3 4 5 6 7 8 9 **10** 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150



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Year 11 Central Corridor

YEARS 1 2 3 4 5 6 7 8 9 10 **11** 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3

Intake 5

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

Bouldin Island Launch Shaft Site

Bacon Island Reception Shaft

Pump Station

North Launch Shafts

Southern Forebay

Southern Launch Shafts

Southern Reception Shafts

S Delta Conveyance Facilities

0 1.5 3 Miles

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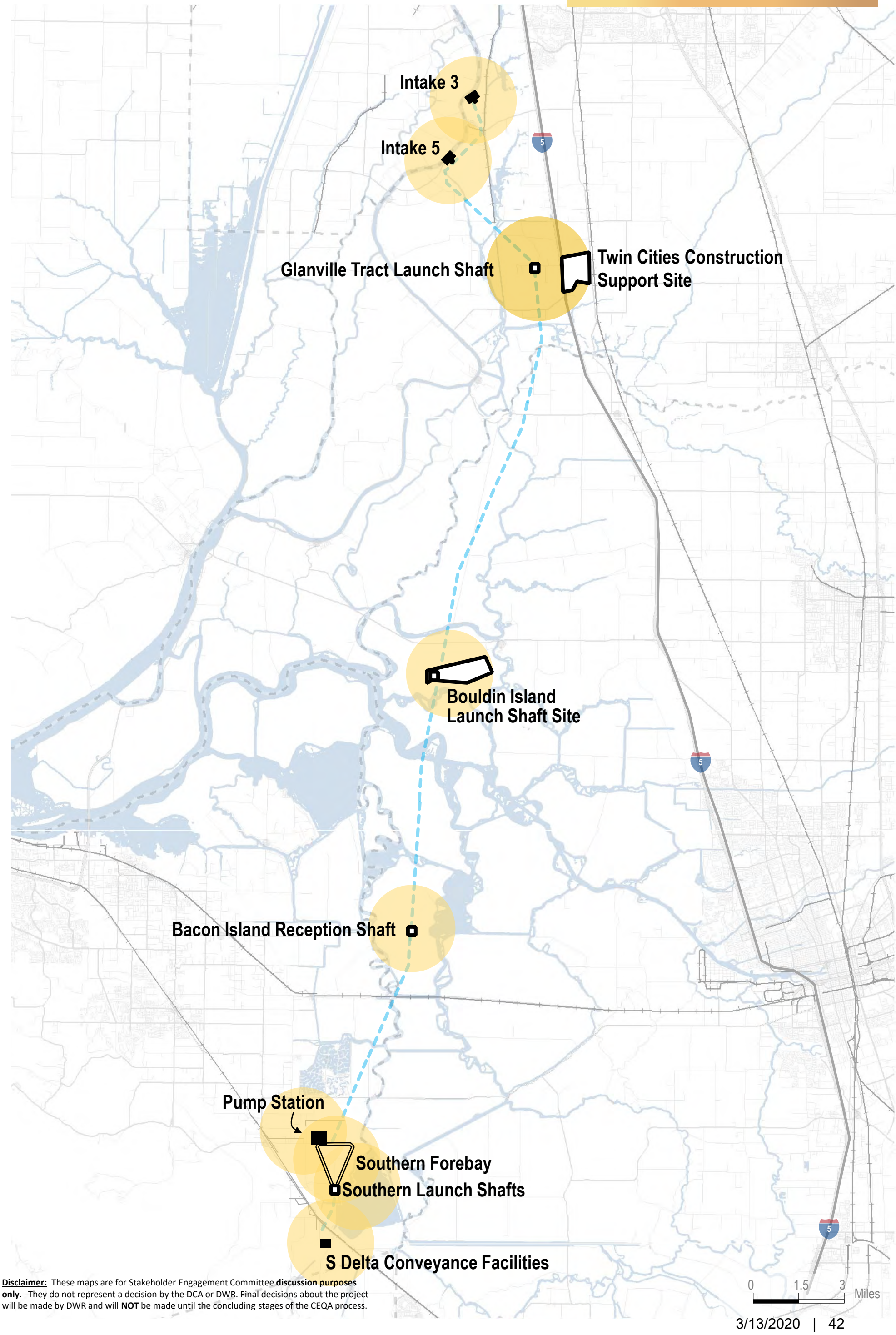
Year 12 Central Corridor

YEARS 1 2 3 4 5 6 7 8 9 10 11 **12** 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150



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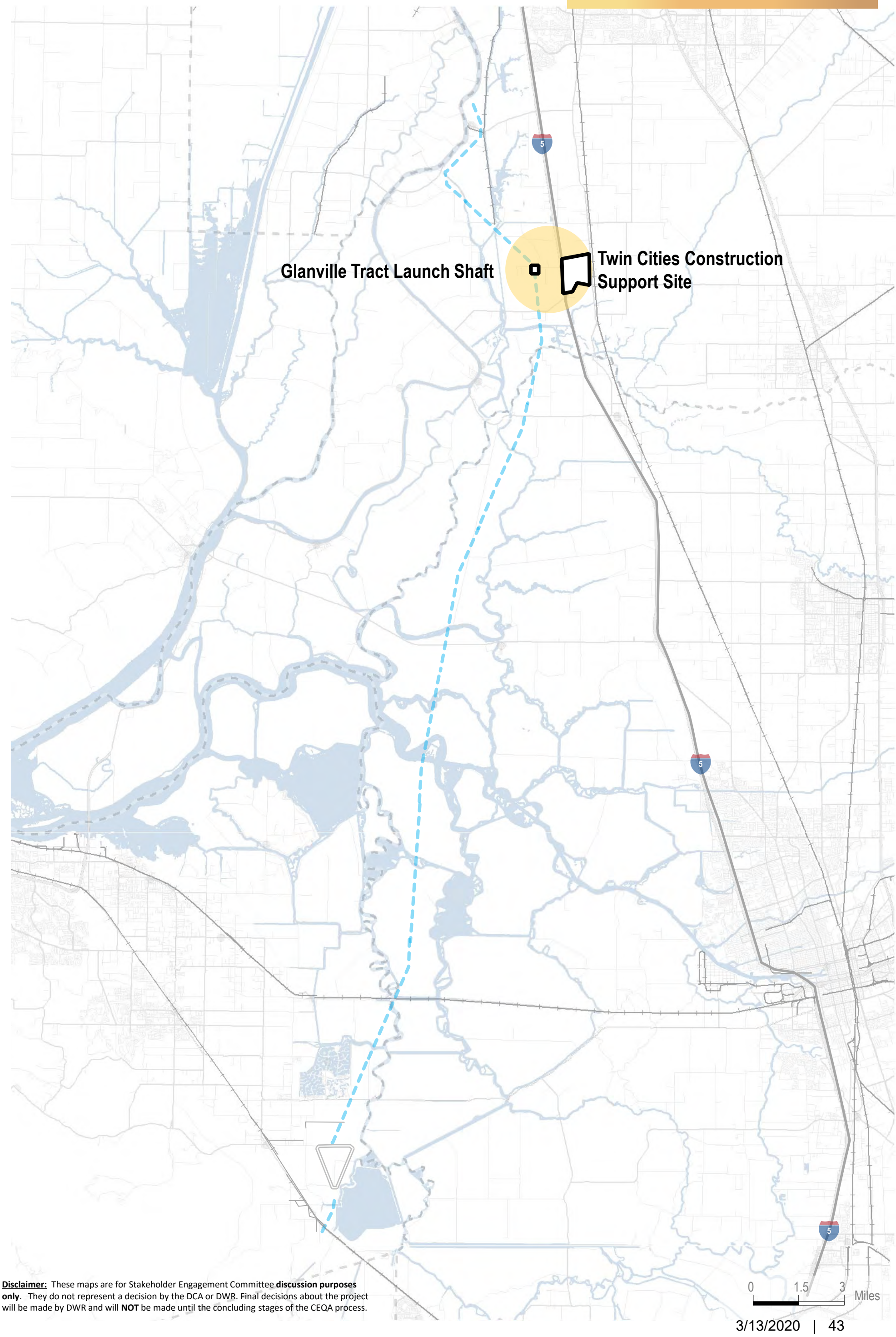
Year 13 Central Corridor

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 **13** 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150



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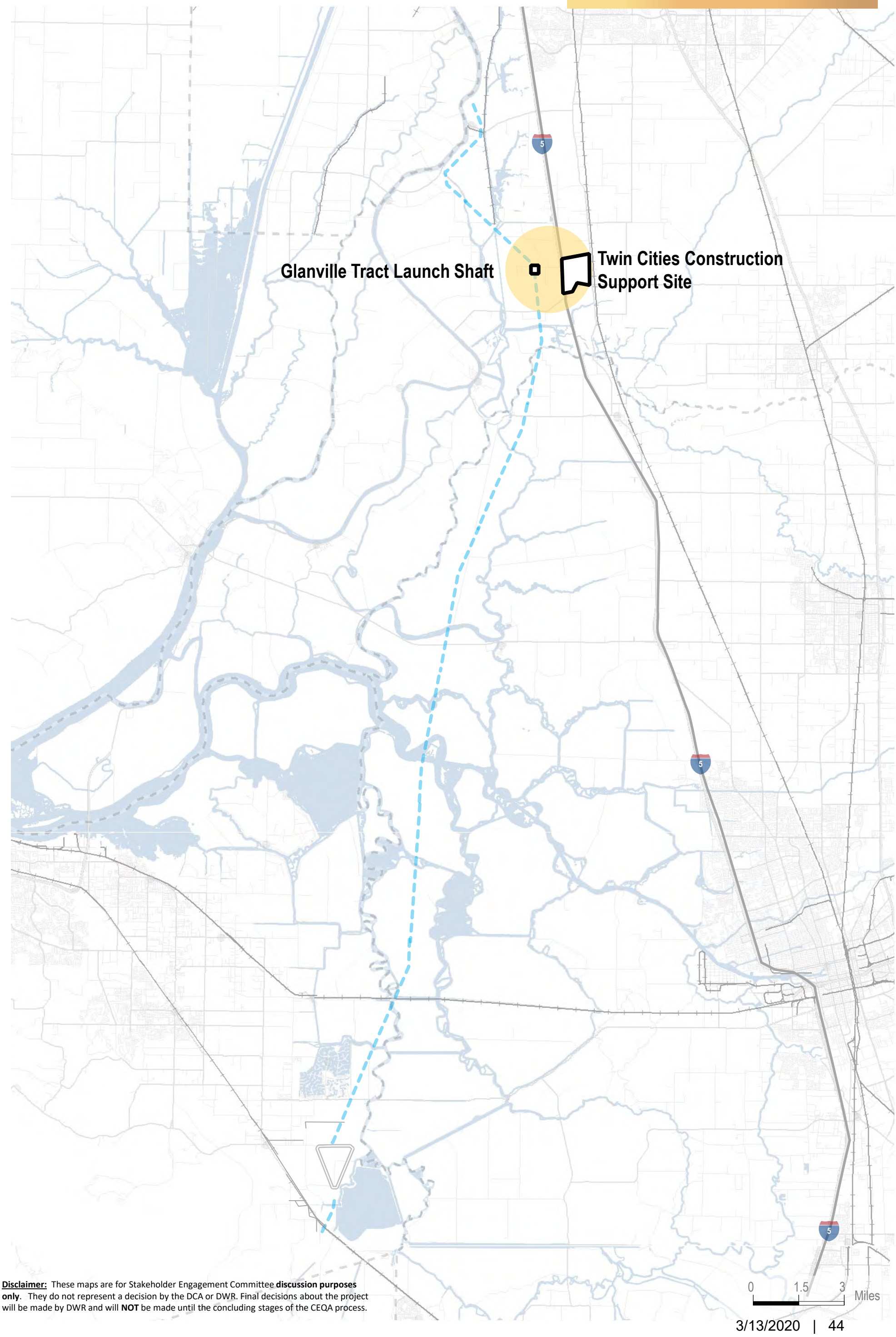
Year 14 Central Corridor

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 13 **14** 15 16

< 50 50-150 TRUCK TRIPS / DAY >150



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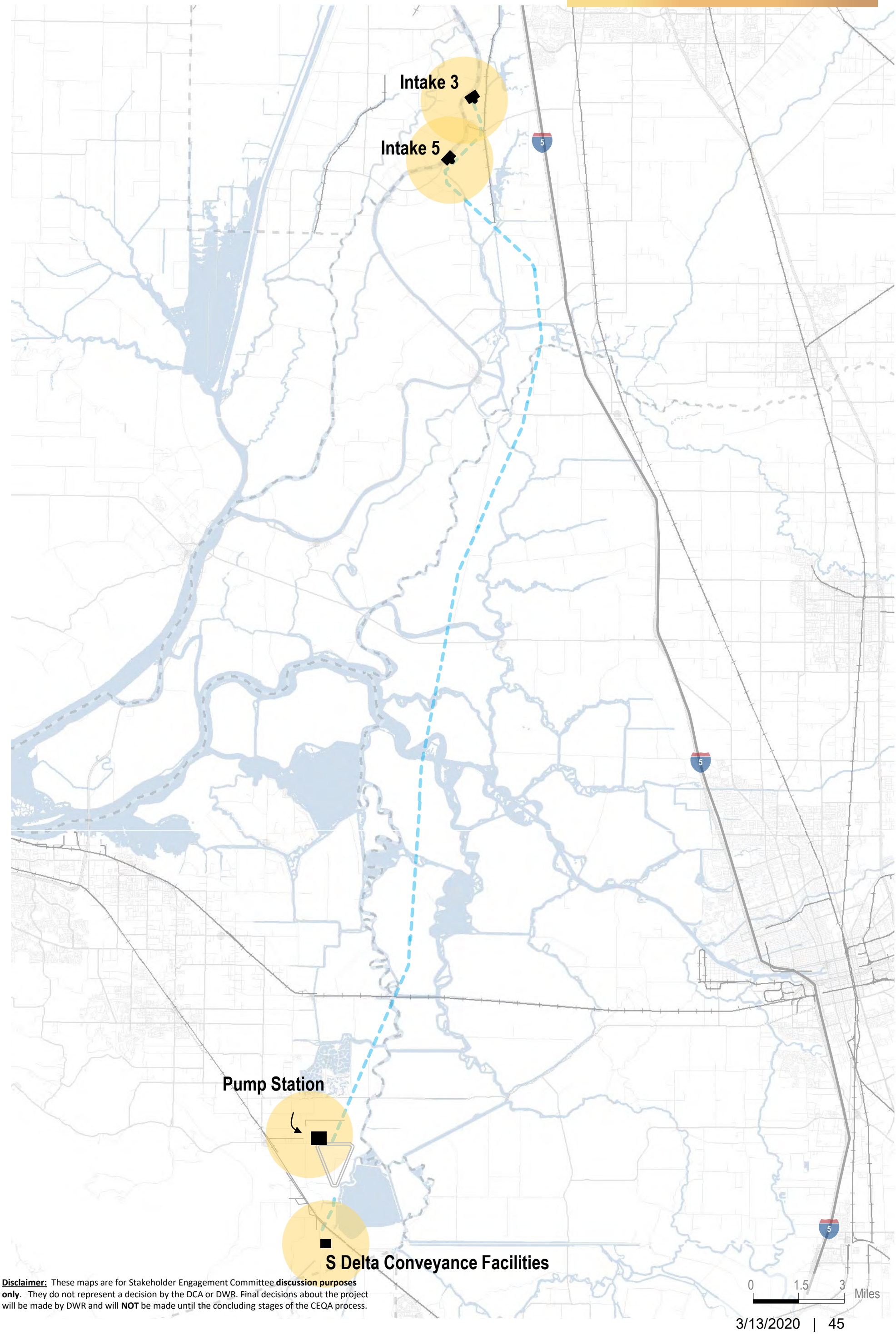
Year 15 Central Corridor

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 **15** 16

< 50 50-150 TRUCK TRIPS / DAY >150



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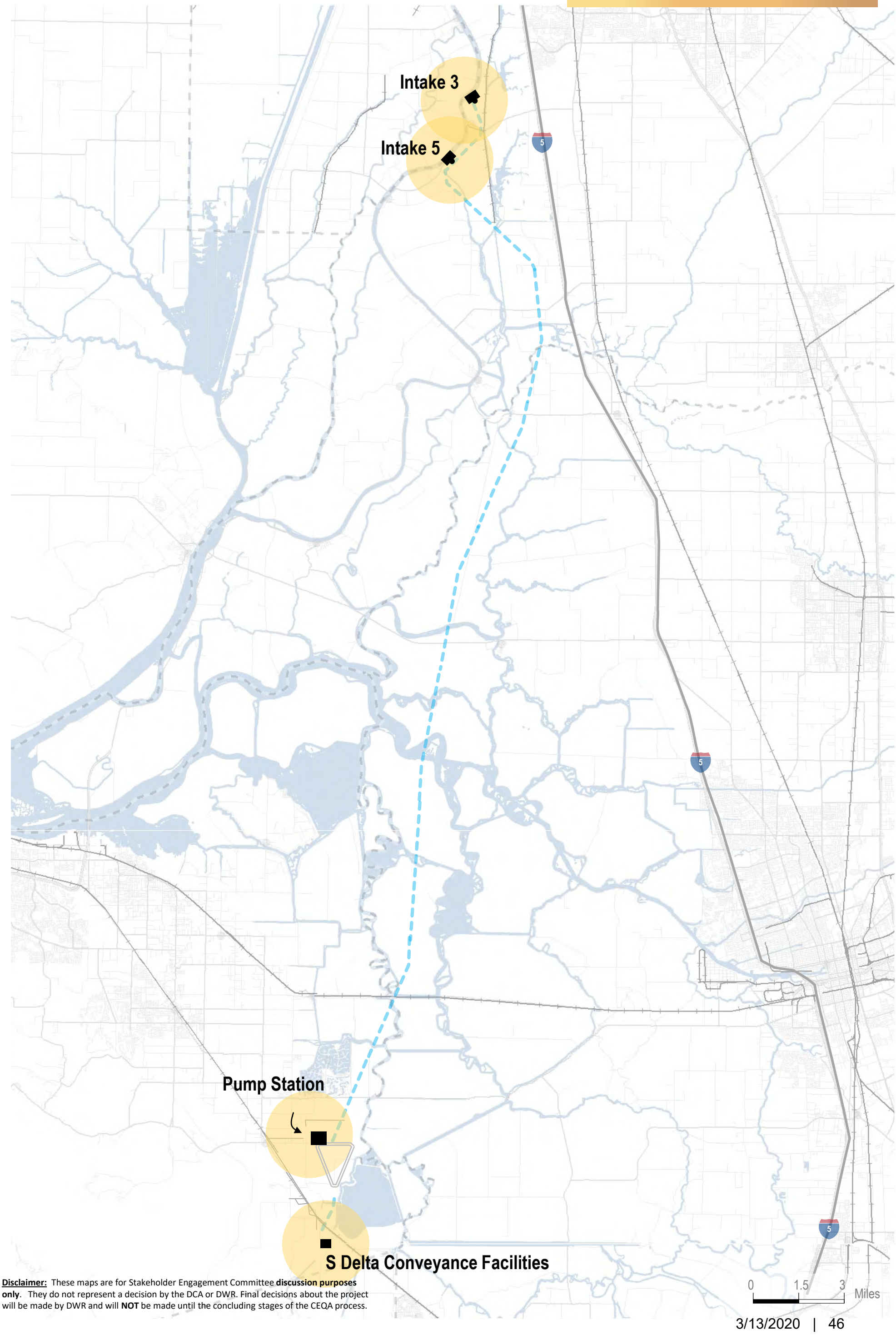
Year 16 Central Corridor

YEARS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

< 50 50-150 TRUCK TRIPS / DAY >150



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All Construction Projects

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3
Hood Franklin Road Widening
Hood Franklin Park & Ride/ CC
Intake 5
RR and Powerline Haul Roads
Lambert Road Widening & Interchange
Twin Cities Road & Interchange/
Franklin Blvd/ Dierssen Widening (East)
Glanville Tract Launch Shaft
Twin Cities Road Widening (West)
Twin Cities Construction
Support Site & Railroad
New Hope Tract Maintenance Shaft
New Hope Tract
Overlays and Access Road
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Bouldin Island Access Road
Bouldin Island Barge Landing
Bouldin Island
Launch Shaft Site
Mandeville Island Maintenance Shaft
Lower Jones Tract, Bacon Island and
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BNSF/ Mokelumne Aqueduct Bridge
Byron Tract Maintenance Shaft
Pump Station
Byron Tract Maintenance Shaft Access Rd
Western Farms Rd Improvements
Byron Hwy/
Armstrong Rd
Improvement,
North Launch Shafts
Southern Forebay
Southern Launch Shafts
Byron Tract RR Bridge & Spur
N. Bruns Way Widening and Signal,
Southern Reception Shafts
S Delta Conveyance Facilities

0 1.5 3 Miles

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DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Eastern Corridor Site Plans

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Intake 2 & 3

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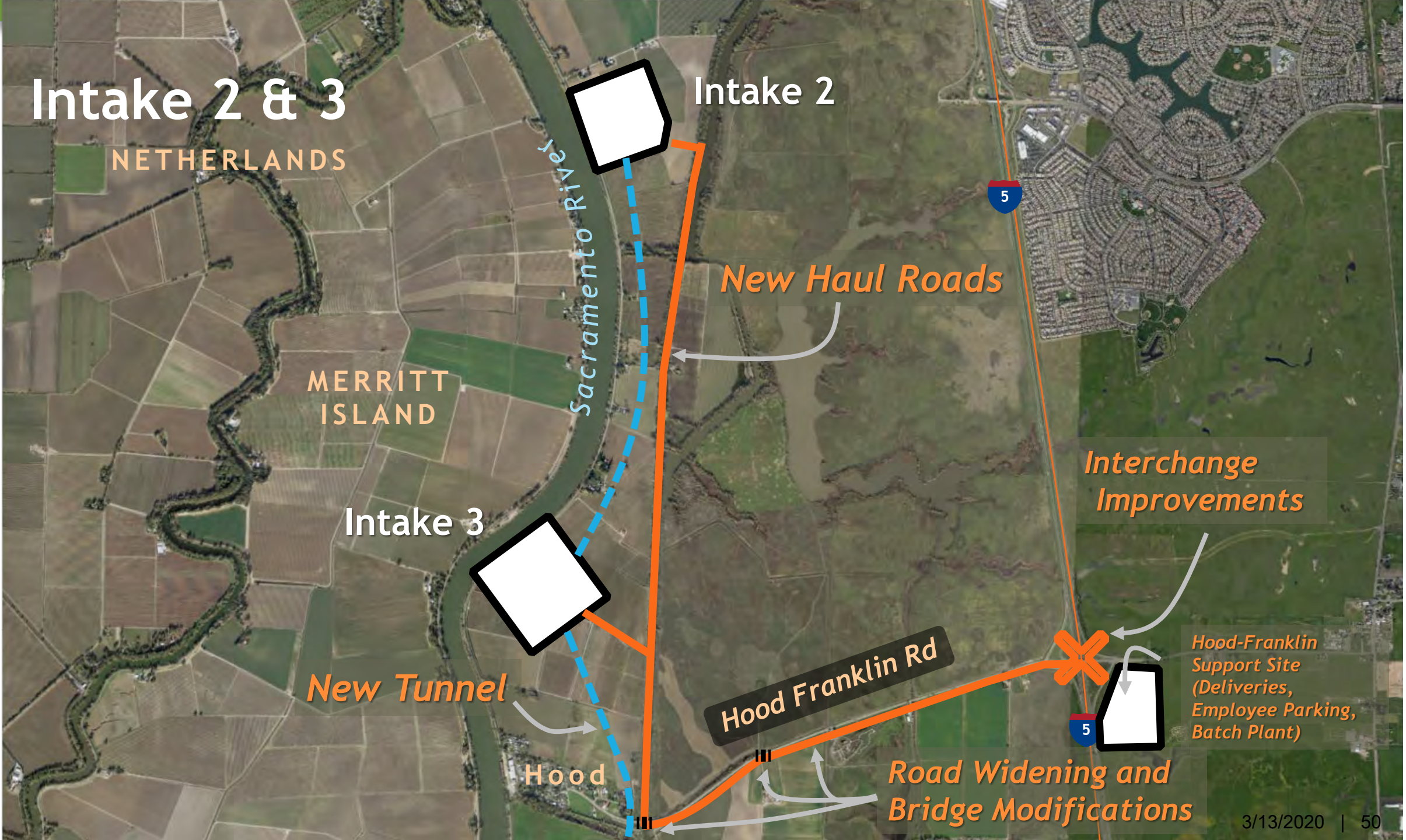

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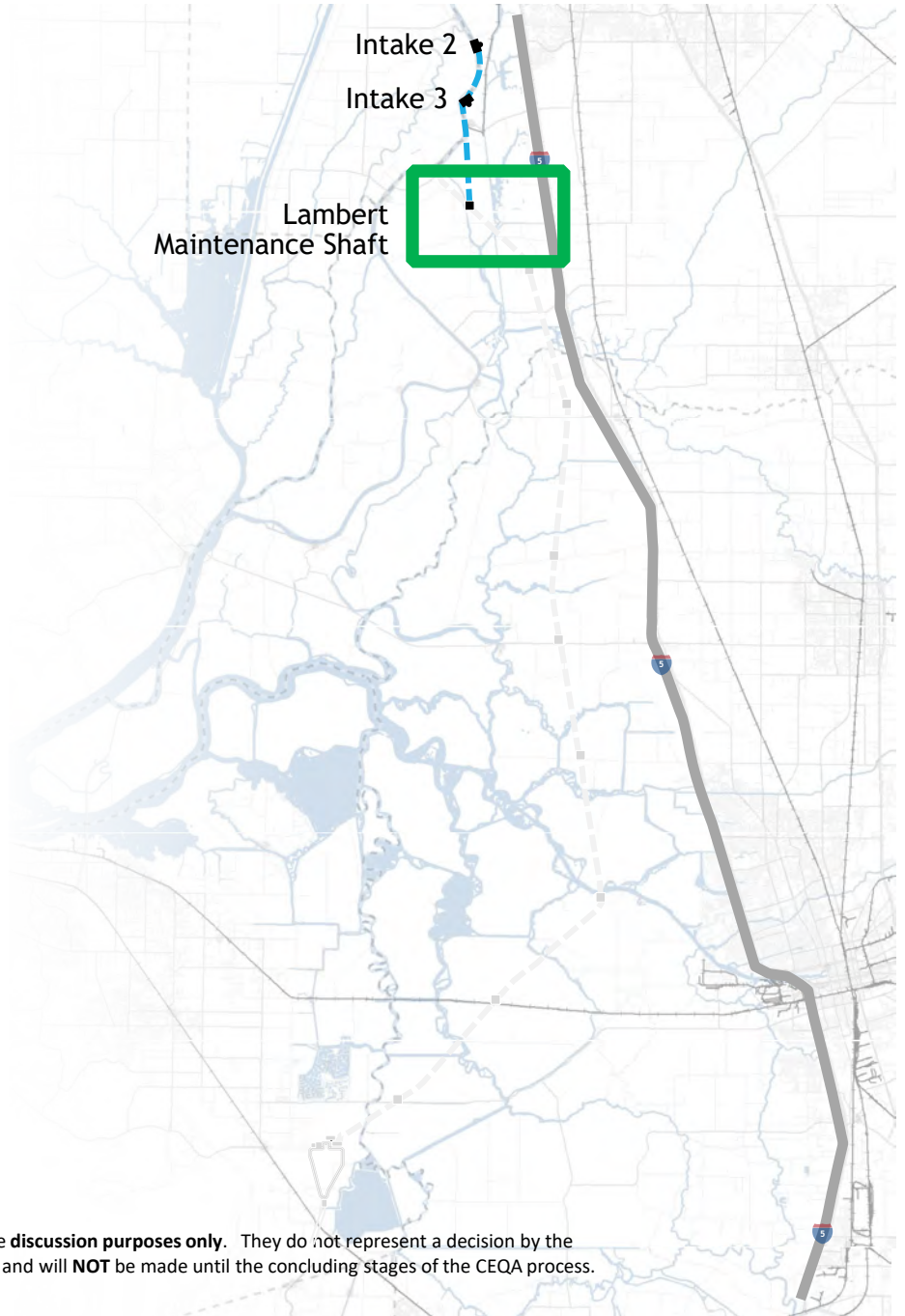
Lambert Maintenance Shaft

(for Intakes 2 & 3 Alternative Only)



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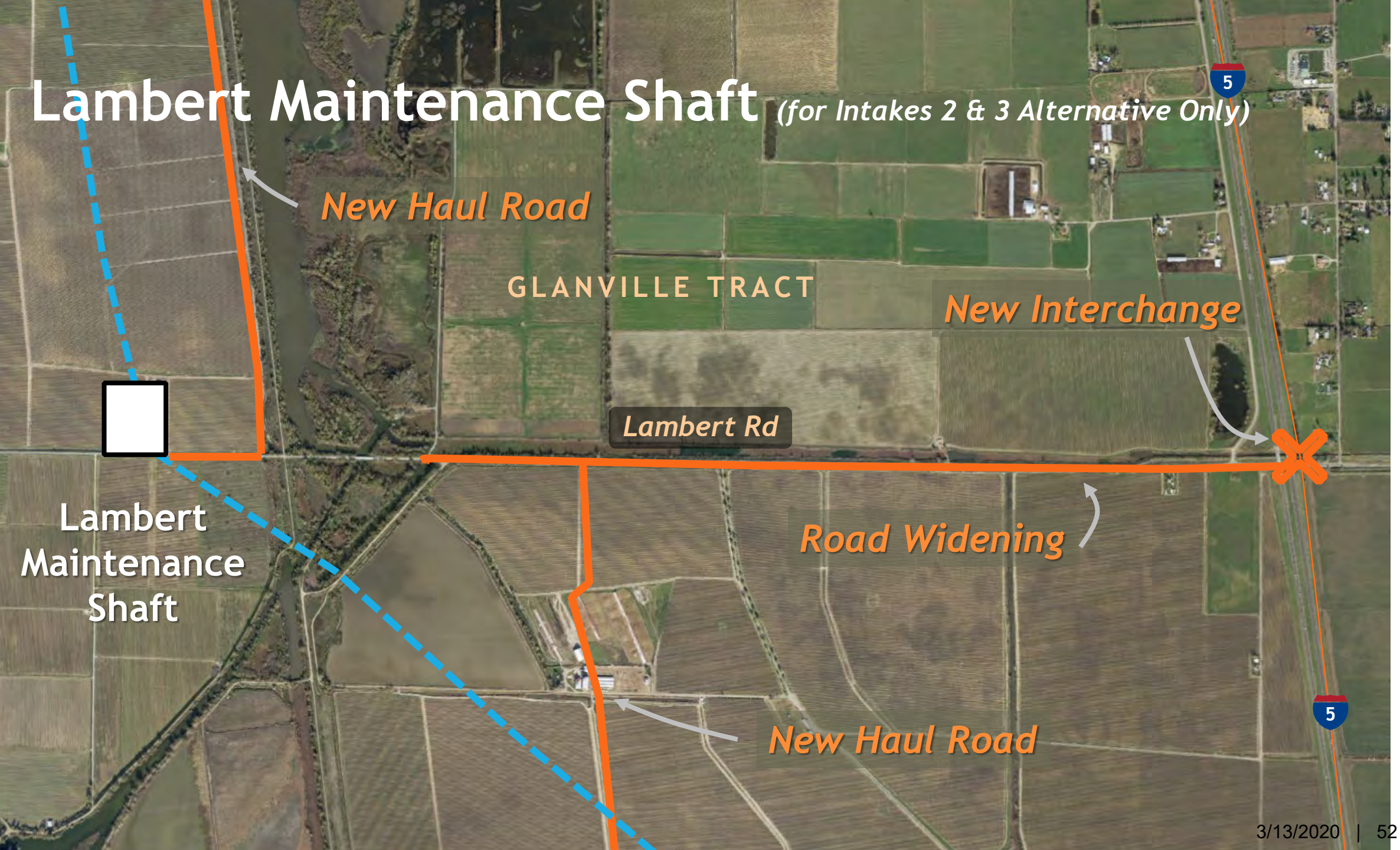

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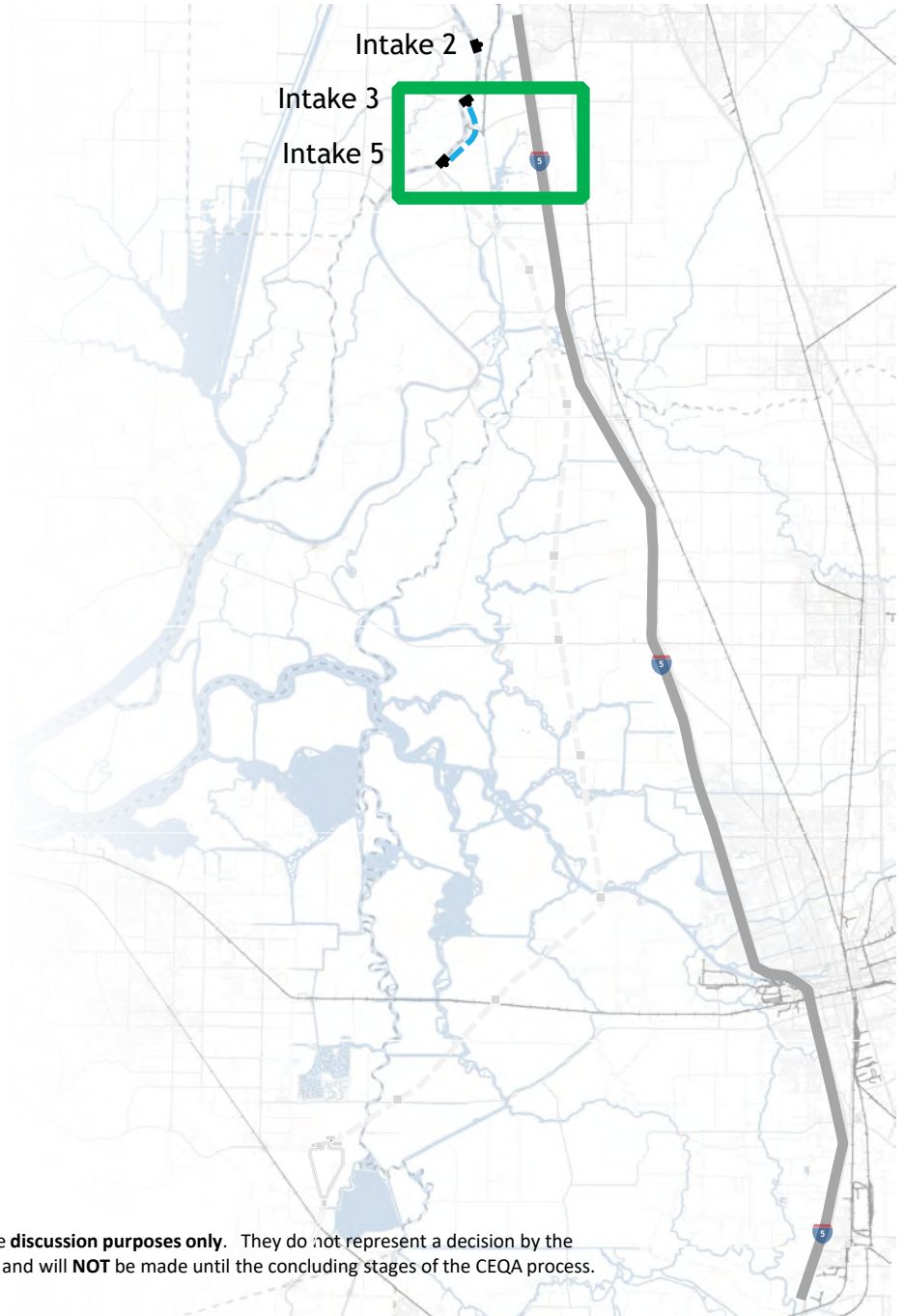
Intake 3 & 5



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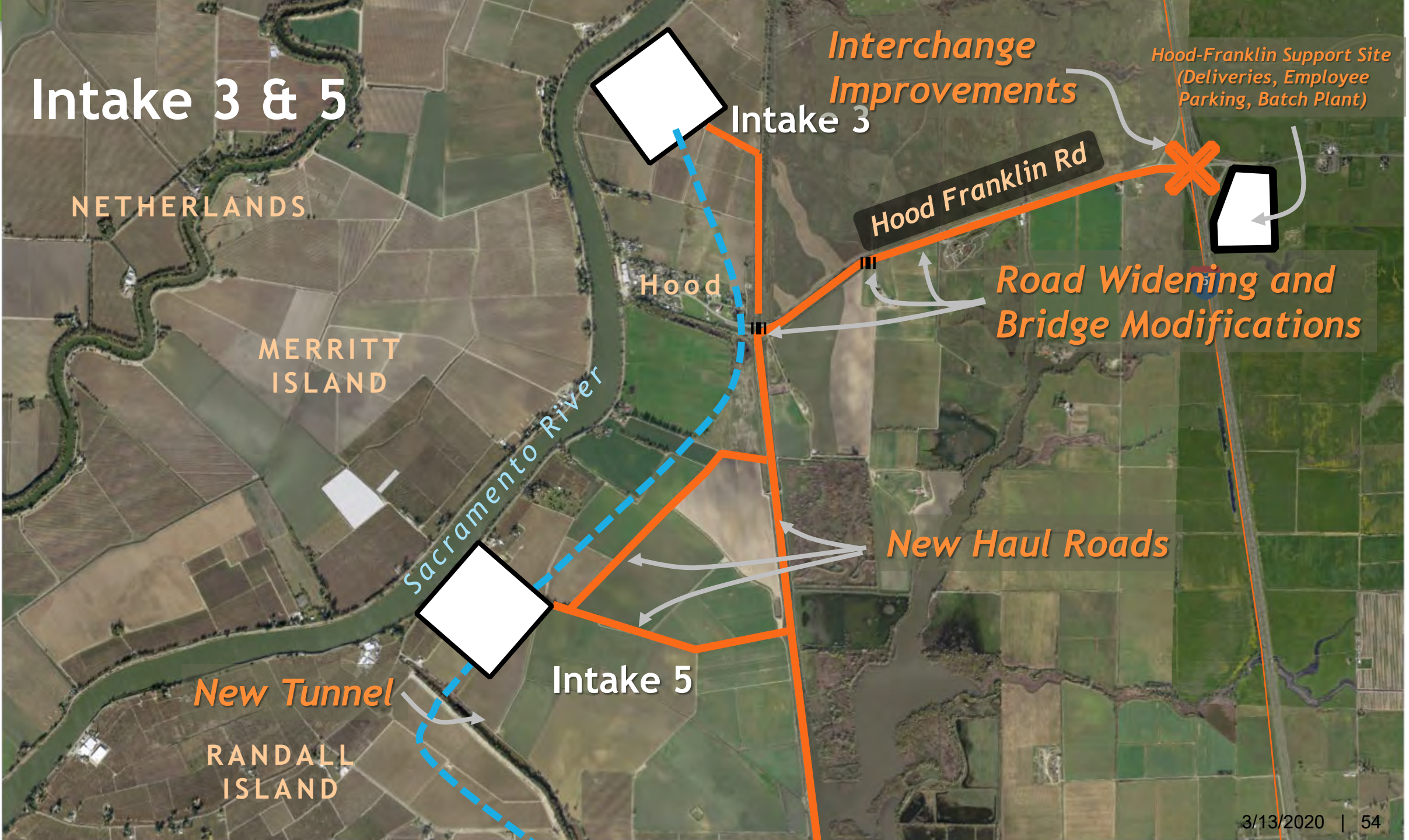
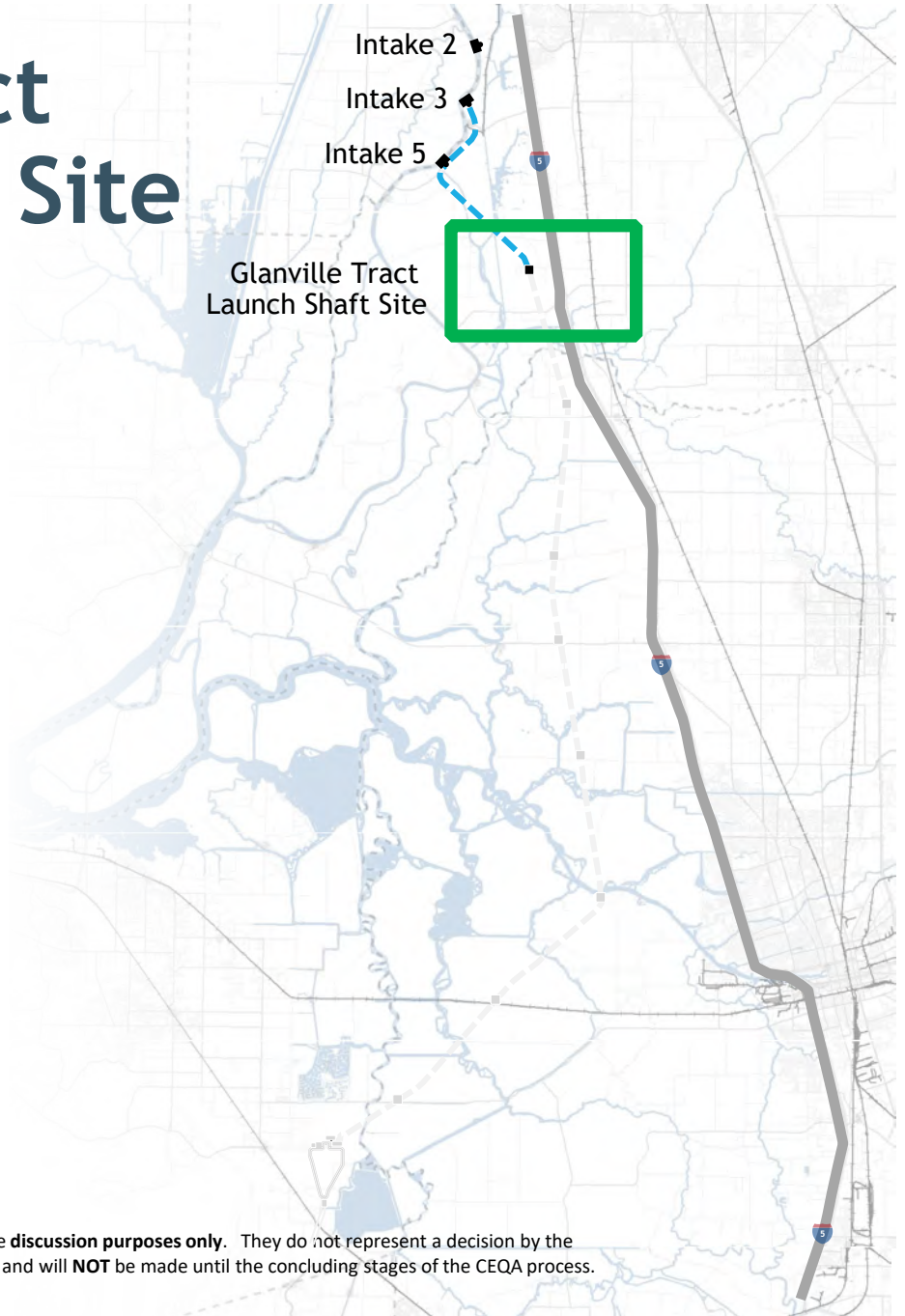


Glanville Tract Launch Shaft Site



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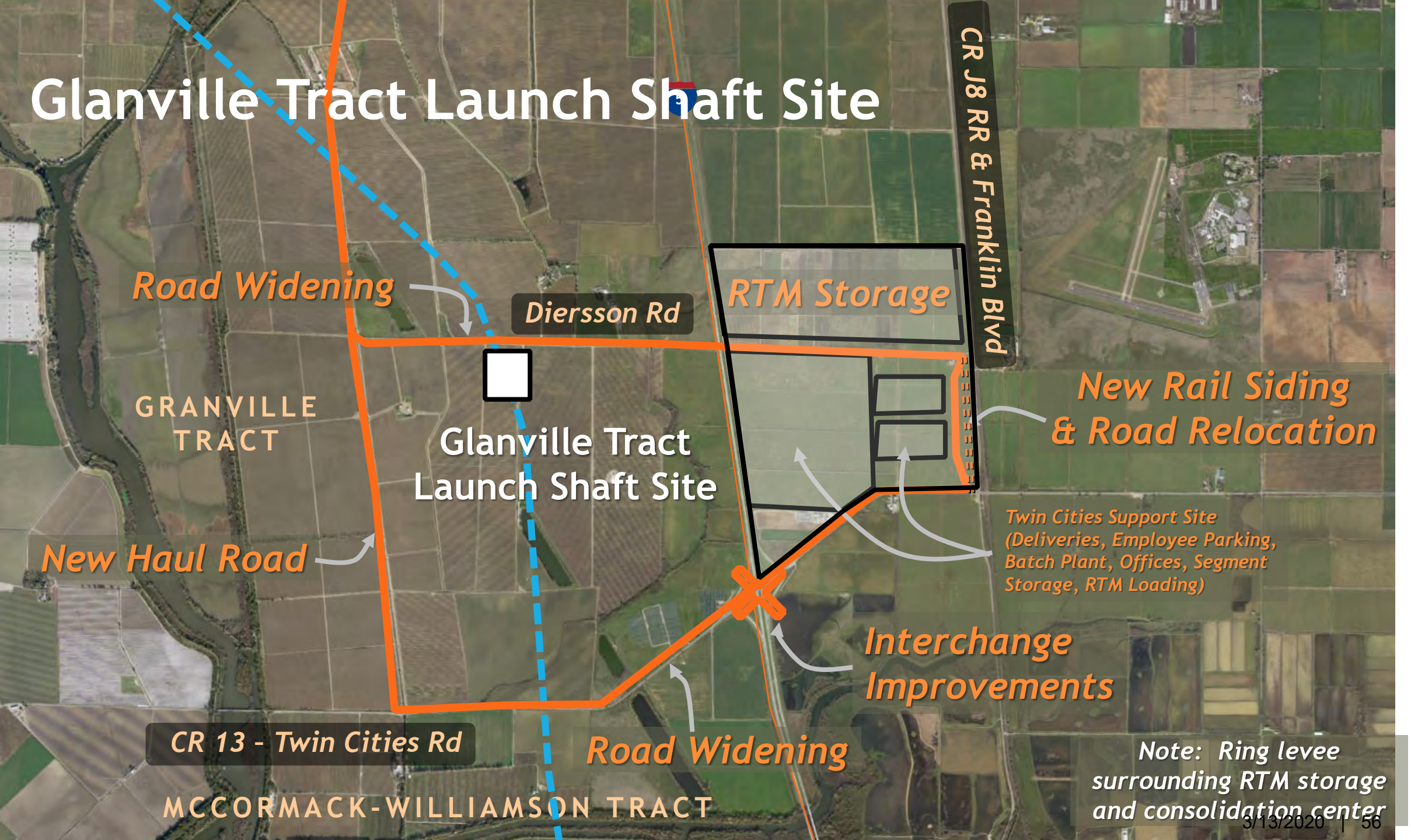
Glanville Tract Launch Shaft Site



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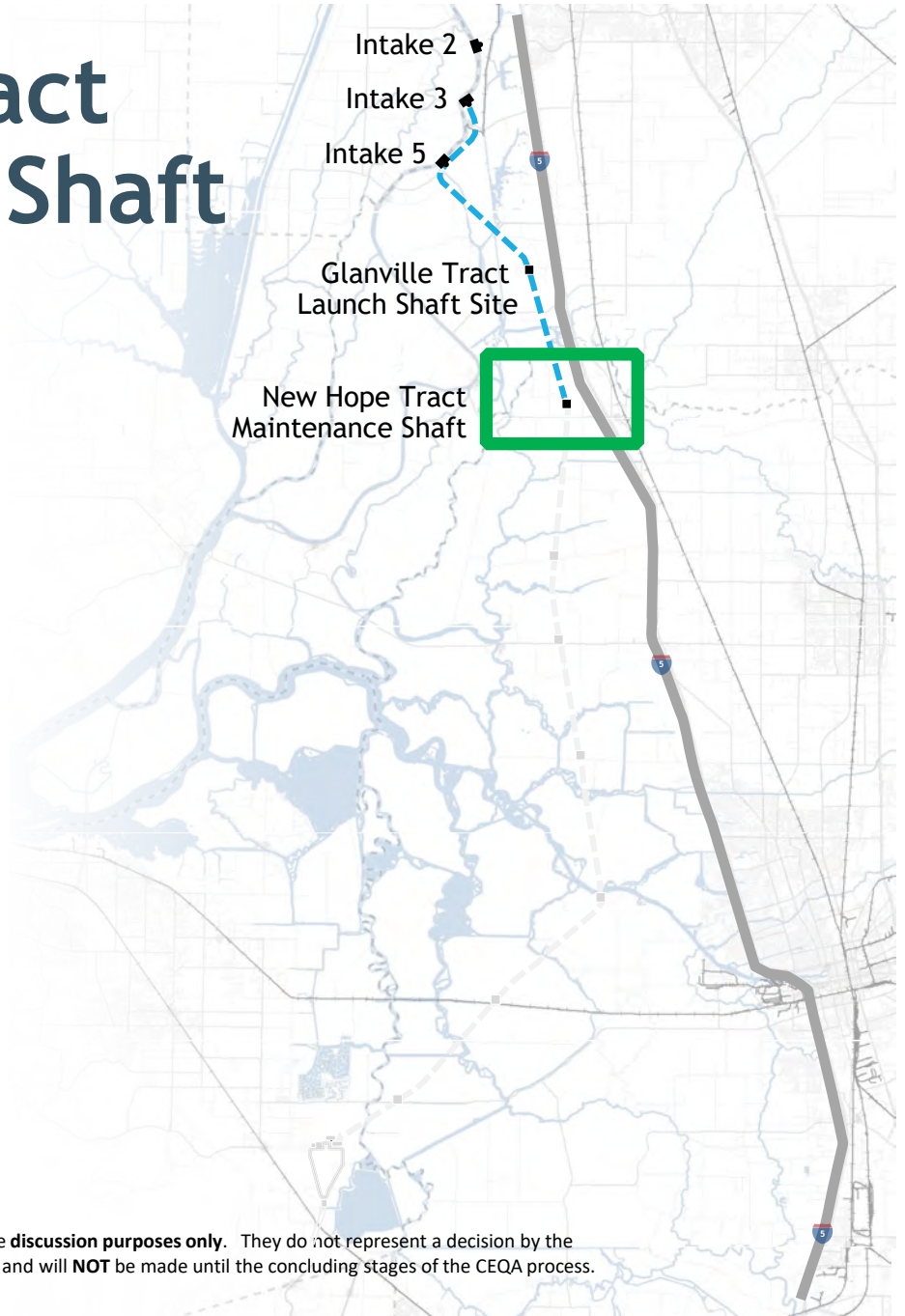
New Hope Tract Maintenance Shaft



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New Hope Tract Maintenance Shaft

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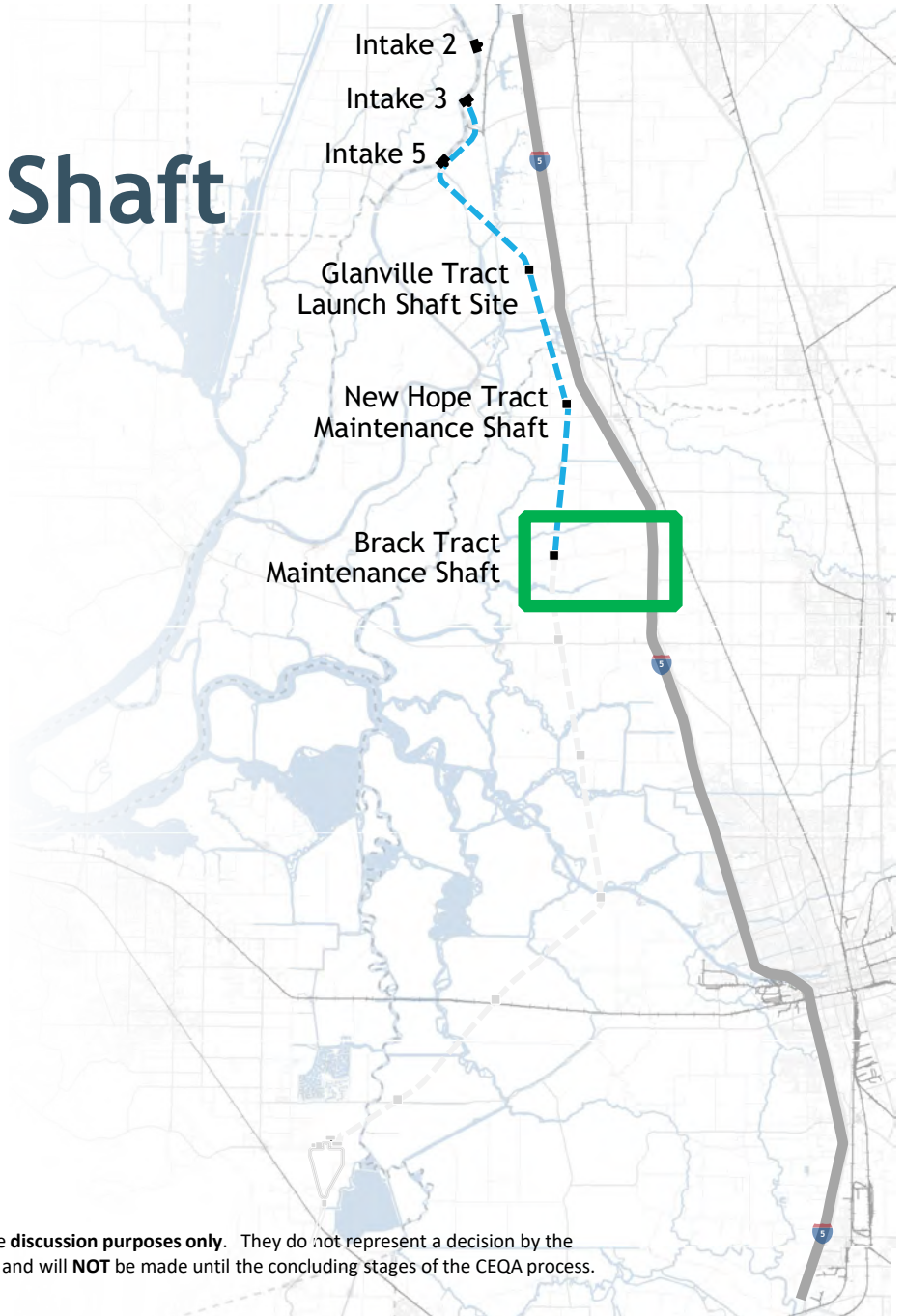
Brack Tract Maintenance Shaft



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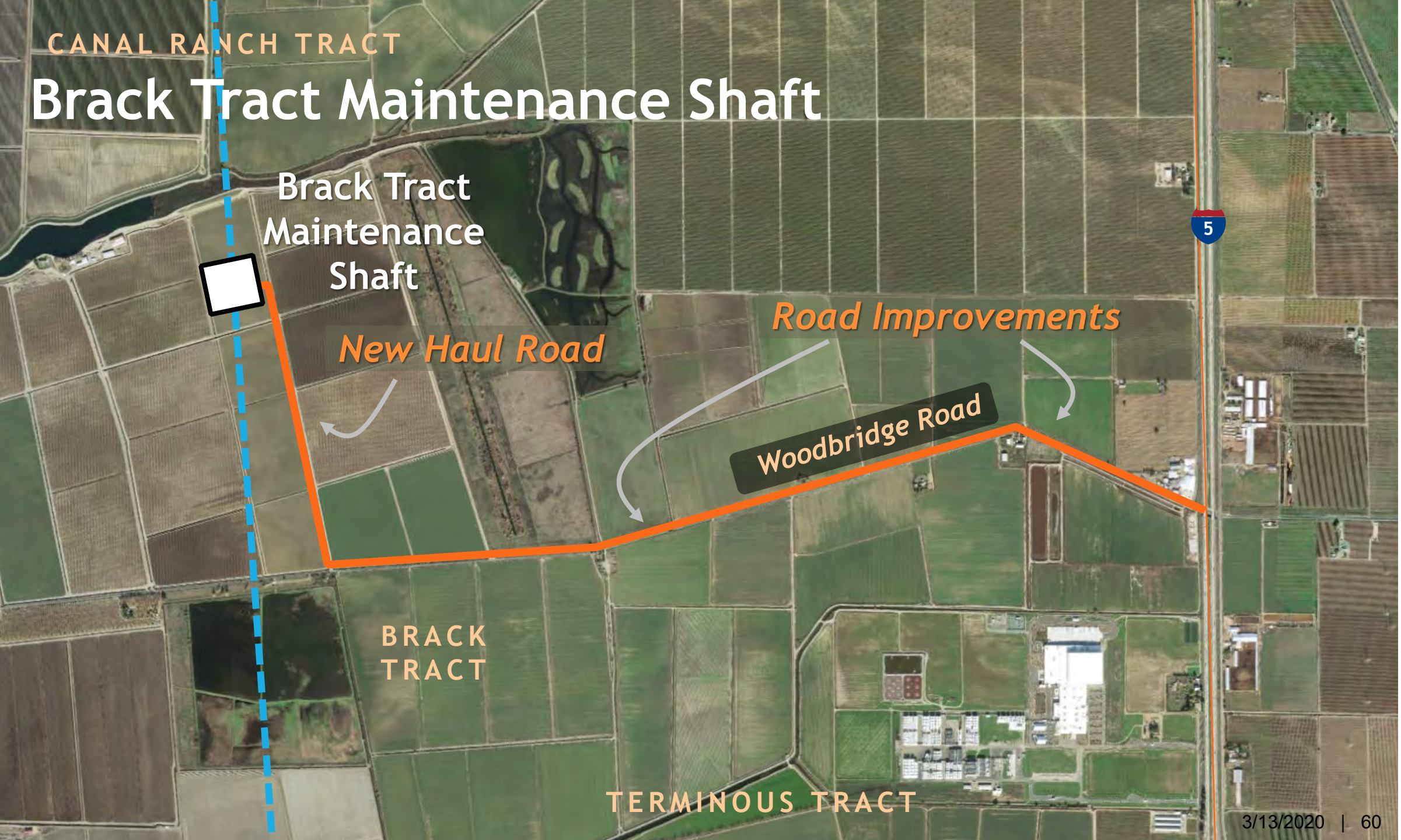

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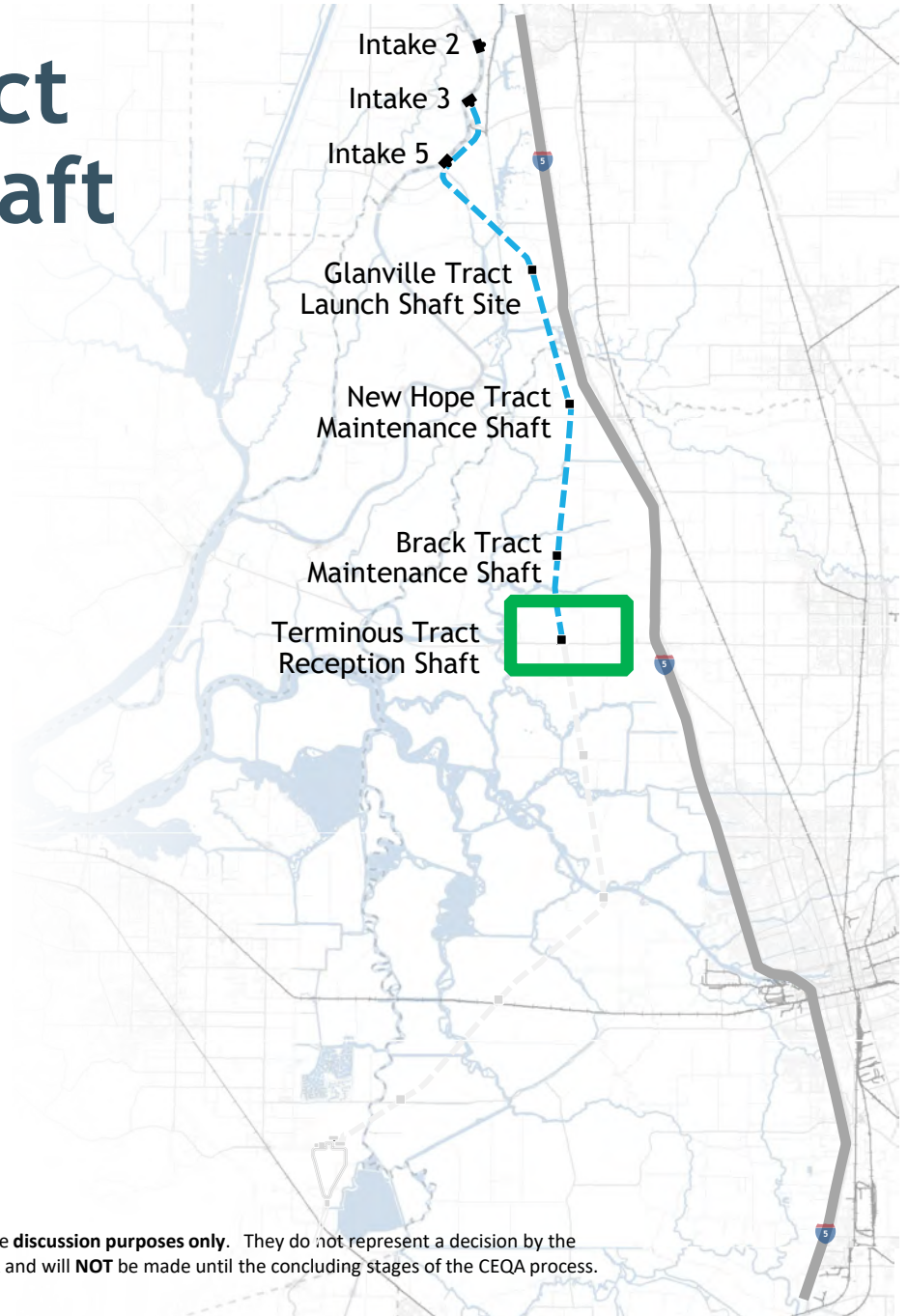
Terminus Tract Reception Shaft



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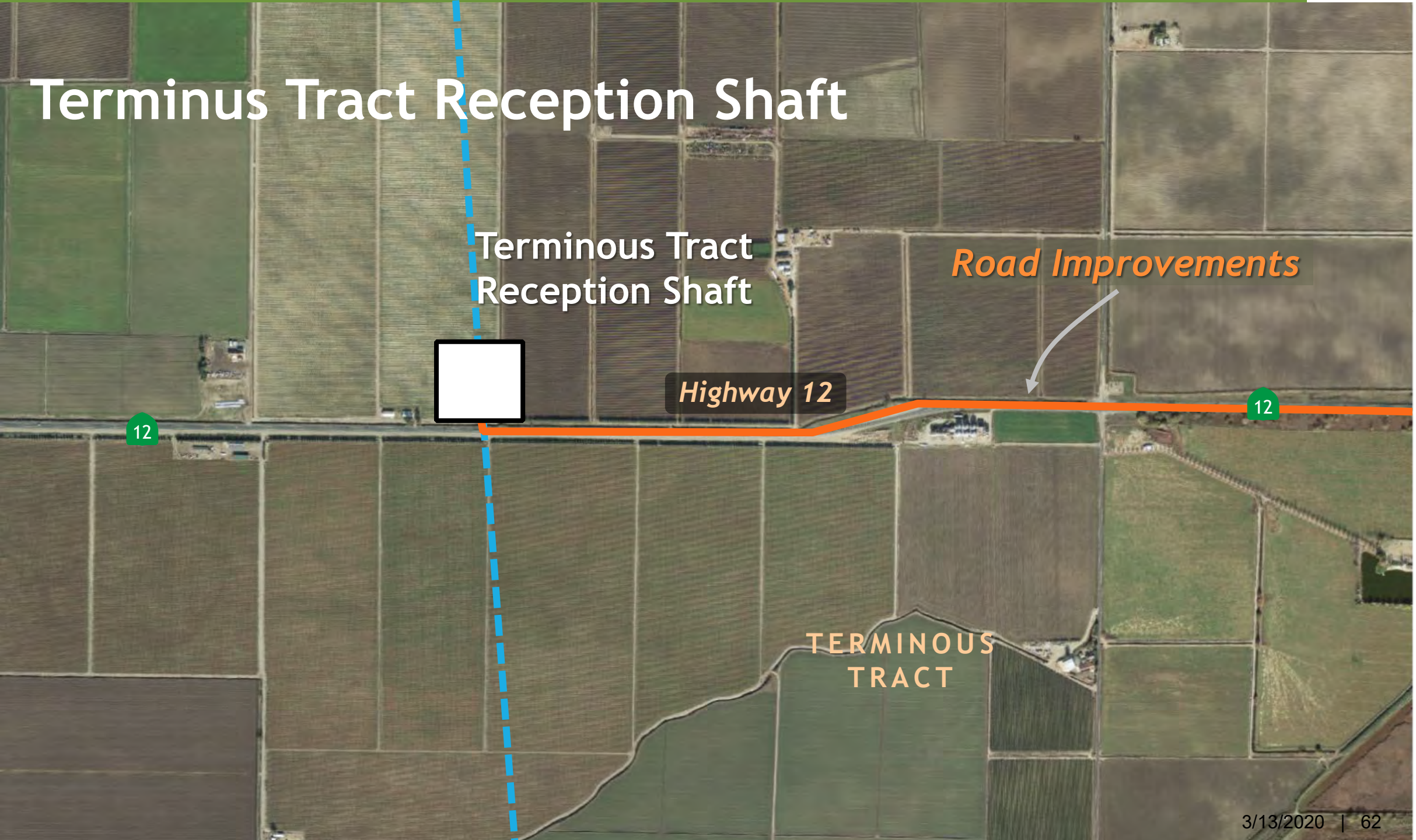
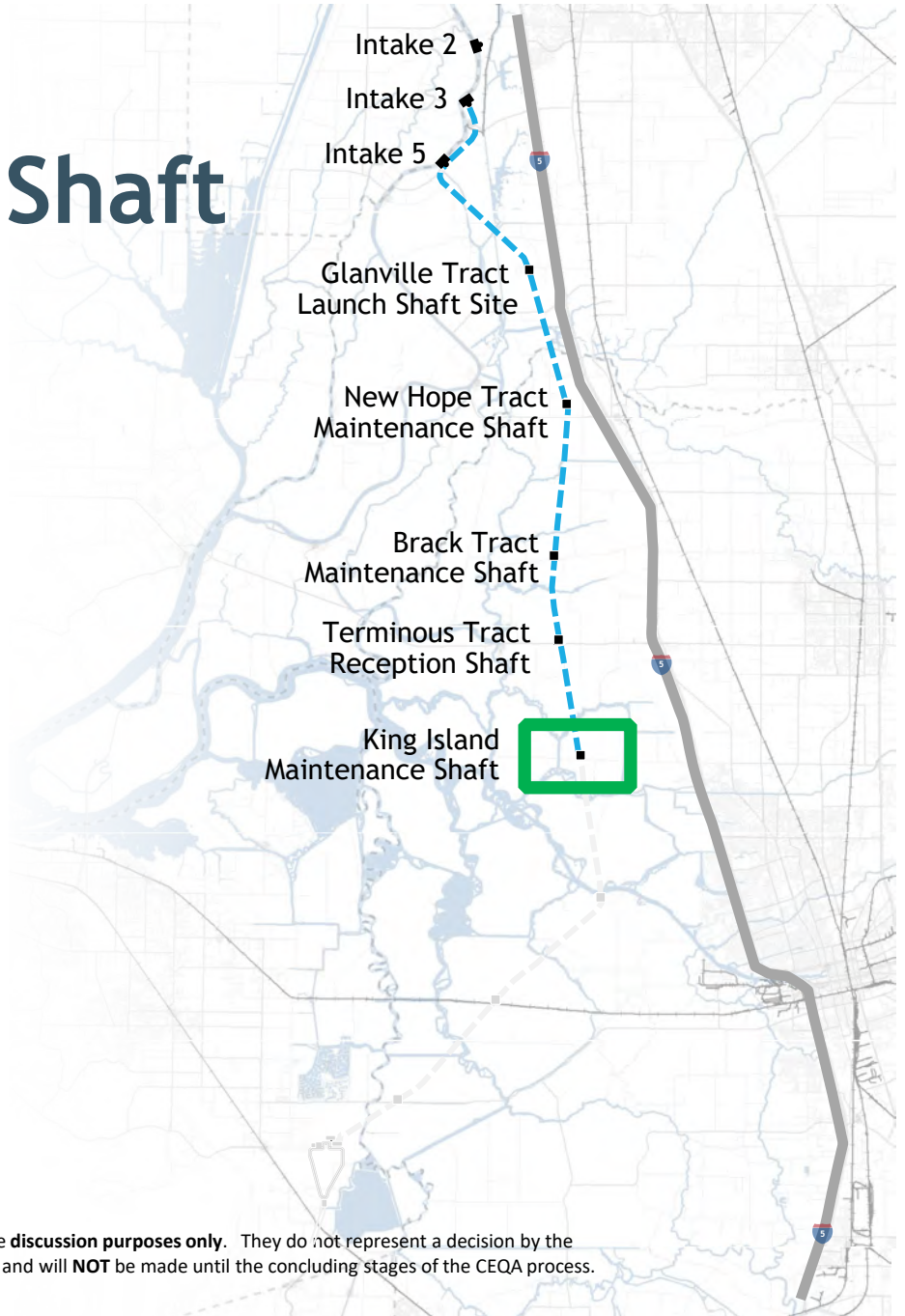
Terminus Tract Reception Shaft



King Island Maintenance Shaft



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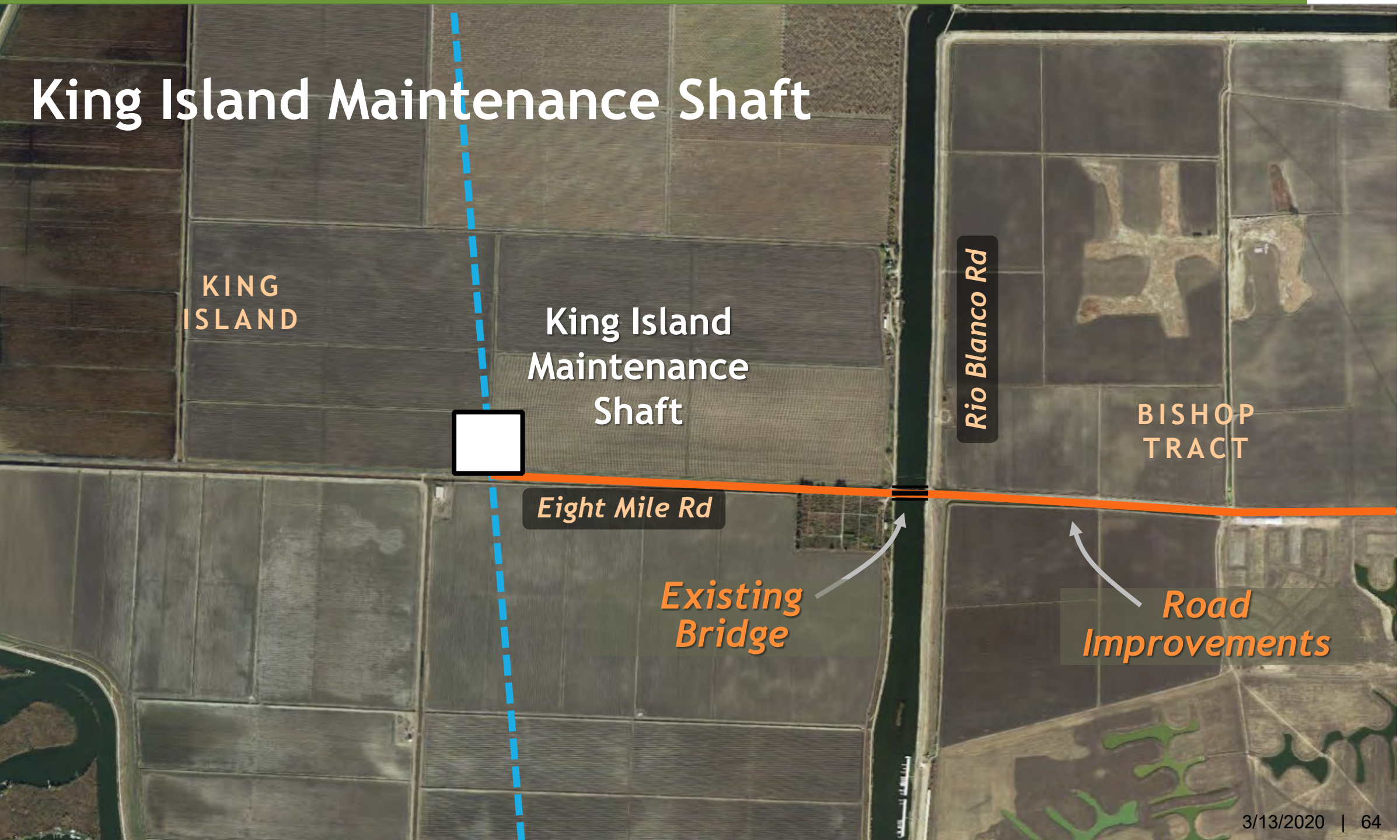
King Island Maintenance Shaft



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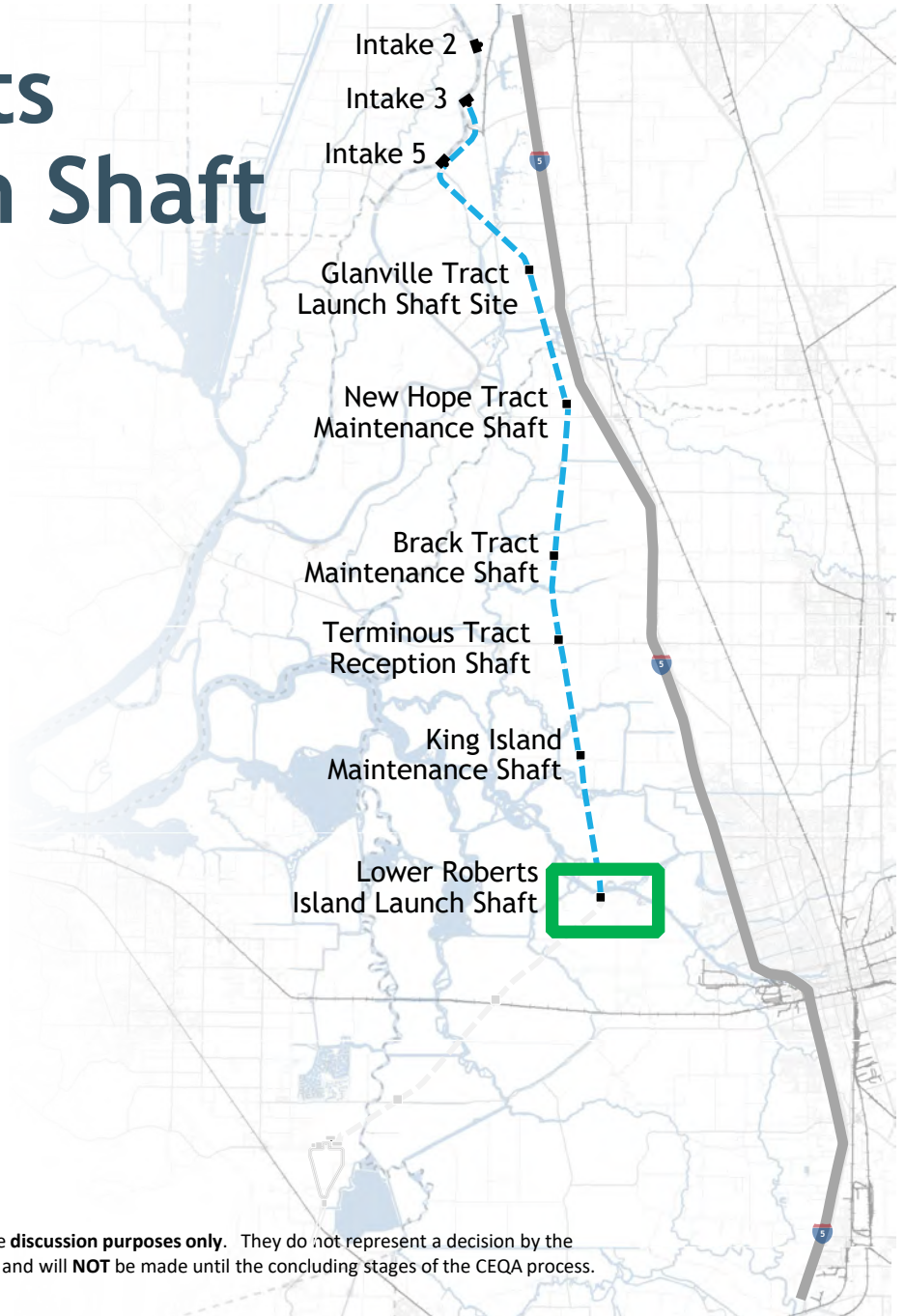
Lower Roberts Island Launch Shaft



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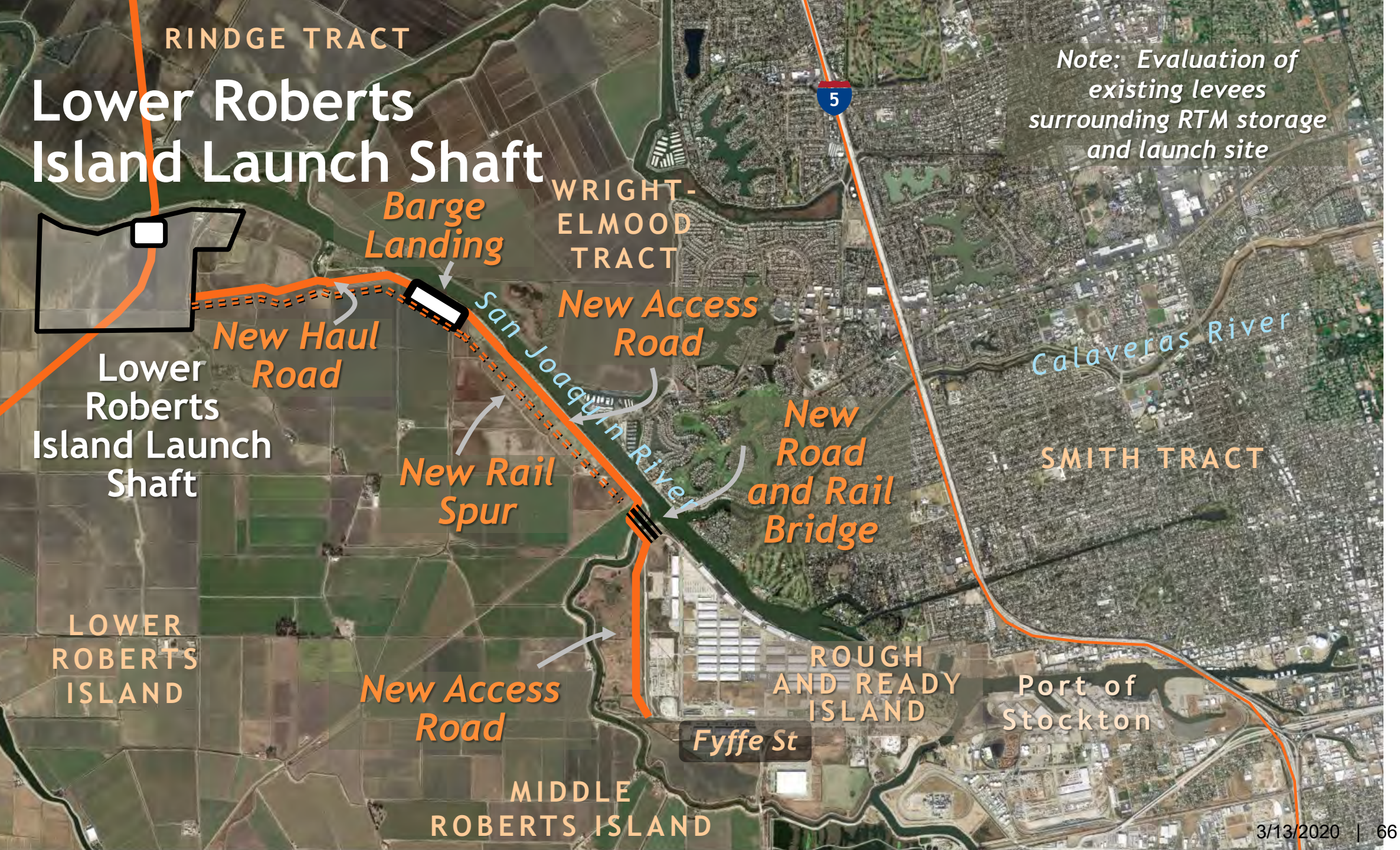

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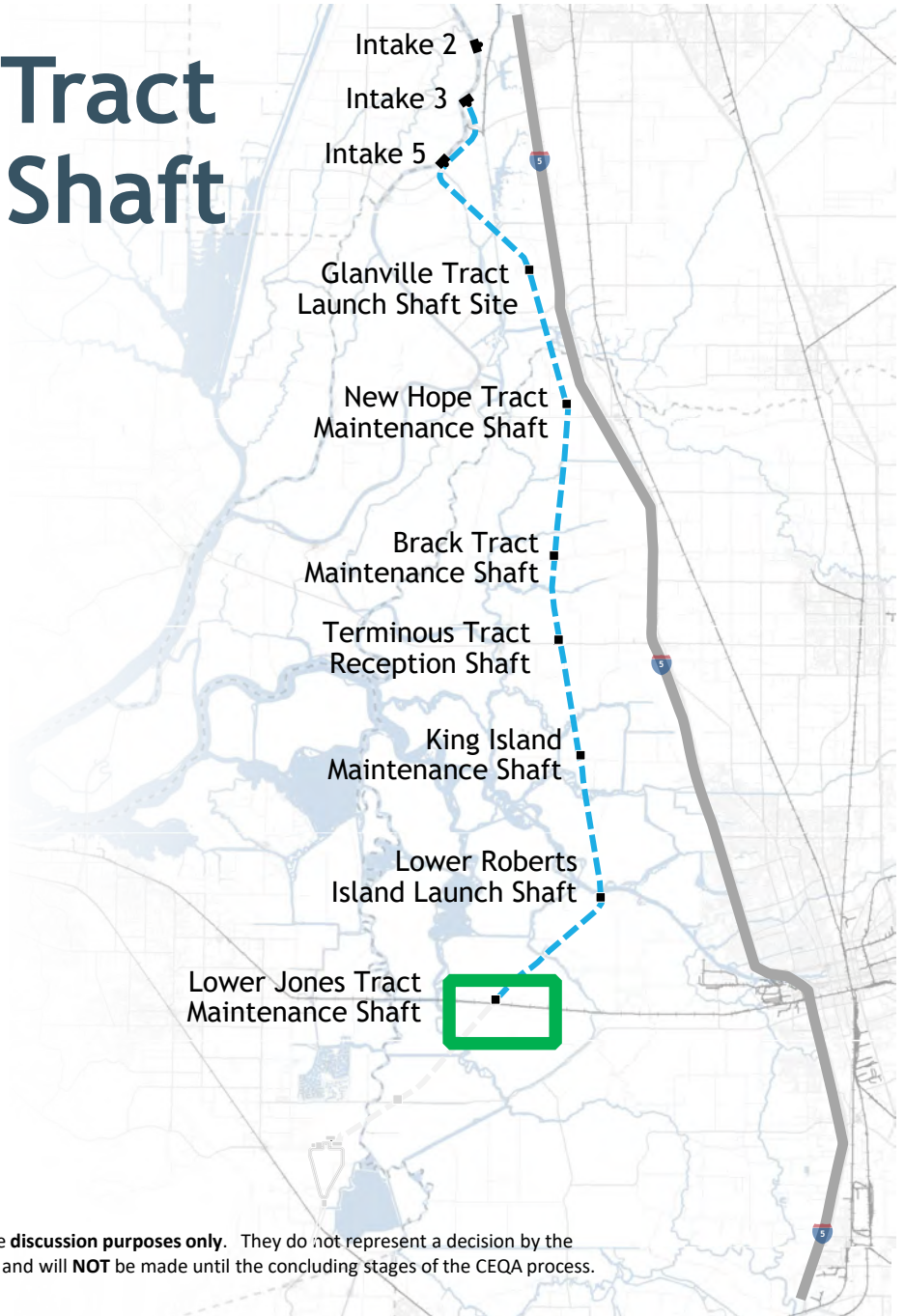
Lower Jones Tract Maintenance Shaft



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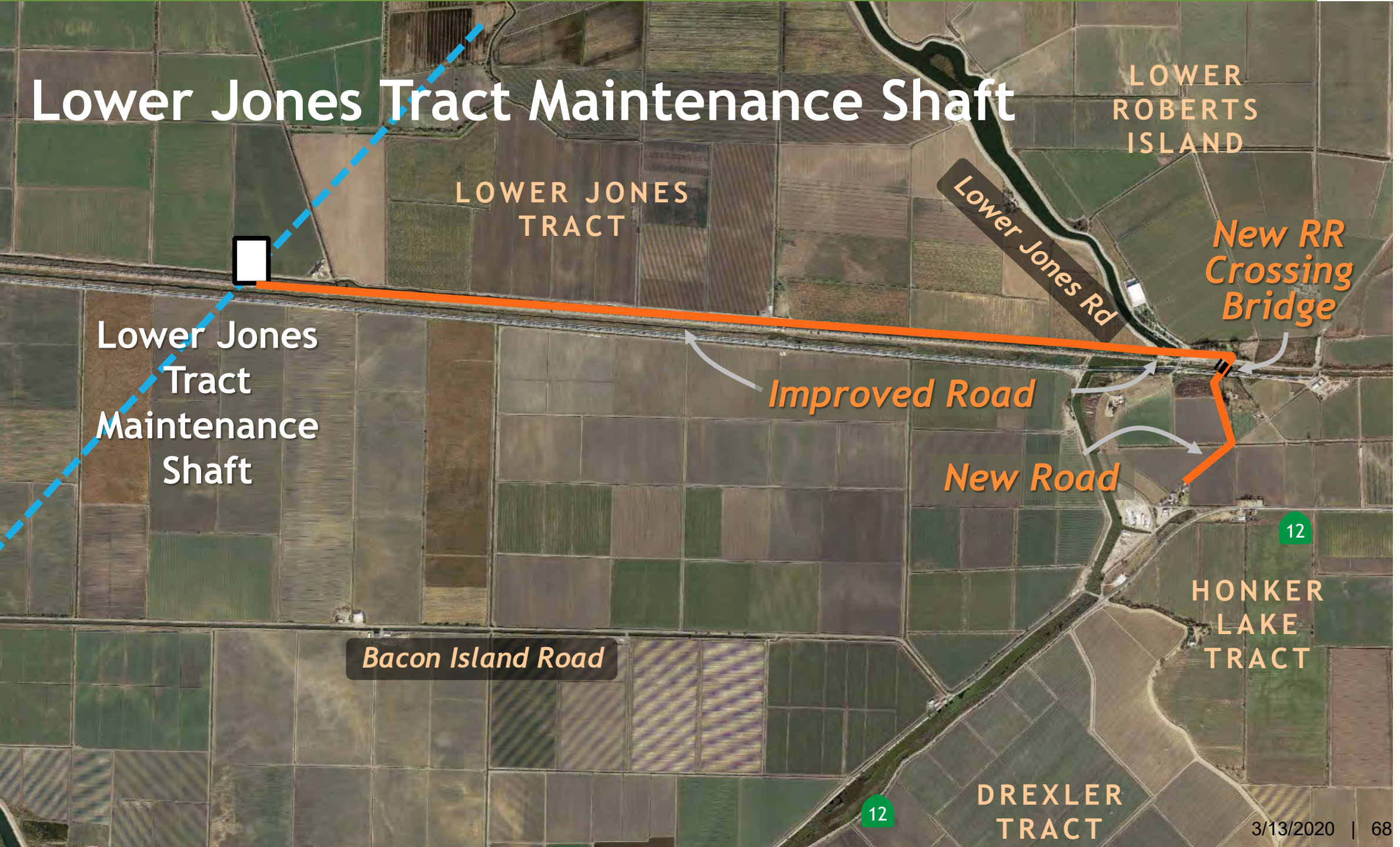
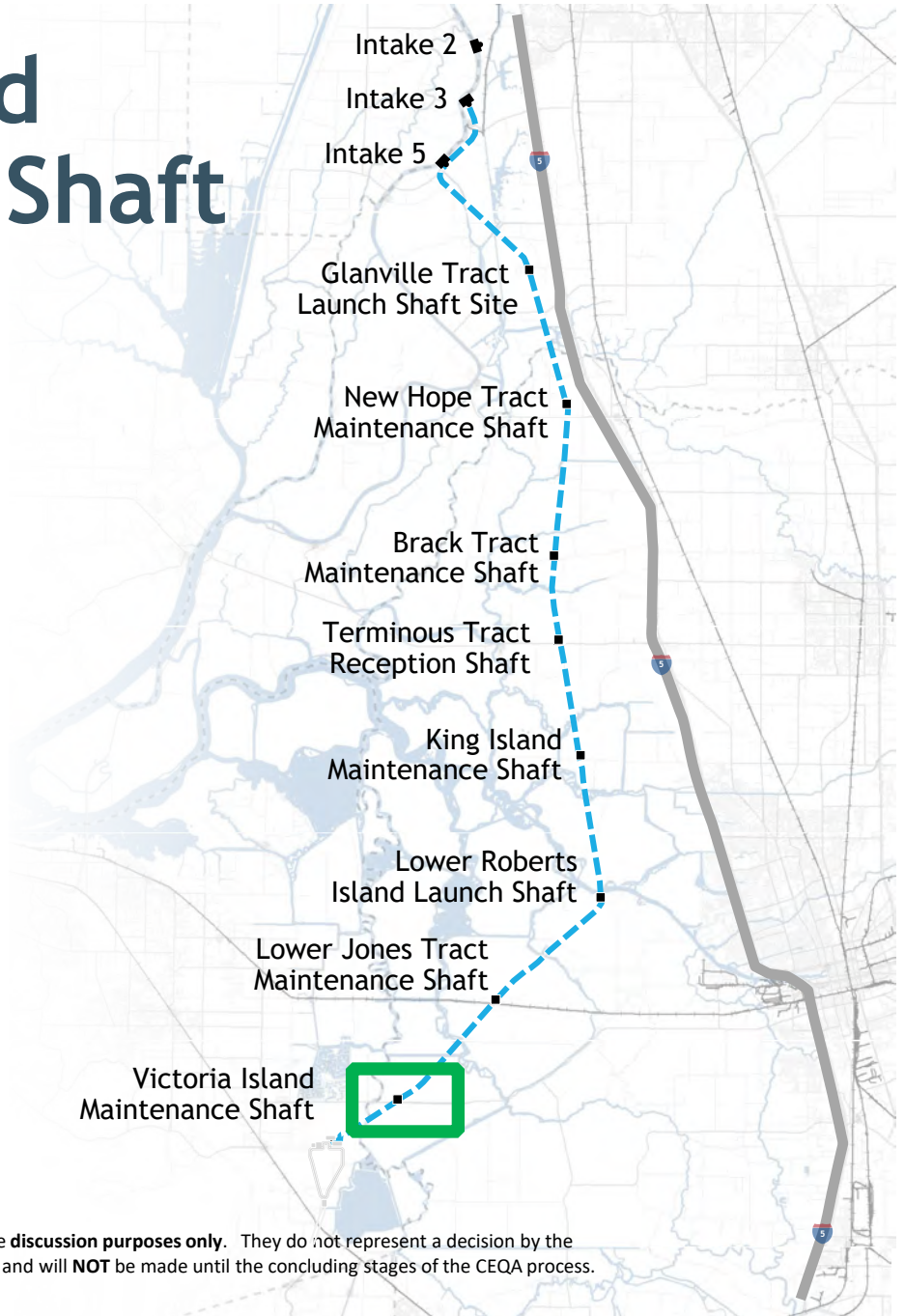
Lower Jones Tract Maintenance Shaft



Victoria Island Maintenance Shaft



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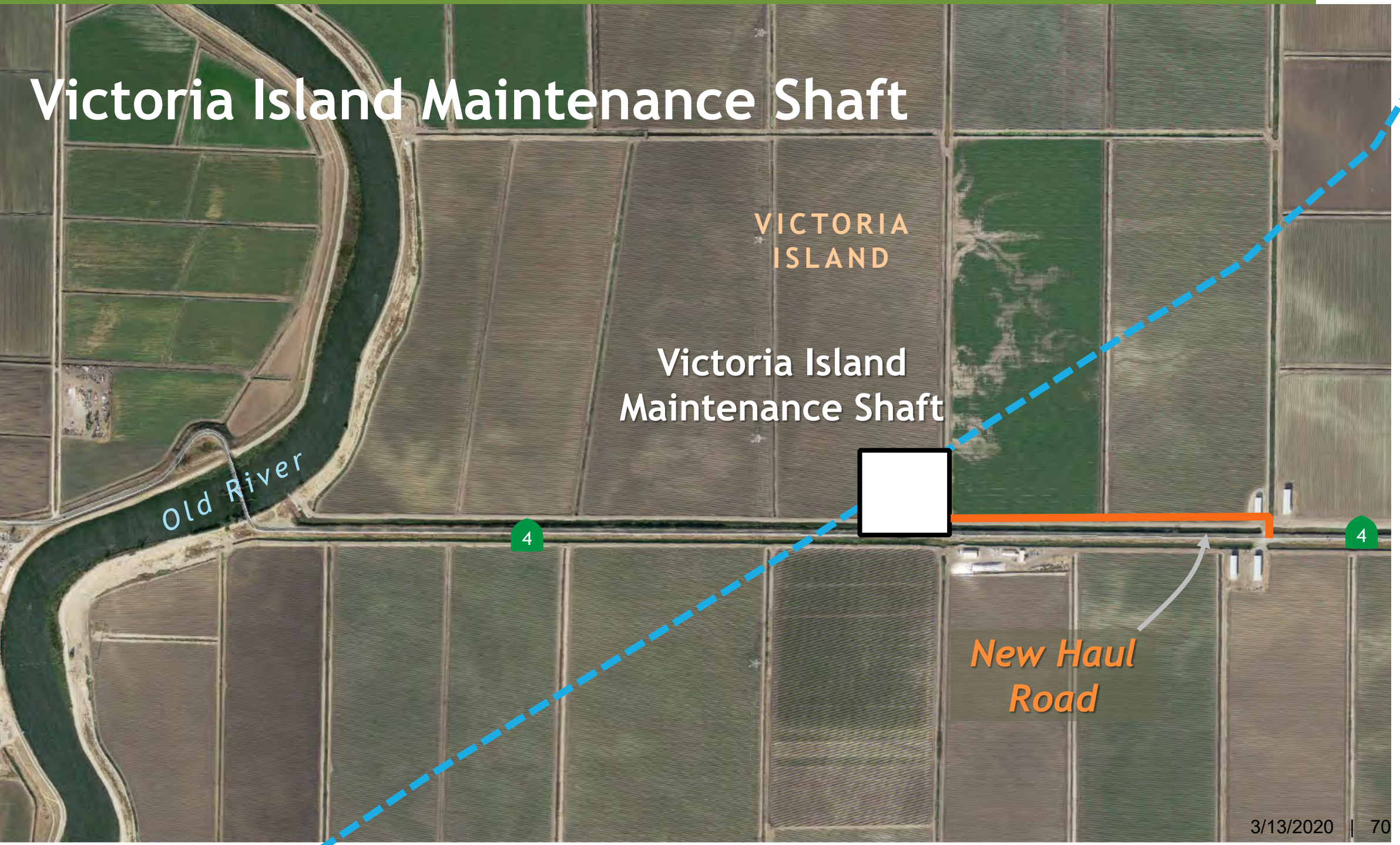
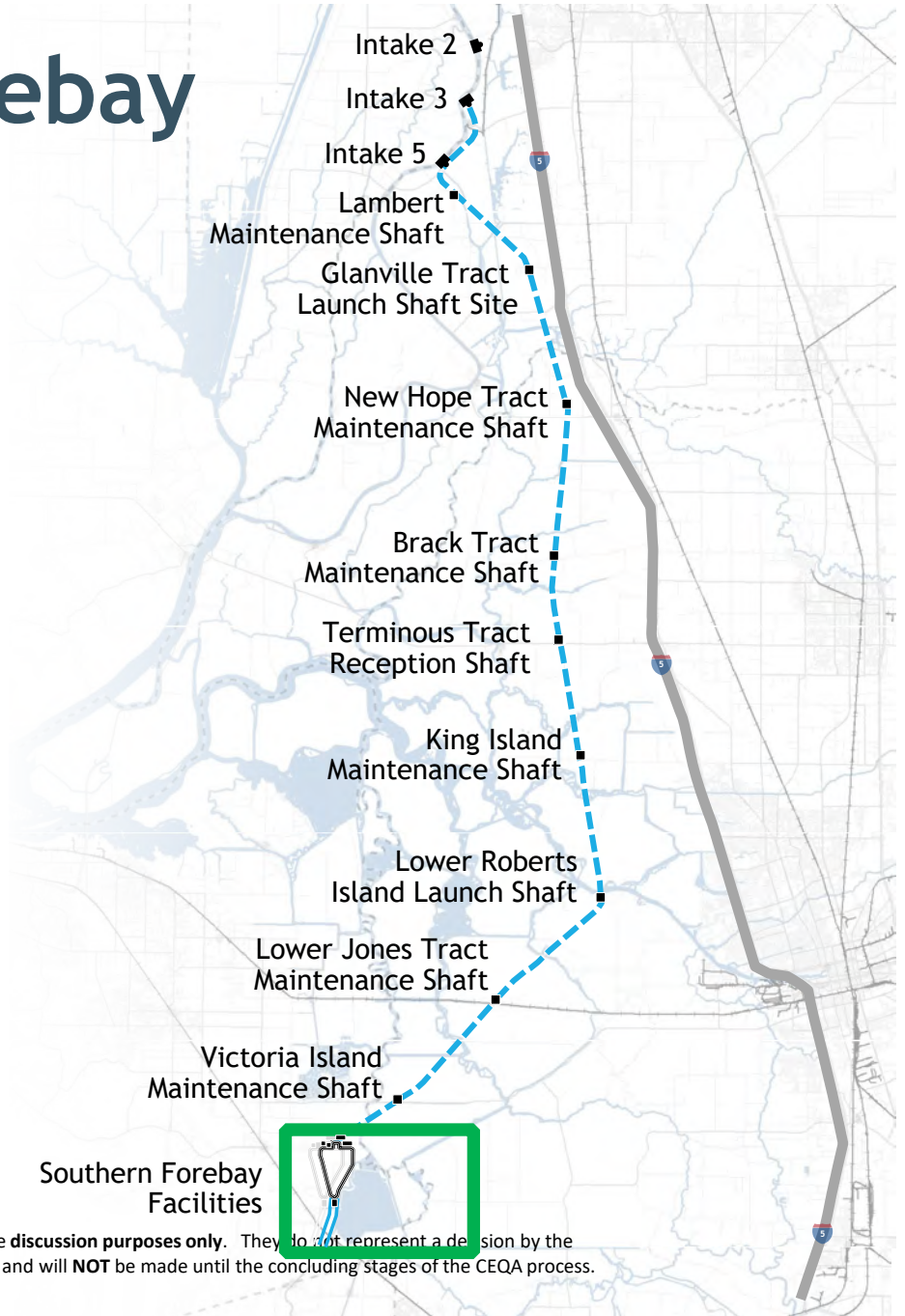
Victoria Island Maintenance Shaft



Southern Forebay Facilities



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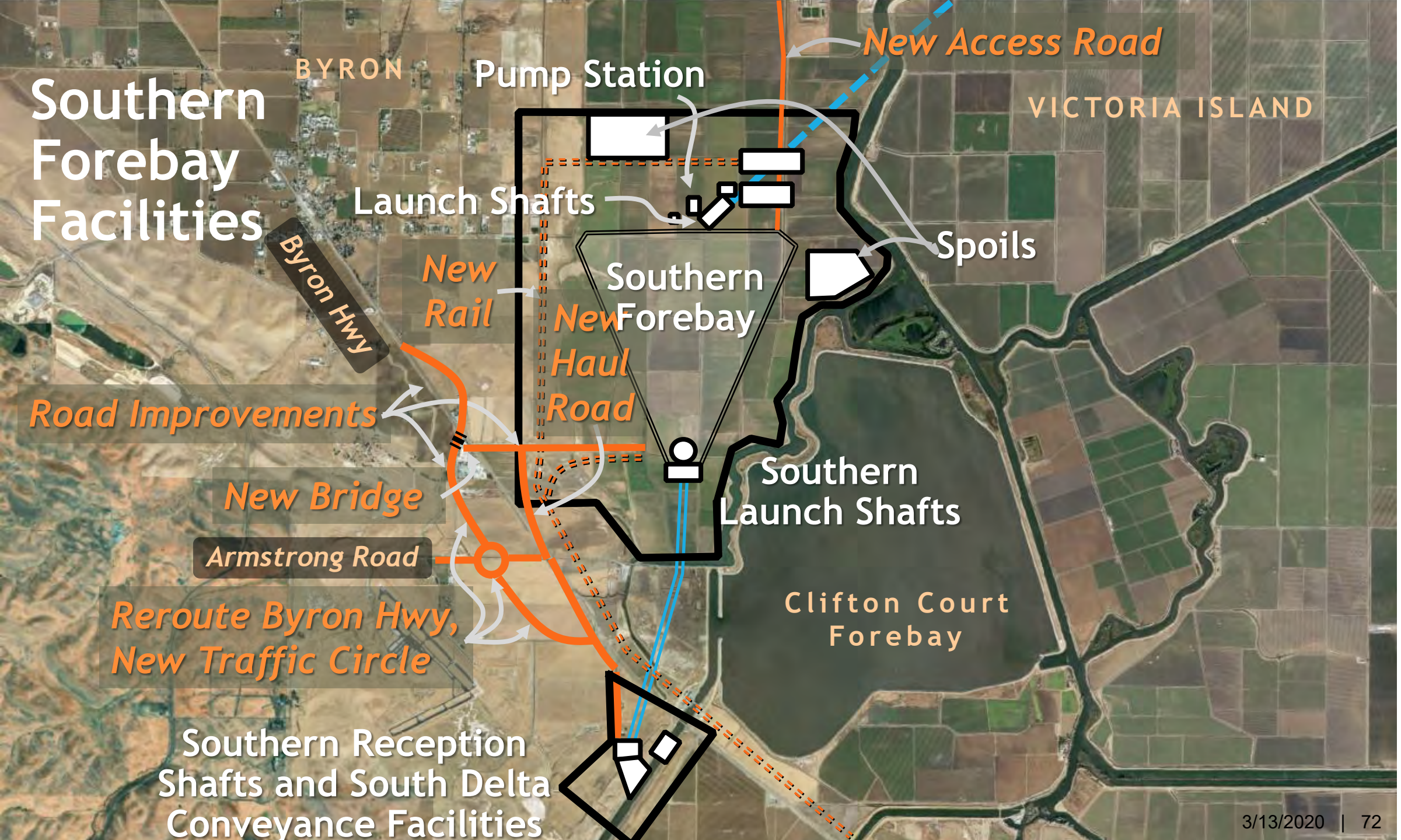
Southern Forebay Facilities



All Construction Projects

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3
Hood Franklin Road Widening
Hood Franklin Park & Ride/ CC
Intake 5
RR and Powerline Haul Roads
Lambert Road Widening & Interchange
Twin Cities Road & Interchange/
Franklin Blvd/ Dierssen Widening (East)
Glanville Tract Launch Shaft
Twin Cities Road Widening (West)
Twin Cities Construction
Support Site & Railroad
New Hope Tract Maintenance Shaft
New Hope Tract Overlays
and Access Road
Brack Tract Maintenance Shaft
Brack Tract Overlays and
Access Road
Terminous Tract Reception Shaft
Highway 12
Improvements
King Island Maintenance Shaft
Lower Roberts
Island Launch Shaft
Lower Roberts Island
Barge Landing
Burns Cut RR Bridge & Spur
Burns Cut
Access Road
Burns Cut Access
Truck Bridge
Lower Jones Tract
Maintenance Shaft
Lower Jones
Tract Access Rd
BNSF/ Mokelumne
Aqueduct Bridge
Victoria Island
Maintenance Shaft
Pump Station
Western Farms Rd Improvements
Byron Hwy/
Armstrong Rd
Improvement
North Launch Shafts
Southern Forebay
Southern Launch Shafts
Byron Tract RR Bridge & Spur
N. Bruns Way Widening and Signal
Southern Reception Shafts
S Delta Conveyance Facilities

0 1.5 3 Miles

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Year 1 Eastern Corridor Projects

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Hood Franklin Road Widening

Hood Franklin Park & Ride/ CC

Twin Cities Road & Interchange/
Franklin Blvd/ Dierrsen Widening (East)

Highway 12
Improvements

Burns Cut RR Bridge & Spur

Byron Hwy/
Armstrong Rd
Improvement

0 1.5 3 Miles

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Year 2 Eastern Corridor Projects

YEARS 1 | **2** | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16

< 50 50-150 TRUCK TRIPS / DAY >150

RR and Powerline Haul Roads

Twin Cities Road Widening (West)

Twin Cities Construction Support Site & Railroad

Highway 12 Improvements

Burns Cut RR Bridge & Spur

Byron Hwy/ Armstrong Rd Improvement

Byron Tract RR Bridge & Spur

0 1.5 3 Miles

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Year 3 Eastern Corridor Projects

YEARS 1 2 **3** 4 5 6 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

RR and Powerline Haul Roads

Lambert Road Widening & Interchange

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

New Hope Tract Overlays and Access Road

Highway 12 Improvements

Burns Cut Access Road

Burns Cut Access Truck Bridge

BNSF/ Mokelumne Aqueduct Bridge

Western Farms Rd Improvements

Byron Tract RR Bridge & Spur

0 1.5 3 Miles

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Year 4 Eastern Corridor Projects

YEARS 1 2 3 **4** 5 6 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 5

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

Lower Roberts Island Barge Landing

Burns Cut Access Road

Burns Cut Access Truck Bridge

BNSF/ Mokelumne Aqueduct Bridge

North Launch Shafts

0 1.5 3 Miles

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Year 5 Eastern Corridor Projects

YEARS 1 2 3 4 **5** 6 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3

Intake 5

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

New Hope Tract Maintenance Shaft

Brack Tract Overlays and Access Road

Lower Roberts Island Launch Shaft

Burns Cut RR Bridge & Spur

Burns Cut Access Road

Burns Cut Access Truck Bridge

Lower Jones Tract Access Rd

Pump Station

North Launch Shafts

Southern Launch Shafts

0 1.5 3 Miles

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Year 6 Eastern Corridor Projects

YEARS 1 2 3 4 5 **6** 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3

Intake 5

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

New Hope Tract Maintenance Shaft

King Island Maintenance Shaft

Lower Roberts Island Launch Shaft

Victoria Island Maintenance Shaft

Pump Station

North Launch Shafts

Southern Launch Shafts

N. Bruns Way Widening and Signal

0 1.5 3 Miles

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Year 7 Eastern Corridor Projects

YEARS 1 2 3 4 5 6 **7** 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3

Intake 5

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

New Hope Tract Maintenance Shaft

Brack Tract Maintenance Shaft

Terminous Tract Reception Shaft

King Island Maintenance Shaft

Lower Roberts Island Launch Shaft

Victoria Island Maintenance Shaft

Pump Station

North Launch Shafts

Southern Forebay

Southern Launch Shafts

Southern Reception Shafts

5

0 1.5 3 Miles

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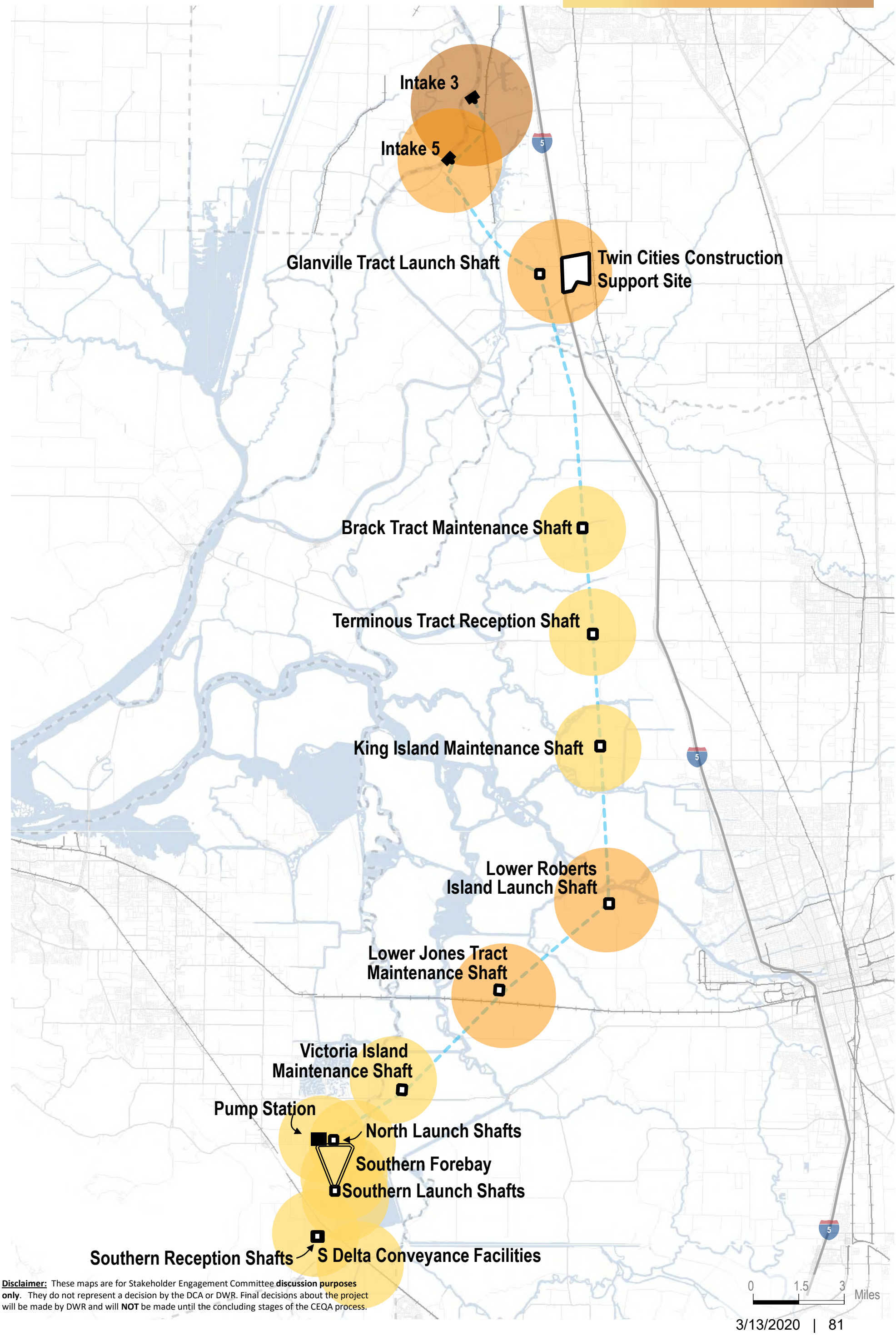
Year 8 Eastern Corridor Projects

YEARS 1 2 3 4 5 6 7 **8** 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150



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Year 9 Eastern Corridor Projects

YEARS 1 2 3 4 5 6 7 8 **9** 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3

Intake 5

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

Brack Tract Maintenance Shaft

Terminous Tract Reception Shaft

Lower Roberts Island Launch Shaft

Lower Jones Tract Maintenance Shaft

Pump Station

North Launch Shafts

Southern Forebay

Southern Launch Shafts

Southern Reception Shafts

S Delta Conveyance Facilities

5

0 1.5 3 Miles

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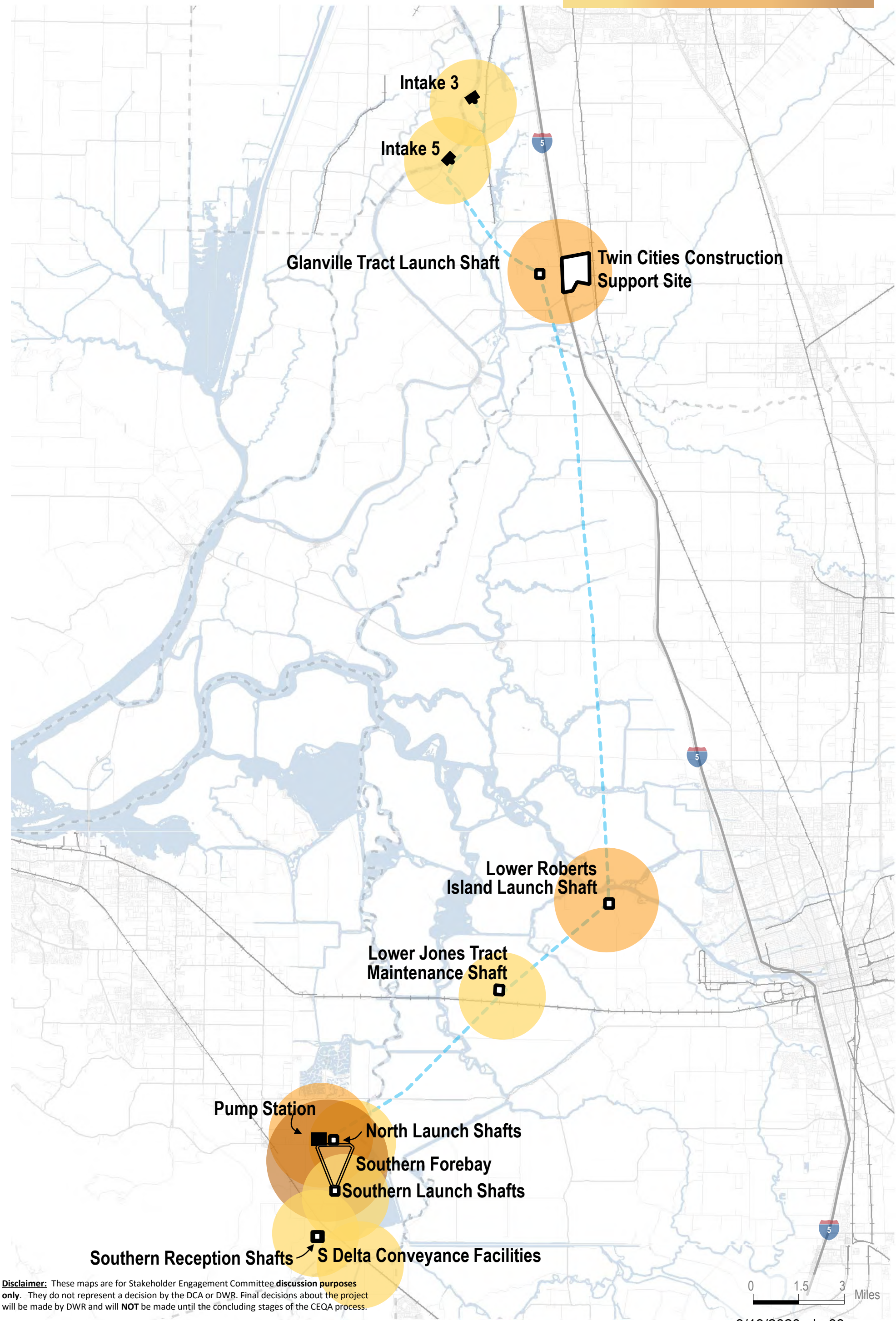
Year 10 Eastern Corridor Projects

YEARS 1 2 3 4 5 6 7 8 9 **10** 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150



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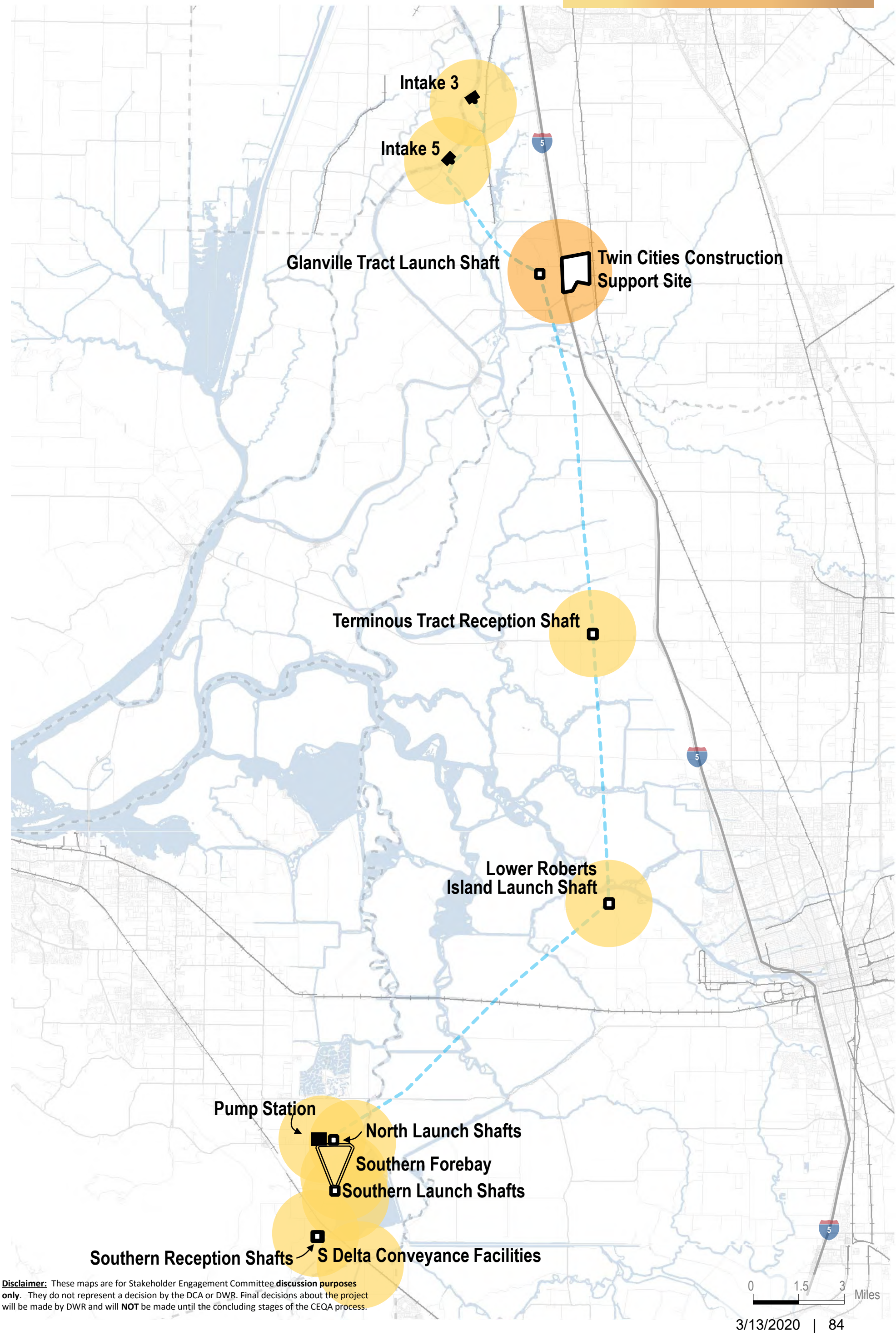
Year 11 Eastern Corridor Projects

YEARS 1 2 3 4 5 6 7 8 9 10 **11** 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150



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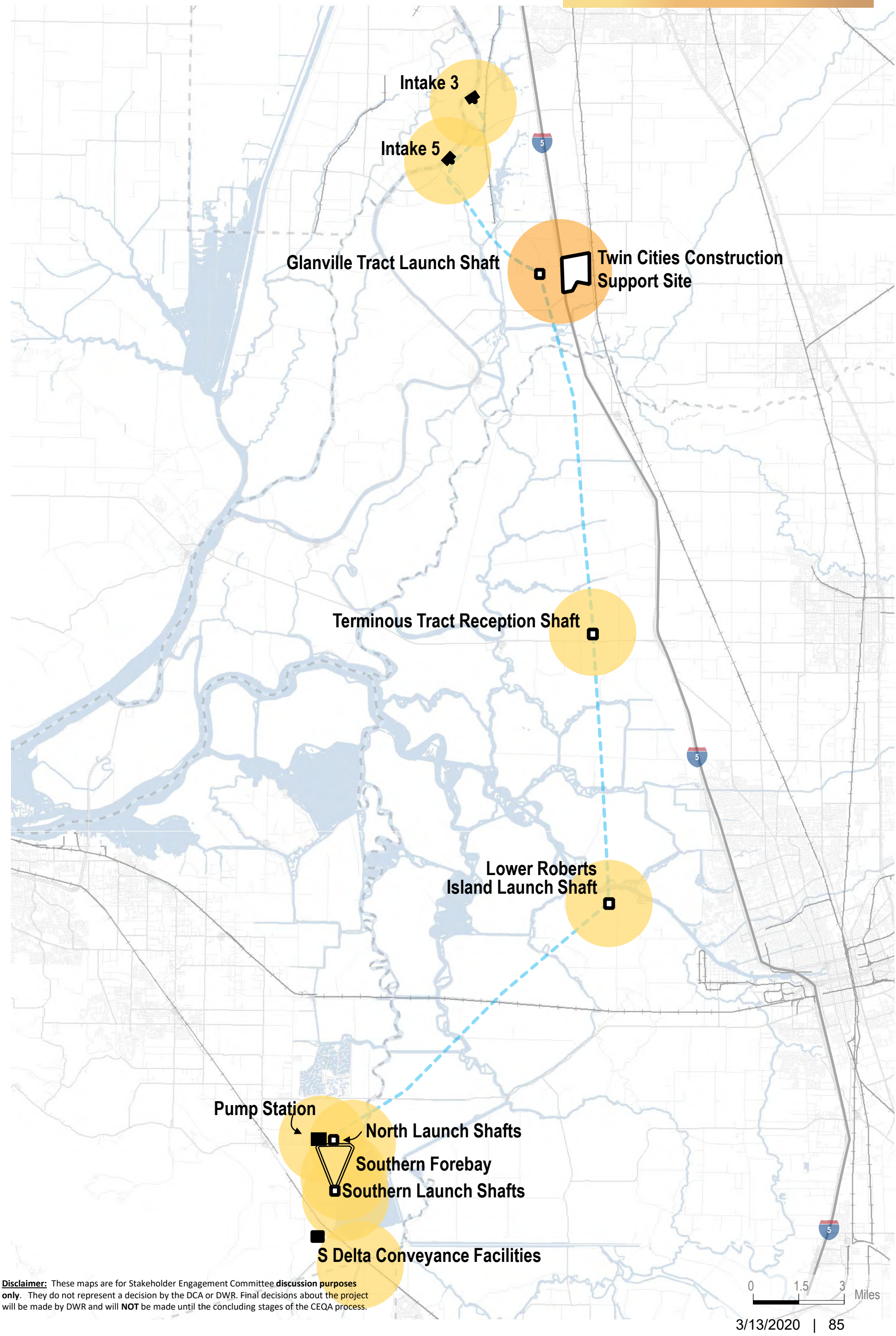
Year 12 Eastern Corridor Projects

YEARS 1 2 3 4 5 6 7 8 9 10 11 **12** 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150



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Year 13 Eastern Corridor Projects

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 **13** 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

Terminous Tract Reception Shaft

North Launch Shafts

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0 1.5 3 Miles

Year 14 Eastern Corridor Projects

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 13 **14** 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Glanville Tract Launch Shaft

Twin Cities Construction Support Site

Terminous Tract Reception Shaft

North Launch Shafts

5

0 1.5 3 Miles

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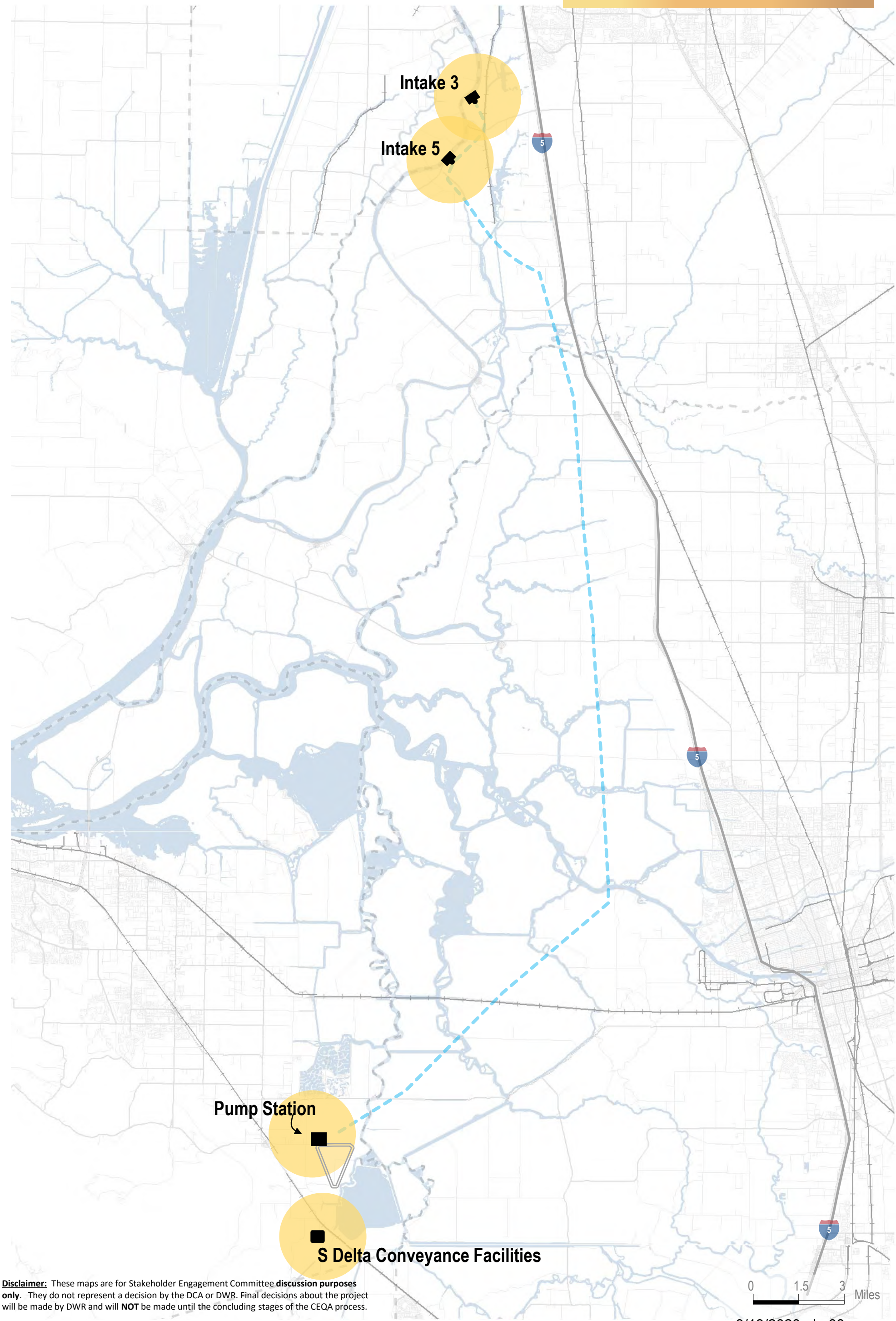
Year 15 Eastern Corridor Projects

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 **15** 16

< 50 50-150 TRUCK TRIPS / DAY >150



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Year 15 Eastern Corridor Projects

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 **16**

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3

Intake 5

Pump Station

S Delta Conveyance Facilities

5

0 1.5 3 Miles

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All Construction Projects

YEARS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

< 50 50-150 TRUCK TRIPS / DAY >150

Intake 3
Hood Franklin Road Widening
Hood Franklin Park & Ride/ CC
Intake 5
RR and Powerline Haul Roads
Lambert Road Widening & Interchange
Twin Cities Road & Interchange/
Franklin Blvd/ Dierssen Widening (East)
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North Launch Shafts
Southern Forebay
Southern Launch Shafts
Byron Tract RR Bridge & Spur
N. Bruns Way Widening and Signal
Southern Reception Shafts
S Delta Conveyance Facilities

0 1.5 3 Miles

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Public Comment

Item 4e: Public Comment on Item 4

Item 5: Non-Agendized SEC Questions or Comments

Public Comment

Non-Agendized Items

NEXT SEC MEETING

DATE: March 25, 2020

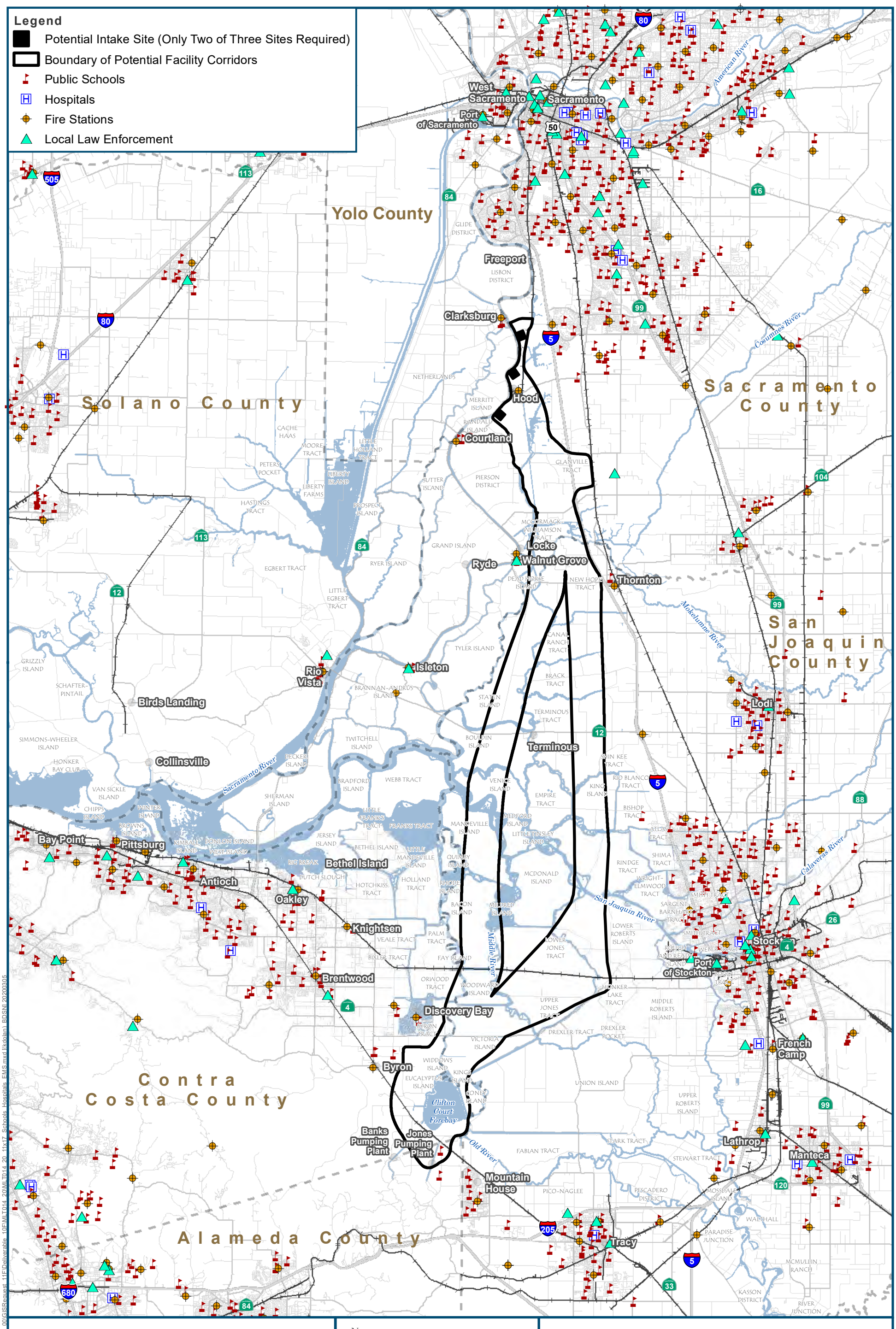
TIME: 3-6 PM (2-3 hours)

LOCATION: Belle Vie Vineyards
19900 Sherman Islands Cross Rd.
Rio Vista, CA

TOPICS*:

- Member Questionnaire Responses

Have a good evening and thank you for participating!



Data Source: DCA, DWR
Oak Ridge National Laboratory (ORNL), National Geospatial-Intelligence Agency (NGA) Homeland Security Infrastructure Program (HSIP) Team

T:\WGI-38\GIS_33_00\GISRequest_11F\Deliverable_10F\MLT014_20\MLT014_20_11x17_Schools_Hospitals_EMS.mxd (lkdolan) BDSNI 20200305

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

Stakeholder Engagement Committee
April 22, 2020

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Meeting Overview

3: Minutes Review

4a: SEC Questions or Comments on March 11th Presentation

4b: DCA Response to key SEC Siting Comments from March 11th Meeting

4c: Southern Complex Facilities

4d: SEC Comments on Agendized Items

4e: Discussion on DCA Board Presentation by SEC Representative

4f: Public Comment on Agendized Items

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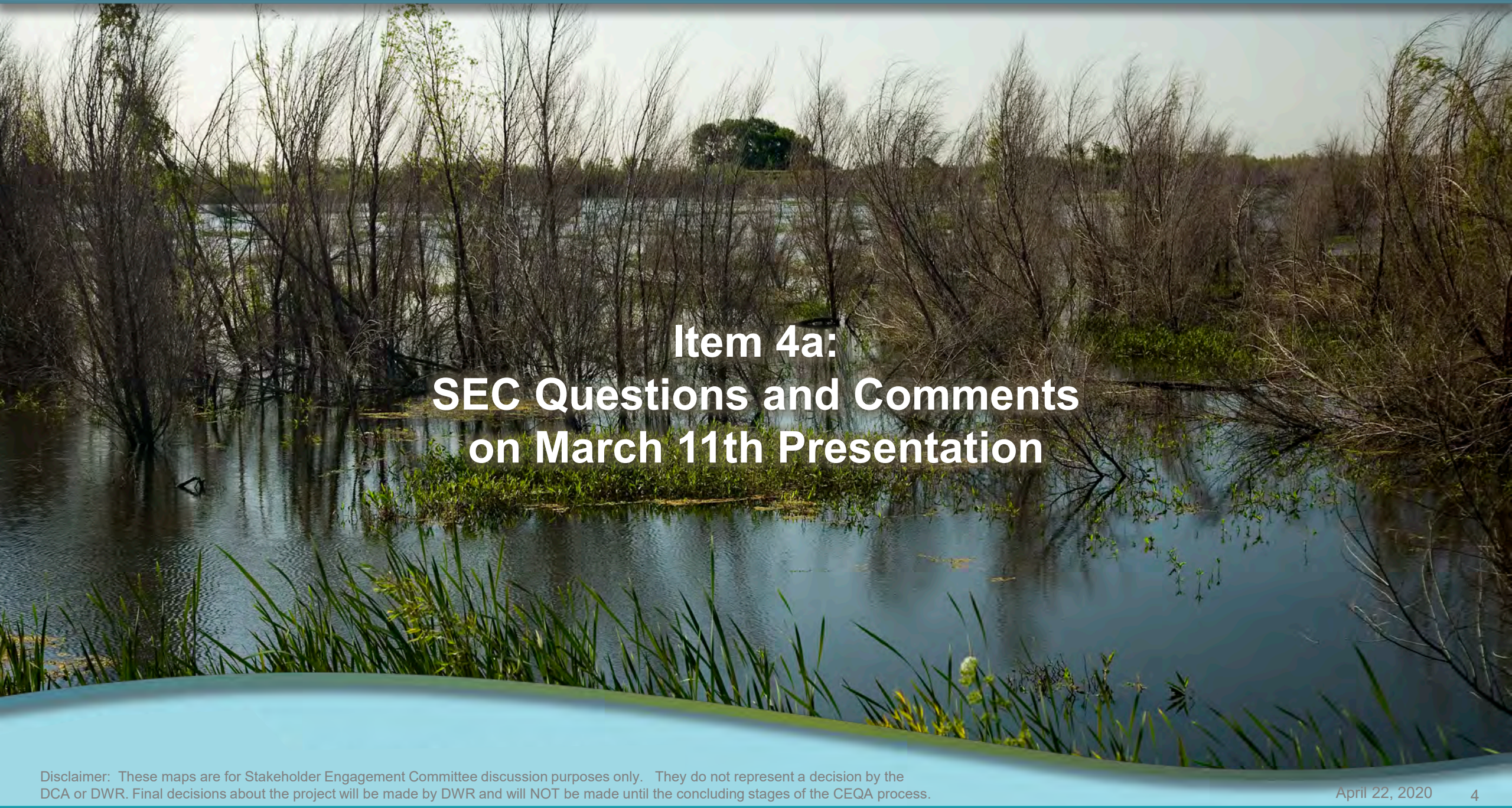
Item 3:
Minutes Review

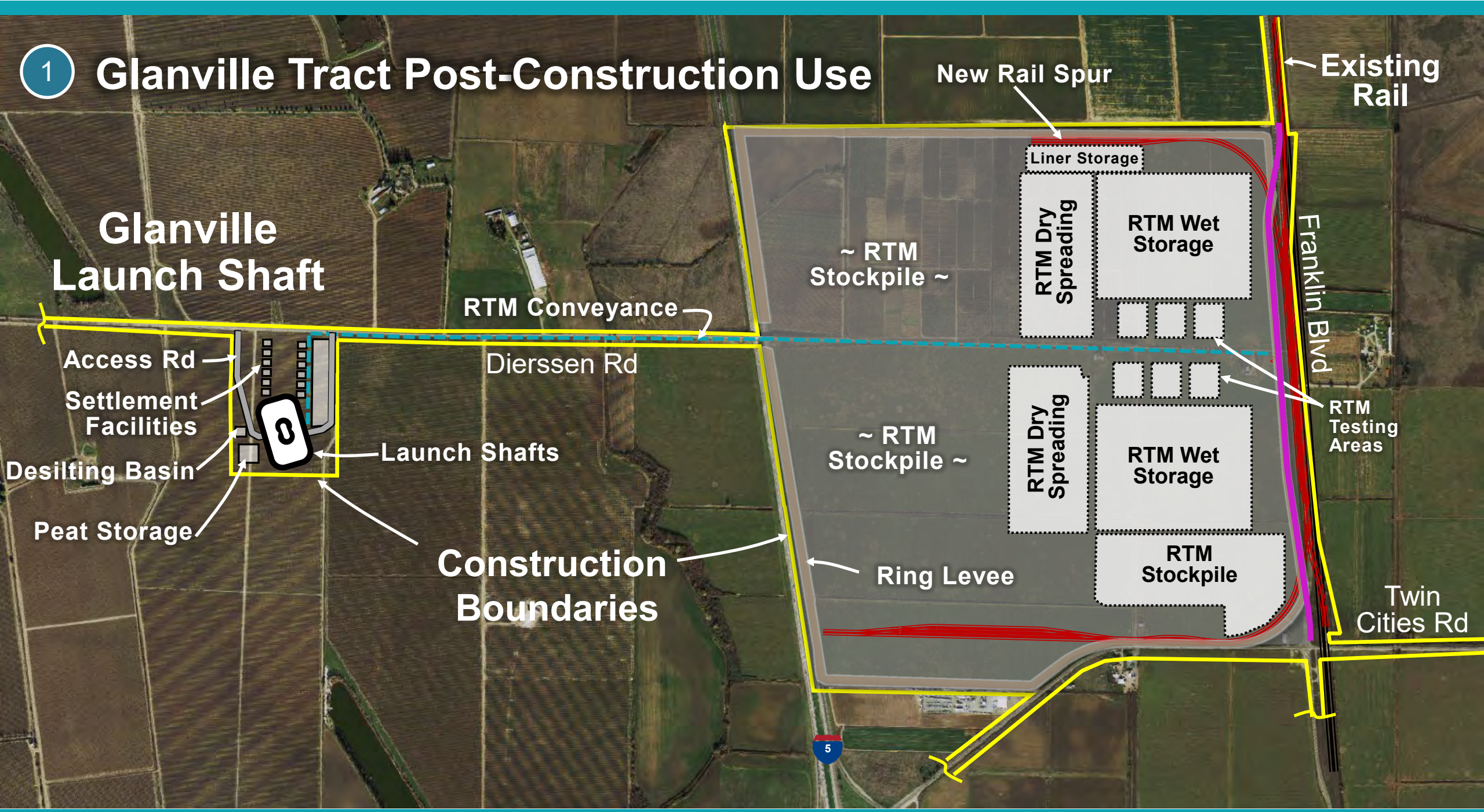


Item 4a:
SEC Questions and Comments on March 11th Presentation

Item 4b:
DCA Responses to key SEC Siting Comments from March 11 Meeting

Key SEC Siting Comments from March 11th Meeting

1. **Glanville Tract Construction Site**
2. **Truck Routes to Intakes - Stone Lakes Refuge Considerations**
3. **Bouldin Island Barge Landing Site – Recreational Boating Considerations**
4. **Barge Traffic – Bridge Considerations**
5. **Staten Island Maintenance Shaft – Sandhill Crane Habitat Considerations**
6. **Proximity of Sites to Recreational Facilities**


1
Glanville Tract Post-Construction Use
Glanville Launch Shaft
New Rail Spur
Existing Rail
Liner Storage
RTM Dry Spreading
RTM Wet Storage
~ RTM Stockpile ~
Franklin Blvd
RTM Conveyance
Dierssen Rd
Access Rd
Settlement Facilities
Desilting Basin
Peat Storage
Launch Shafts
Construction Boundaries
~ RTM Stockpile ~
RTM Dry Spreading
RTM Wet Storage
RTM Testing Areas
Ring Levee
RTM Stockpile
Twin Cities Rd
5

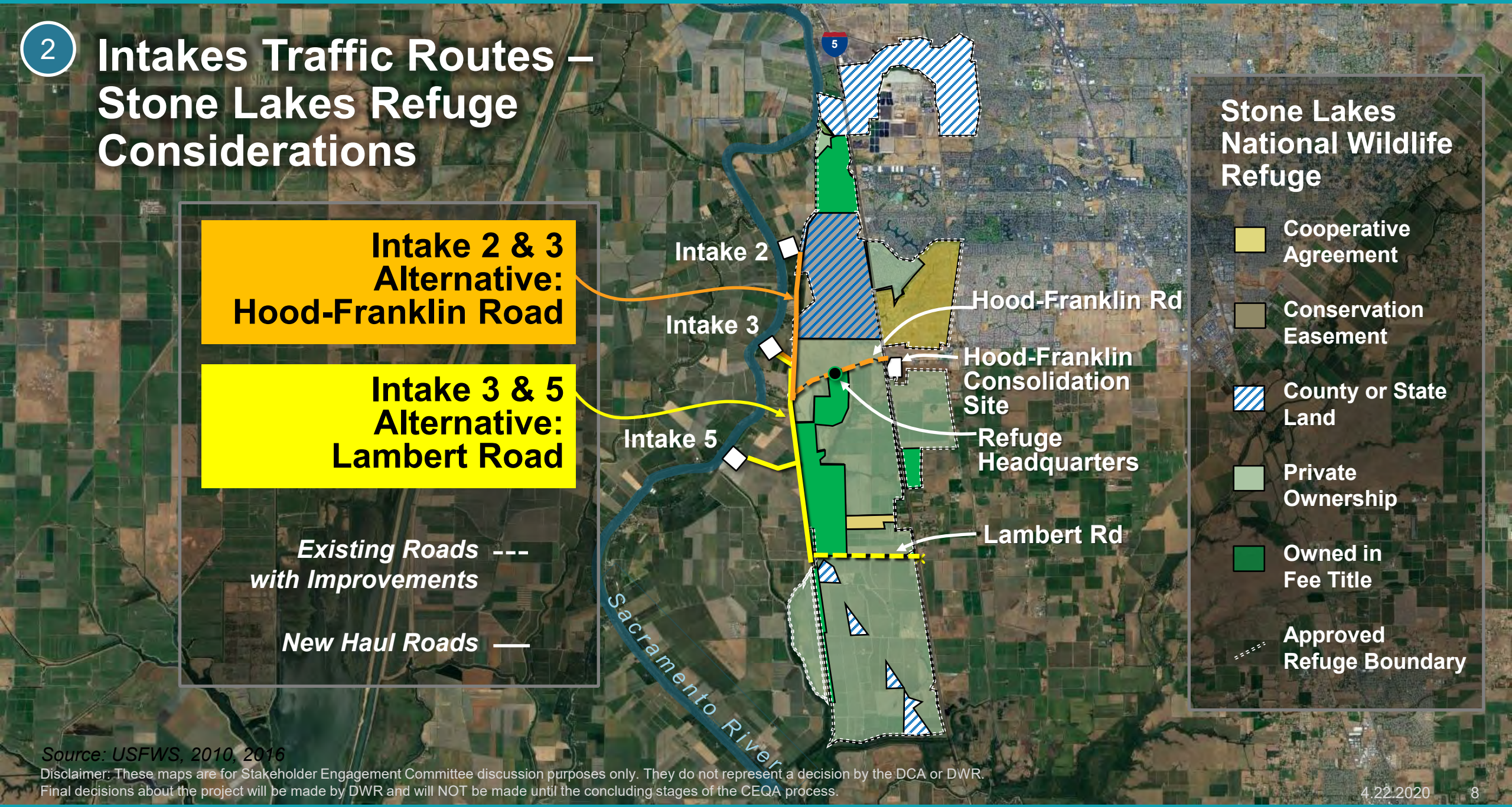
2 Intakes Traffic Routes – Stone Lakes Refuge Considerations

Intake 2 & 3 Alternative: Hood-Franklin Road

Intake 3 & 5 Alternative: Lambert Road

Existing Roads --- with Improvements

New Haul Roads ——



Stone Lakes National Wildlife Refuge

- Cooperative Agreement
- Conservation Easement
- County or State Land
- Private Ownership
- Owned in Fee Title
- Approved Refuge Boundary

Source: USFWS, 2010, 2016

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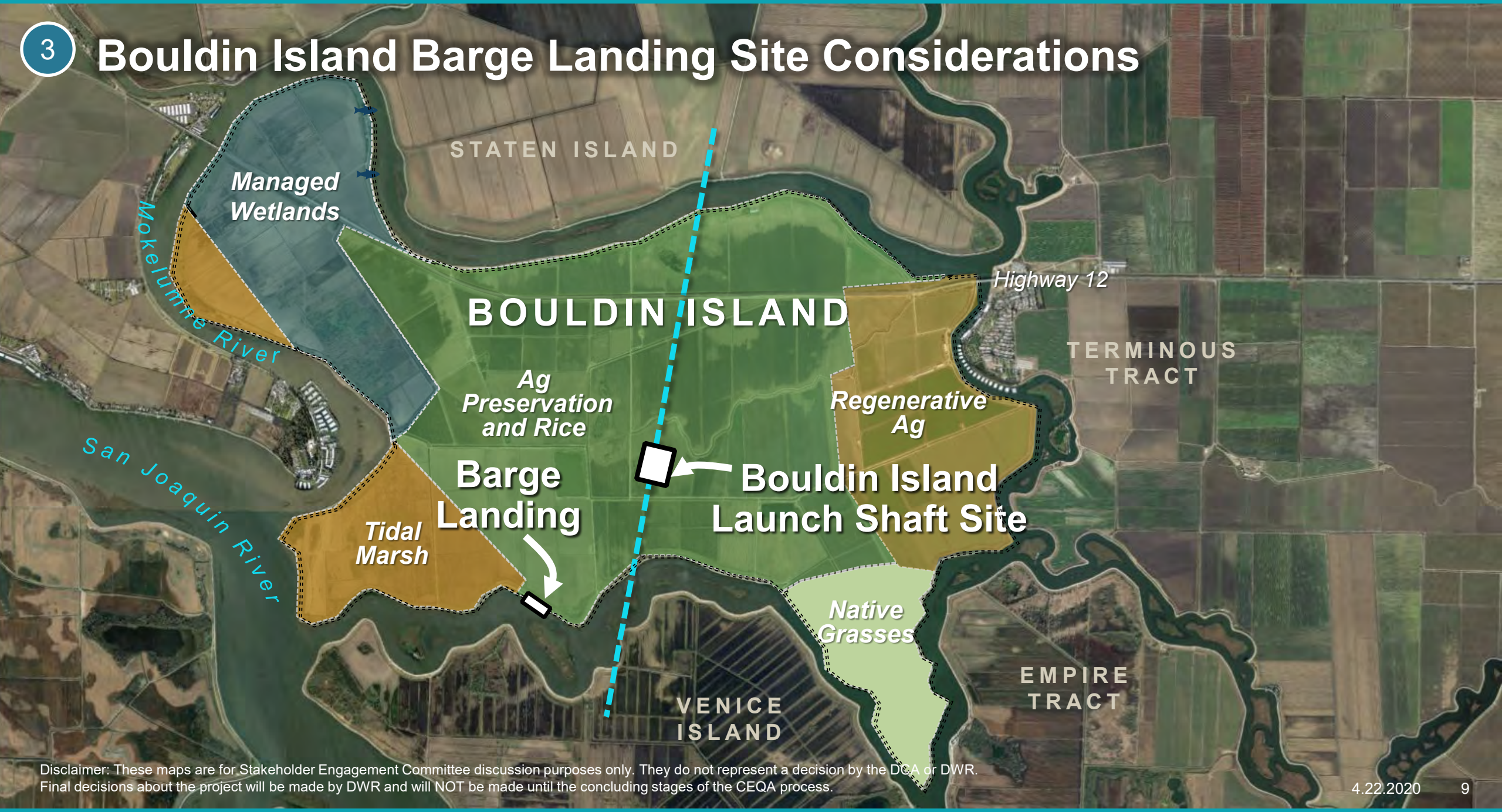
3 Bouldin Island Barge Landing Site Considerations



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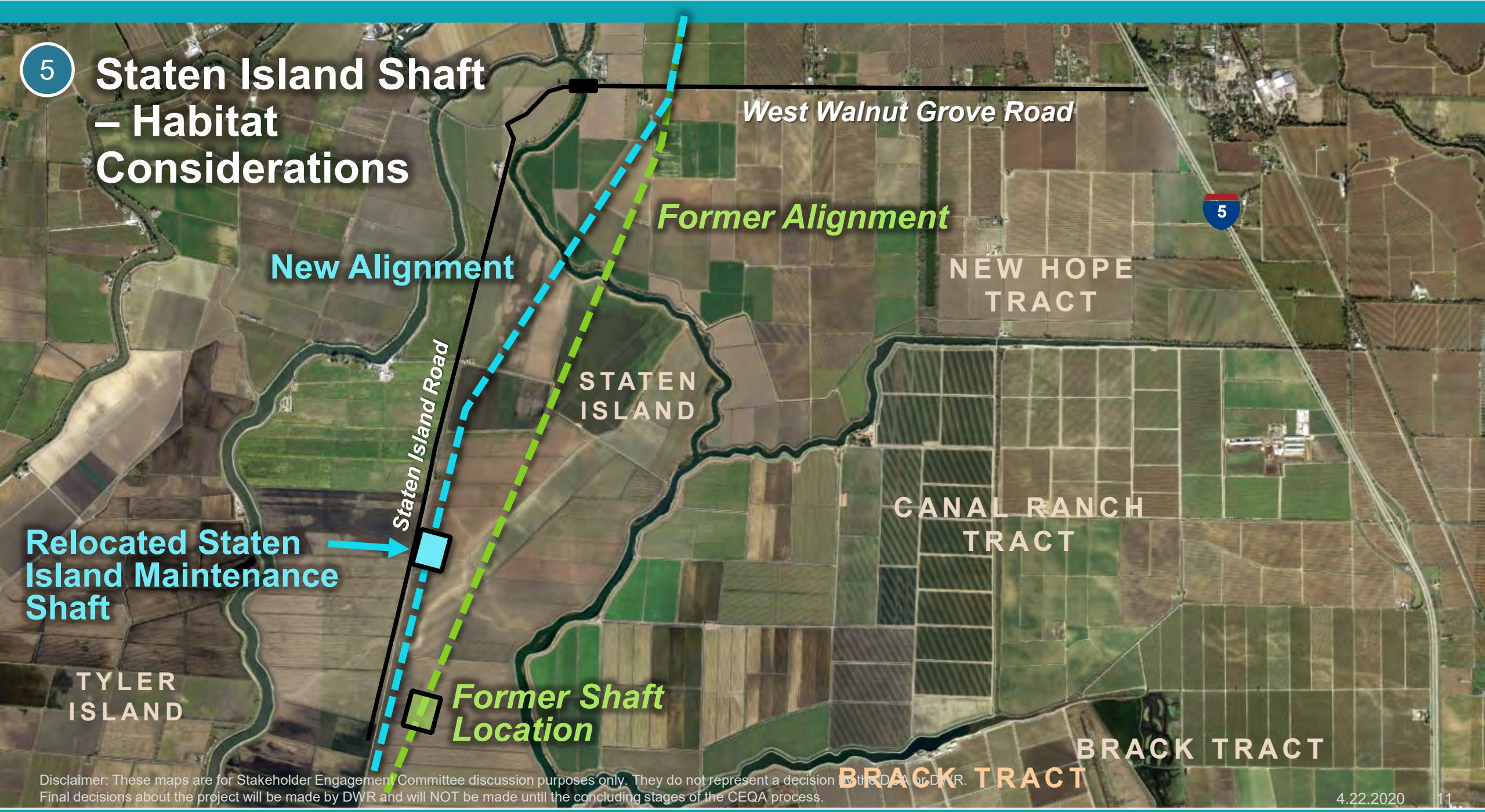

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6 Proximity of Sites to Recreational Facilities

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Item 4c:
Southern Complex Facilities

South Delta Facilities Schematic

Tunnel and Pump Station Capacity

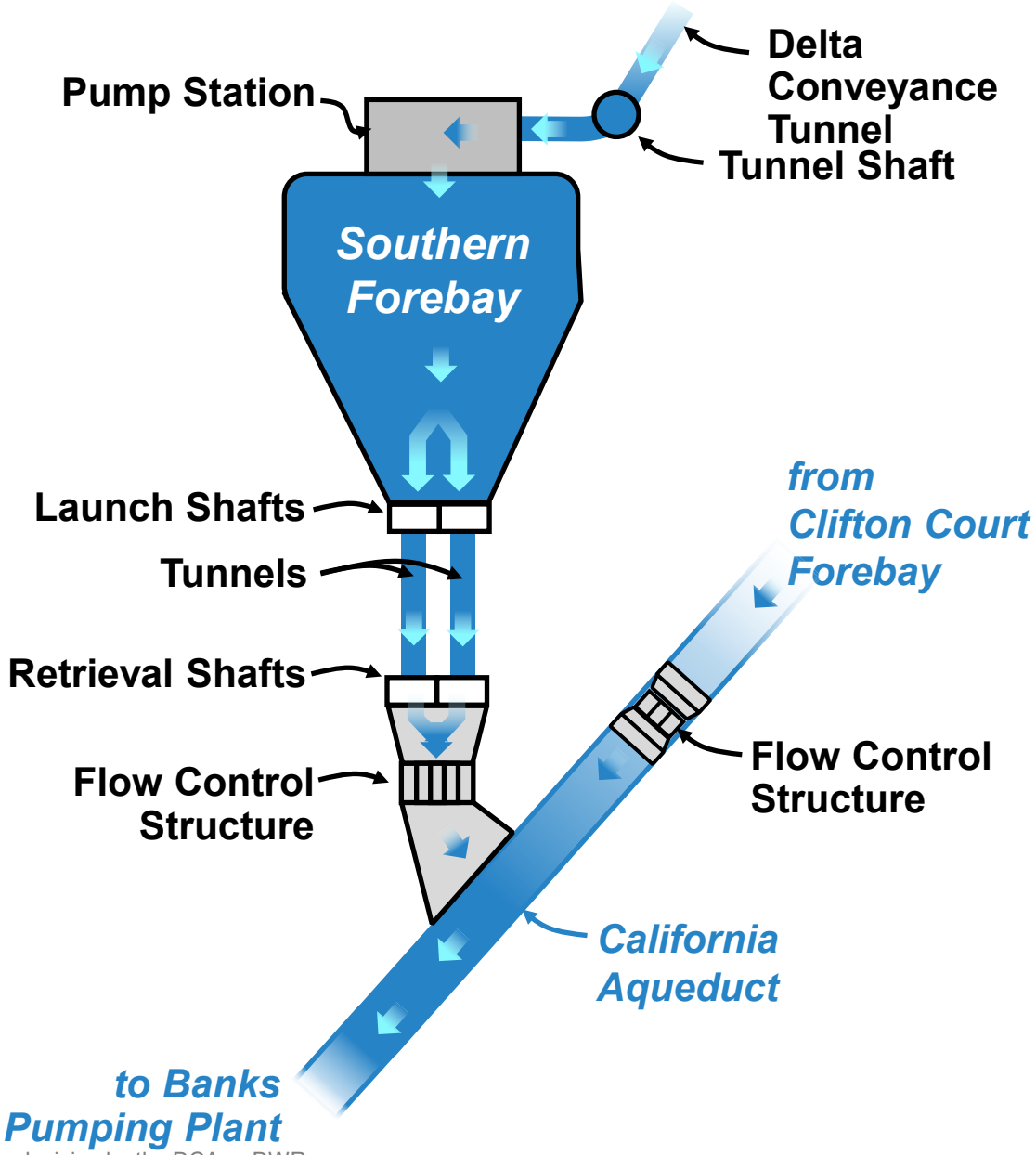
- 36 ft diameter
- 6,000 cfs

Southern Forebay Sizing Criteria

- Store 9,000 cfs capacity for 12 Hours
  (Note: 9,000 cfs = normal Banks Pumping Capacity)
- 9,000 Acre-Feet Operating Volume
- 750 Acre Water Surface Area

South Delta Conveyance Facilities

- Two, 40-ft diameter tunnels
- Deliver 10,670 cfs to Banks
  (Note: Max capacity of Banks Pump Station)

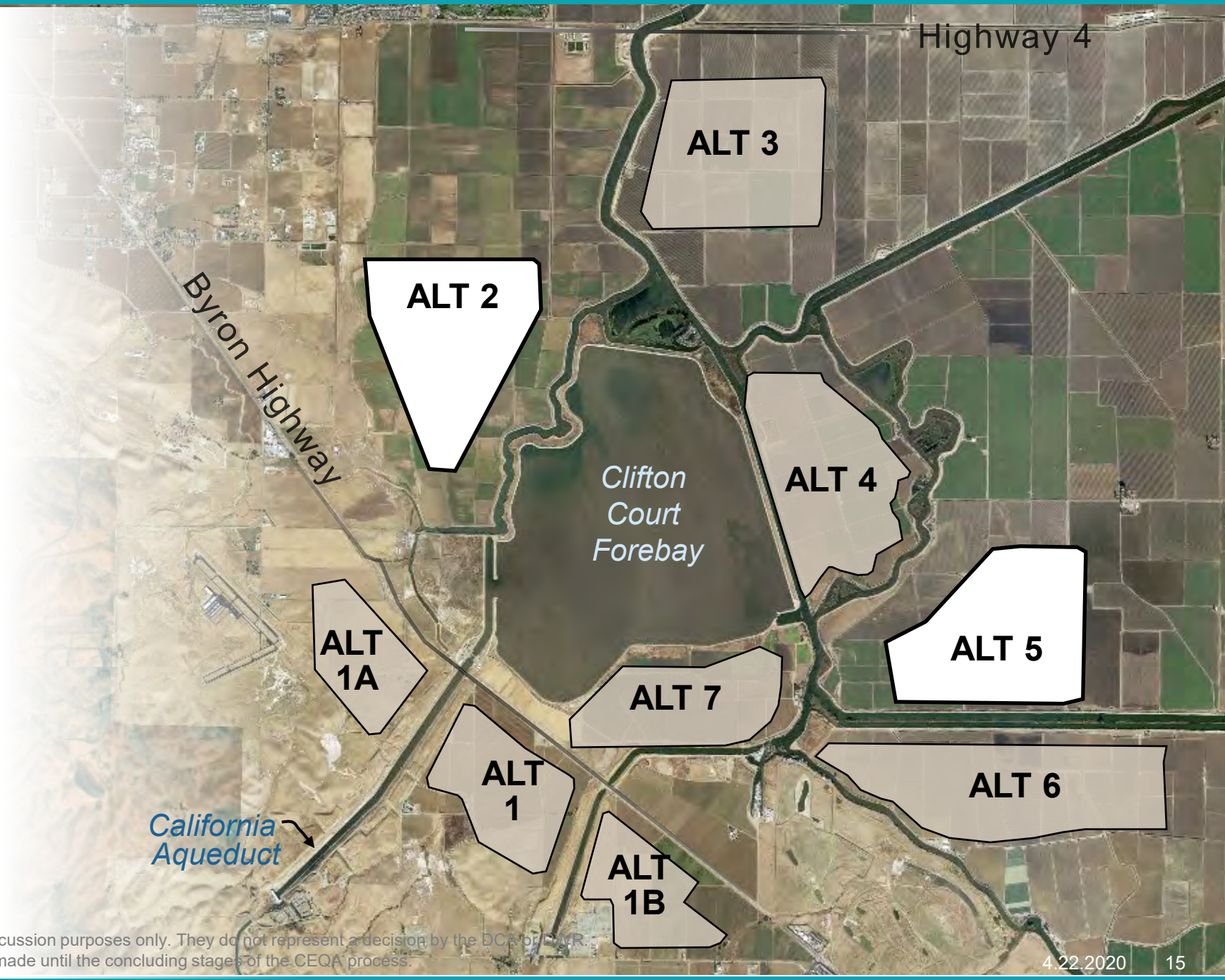


Southern Forebay Siting Alternatives

7 Sites Identified

Sites 1, 3, 4, 6 & 7 Eliminated:

- Too Small
- Environmental Site Effects
- Poor Access



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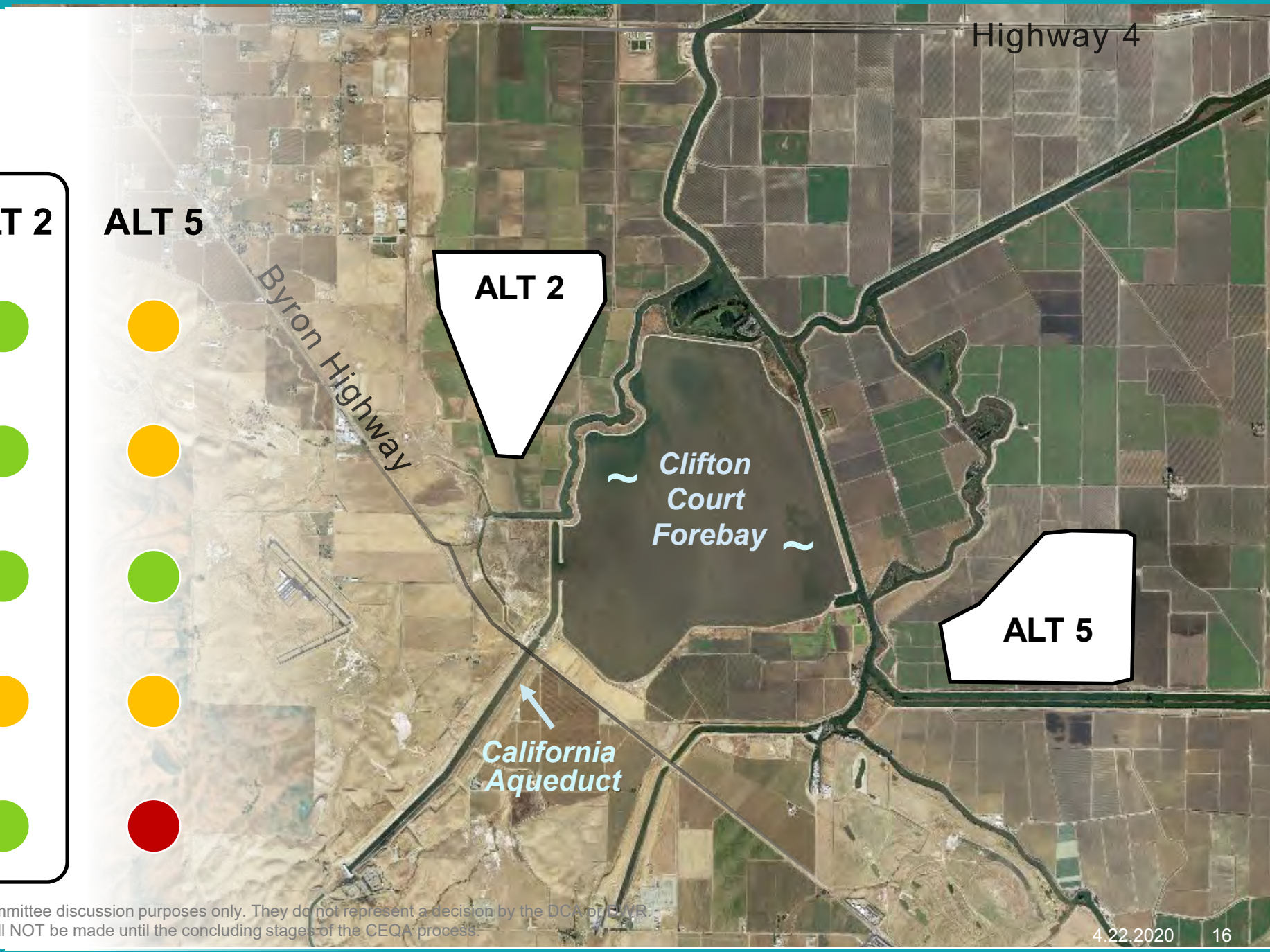
Siting Criteria for Final Analysis

Criteria	ALT 2	ALT 5
System Operational Compatibility	🟢	🟡
Property and Land Use	🟢	🟡
Existing Infrastructure	🟢	🟢
Geotechnical Conditions	🟡	🟡
Logistics	🟢	🔴



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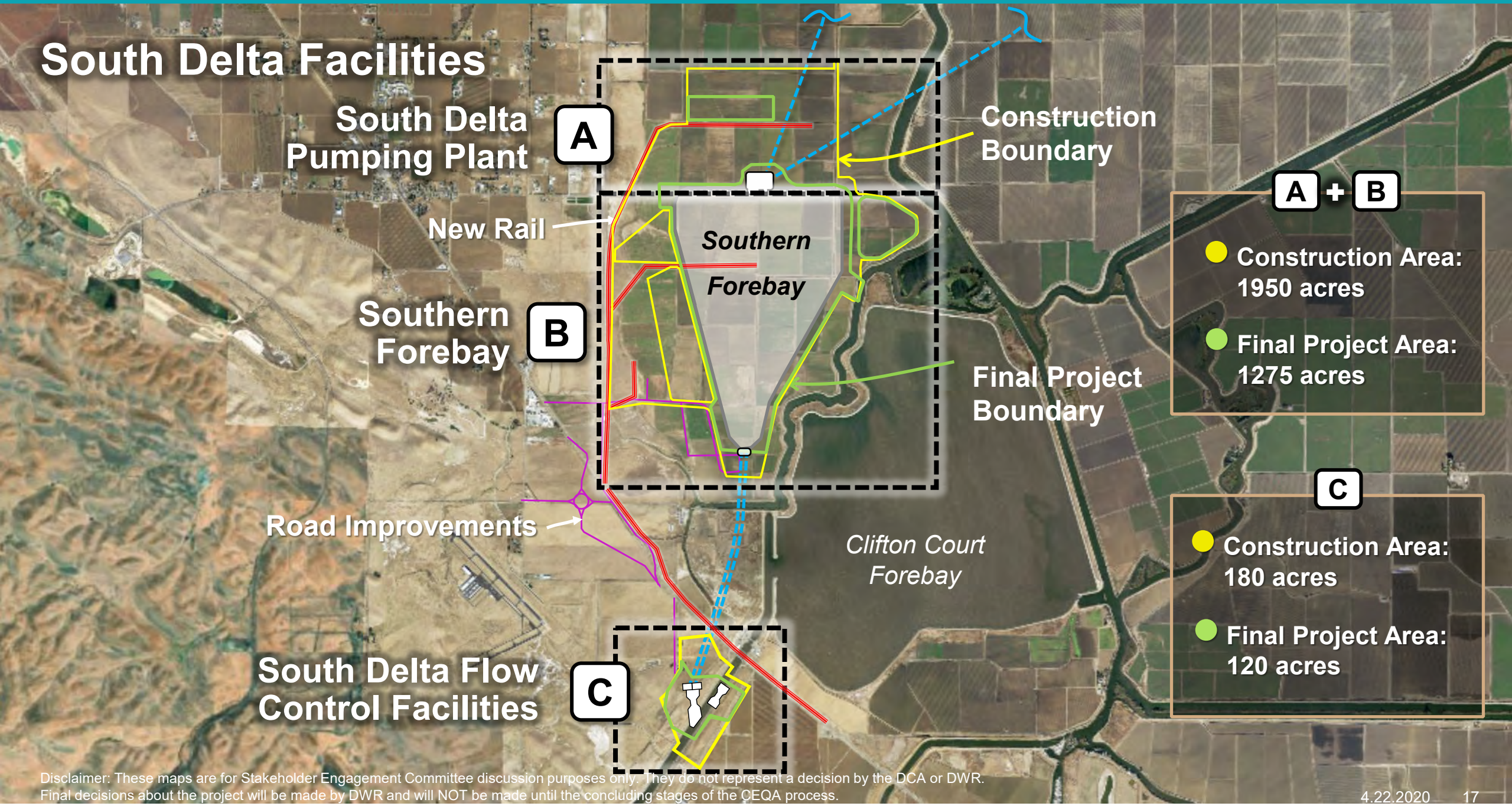
South Delta Facilities



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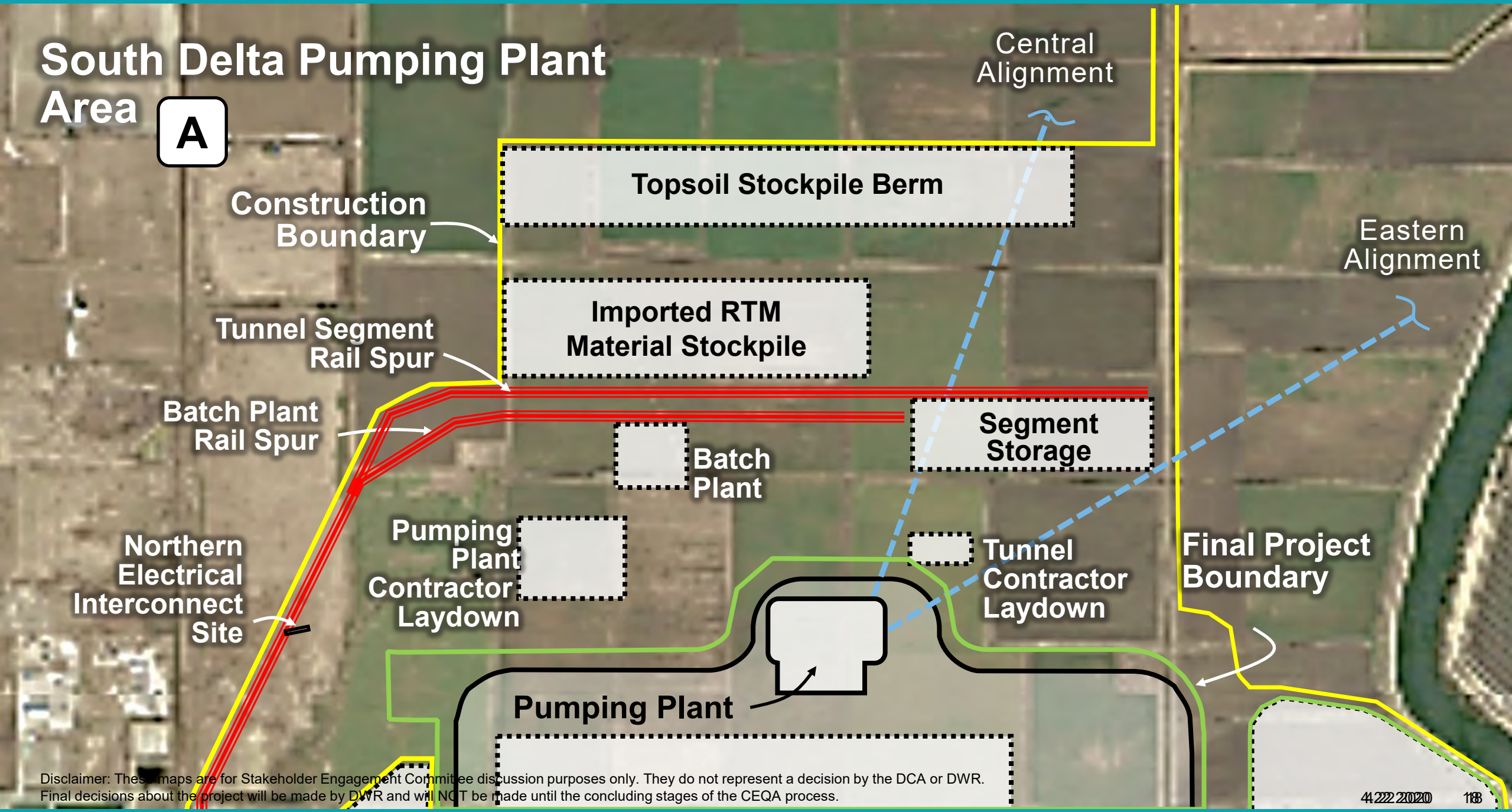
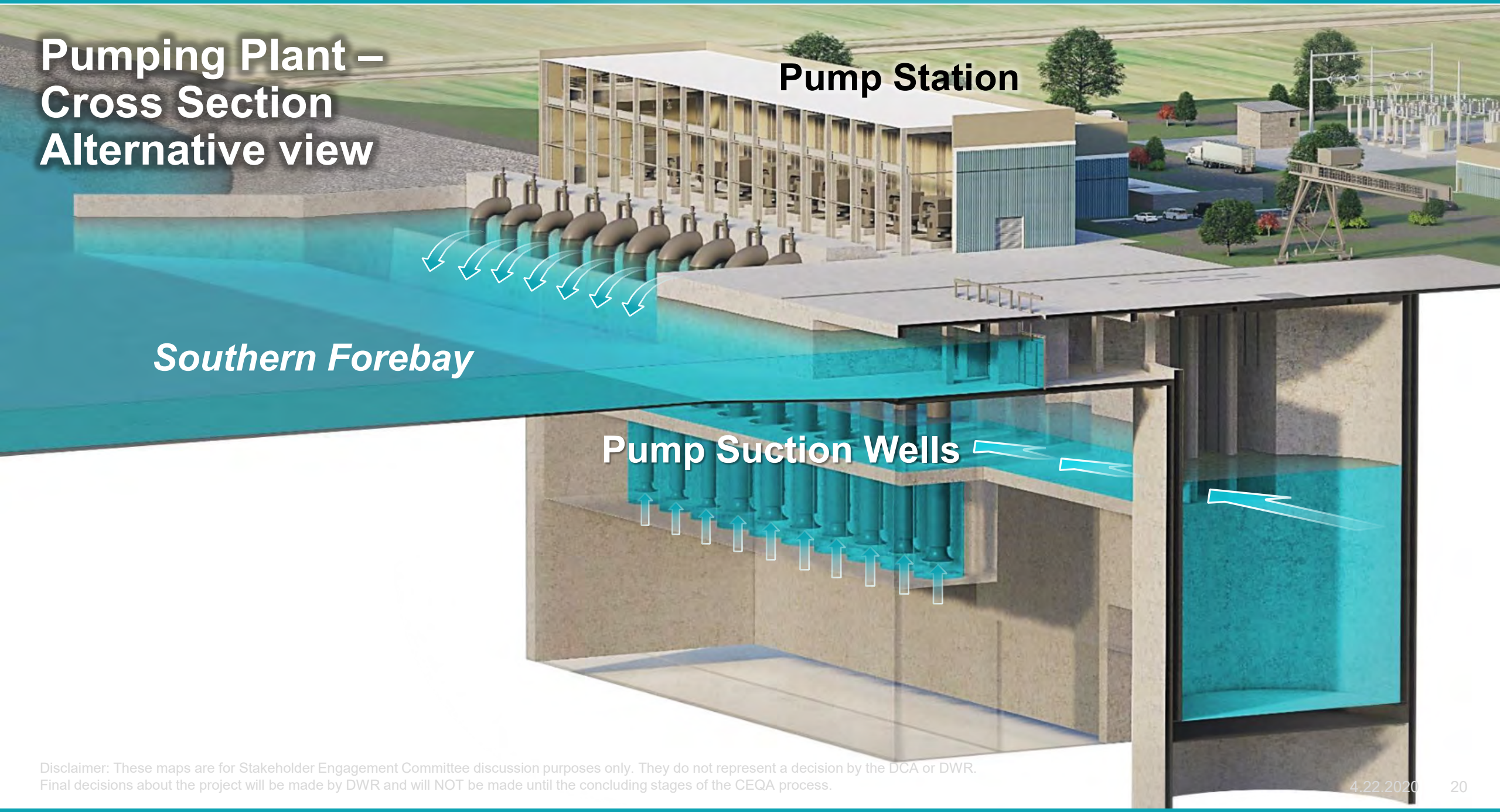
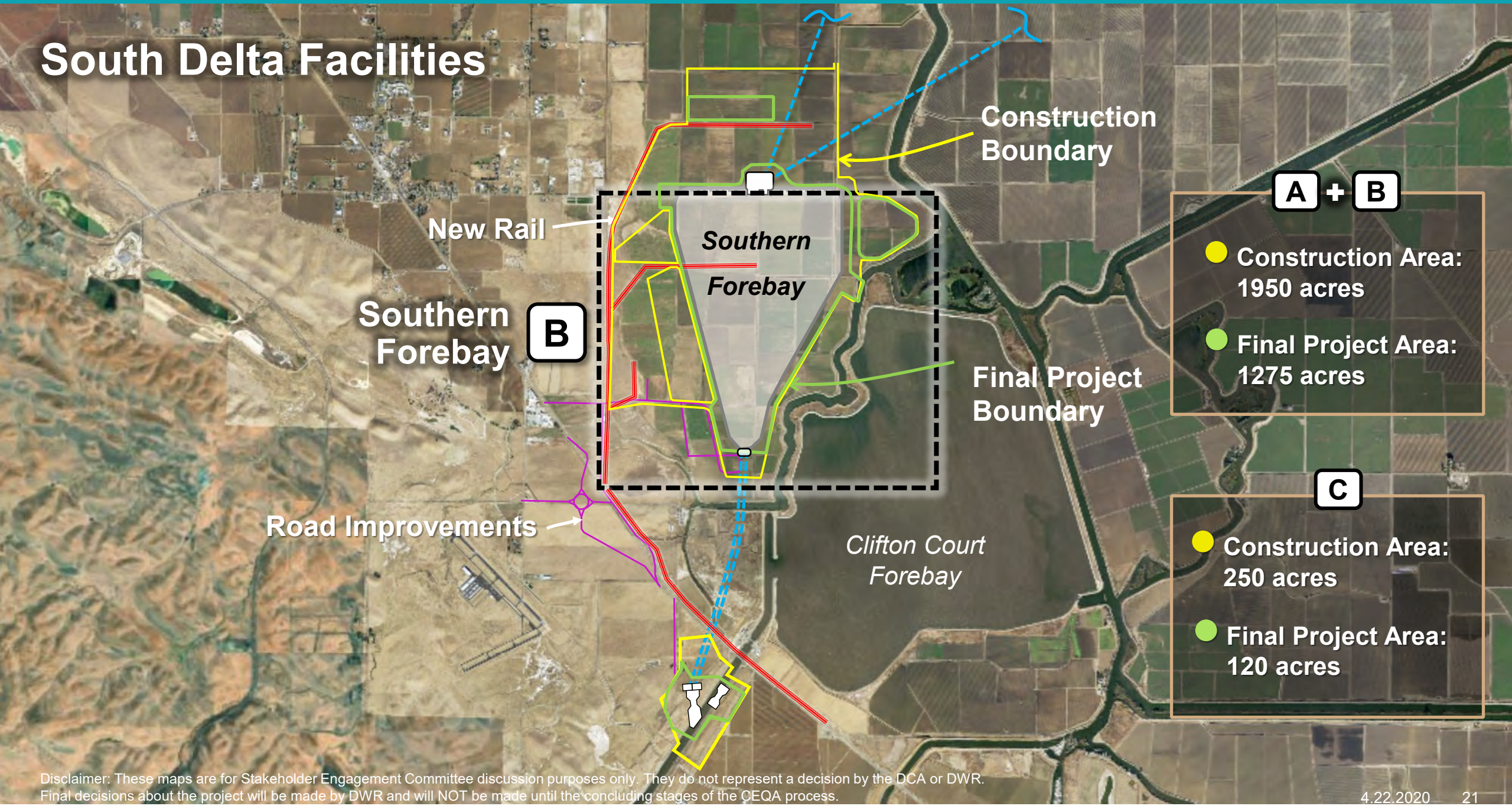

South Delta Pumping Plant Area
A
Central Alignment
Topsoil Stockpile Berm
Construction Boundary
Eastern Alignment
Imported RTM Material Stockpile
Tunnel Segment Rail Spur
Batch Plant Rail Spur
Segment Storage
Batch Plant
Pumping Plant Contractor Laydown
Northern Electrical Interconnect Site
Tunnel Contractor Laydown
Final Project Boundary
Pumping Plant
Disclaimer: These maps are for Stakeholder Engagement Committee discussion purposes only. They do not represent a decision by the DCA or DWR. Final decisions about the project will be made by DWR and will NOT be made until the concluding stages of the CEQA process.
4.22.2020
18

Pumping Plant Site Plan (~50 acres)

Pumping Plant – Cross Section Alternative view



South Delta Facilities



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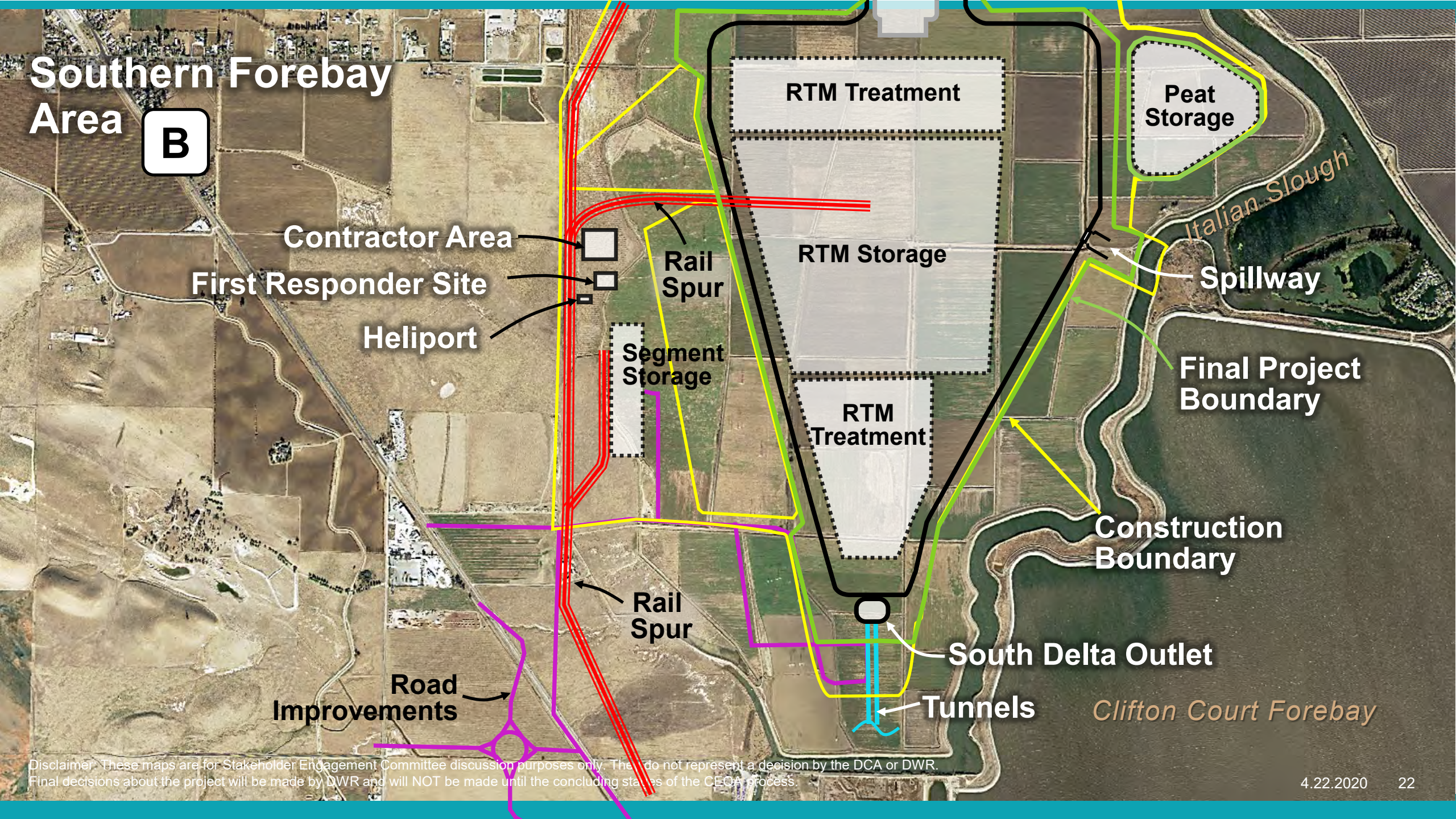
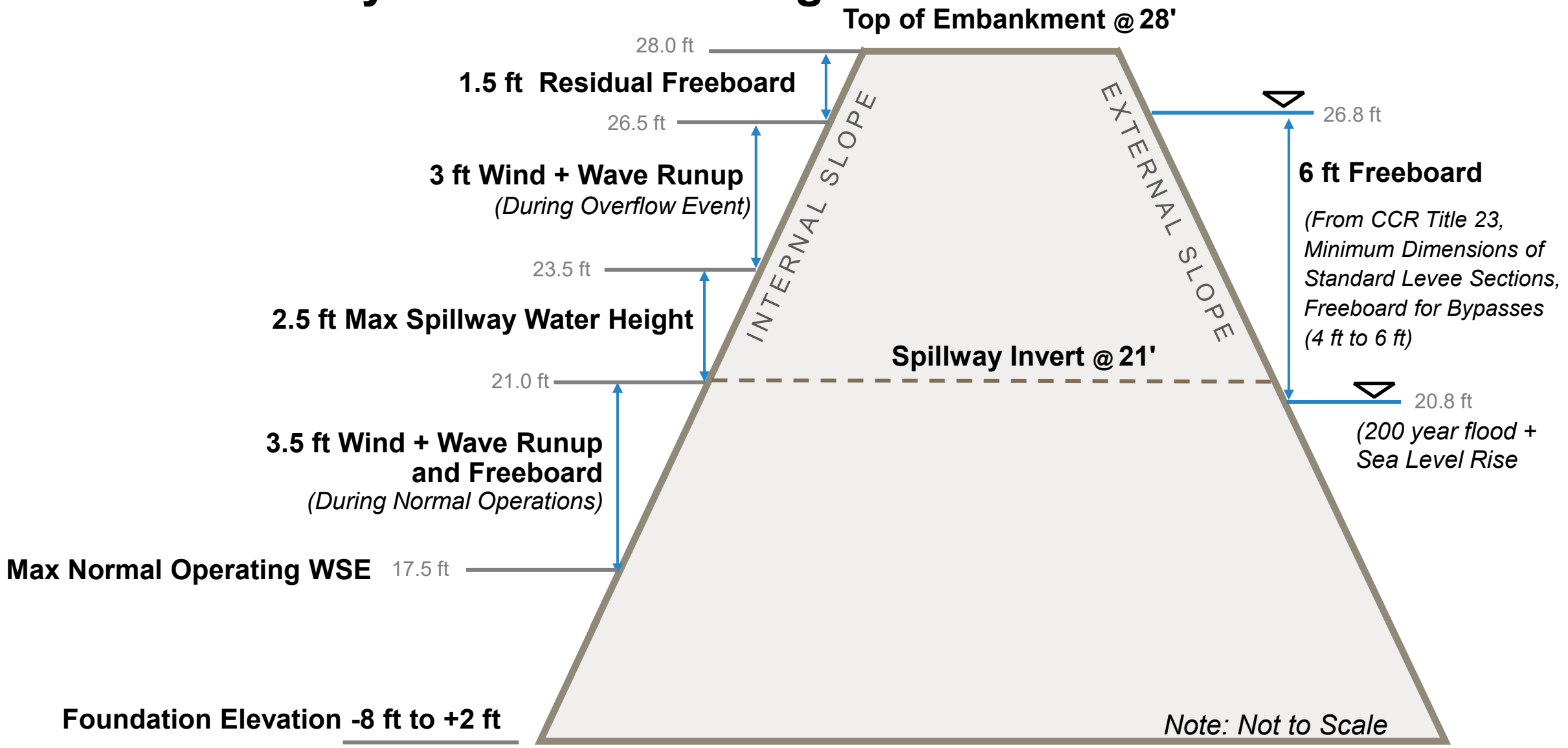
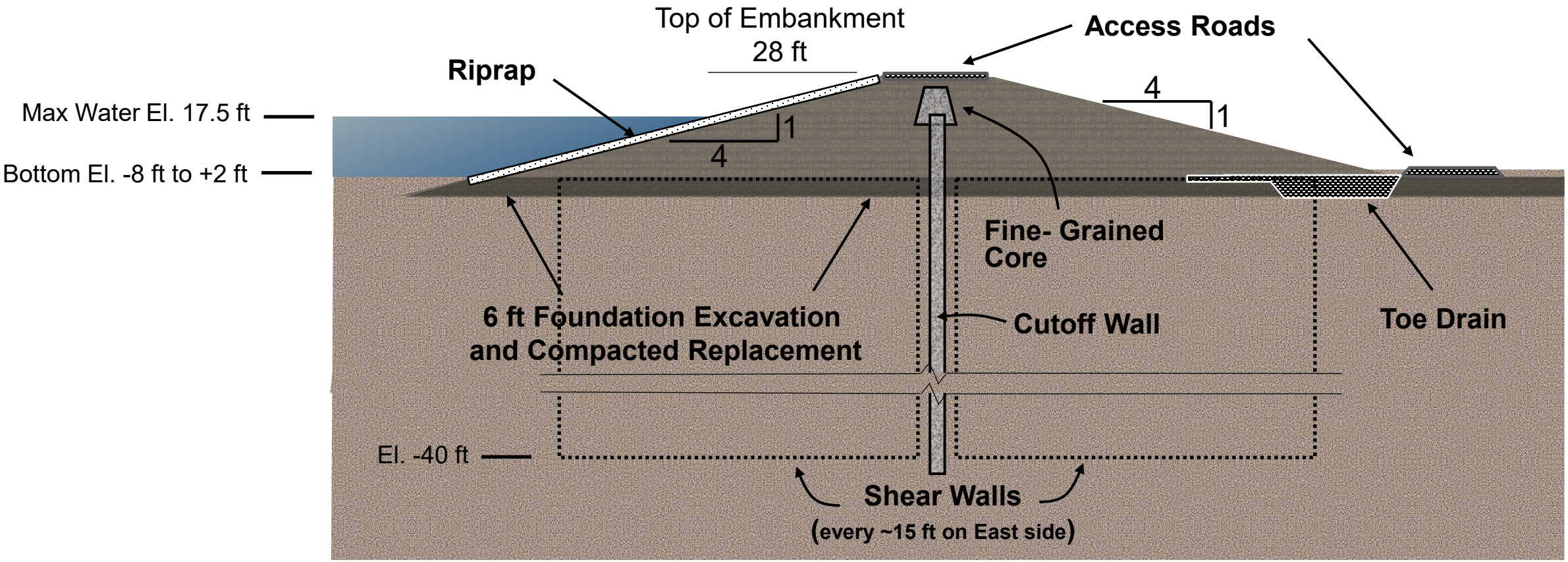


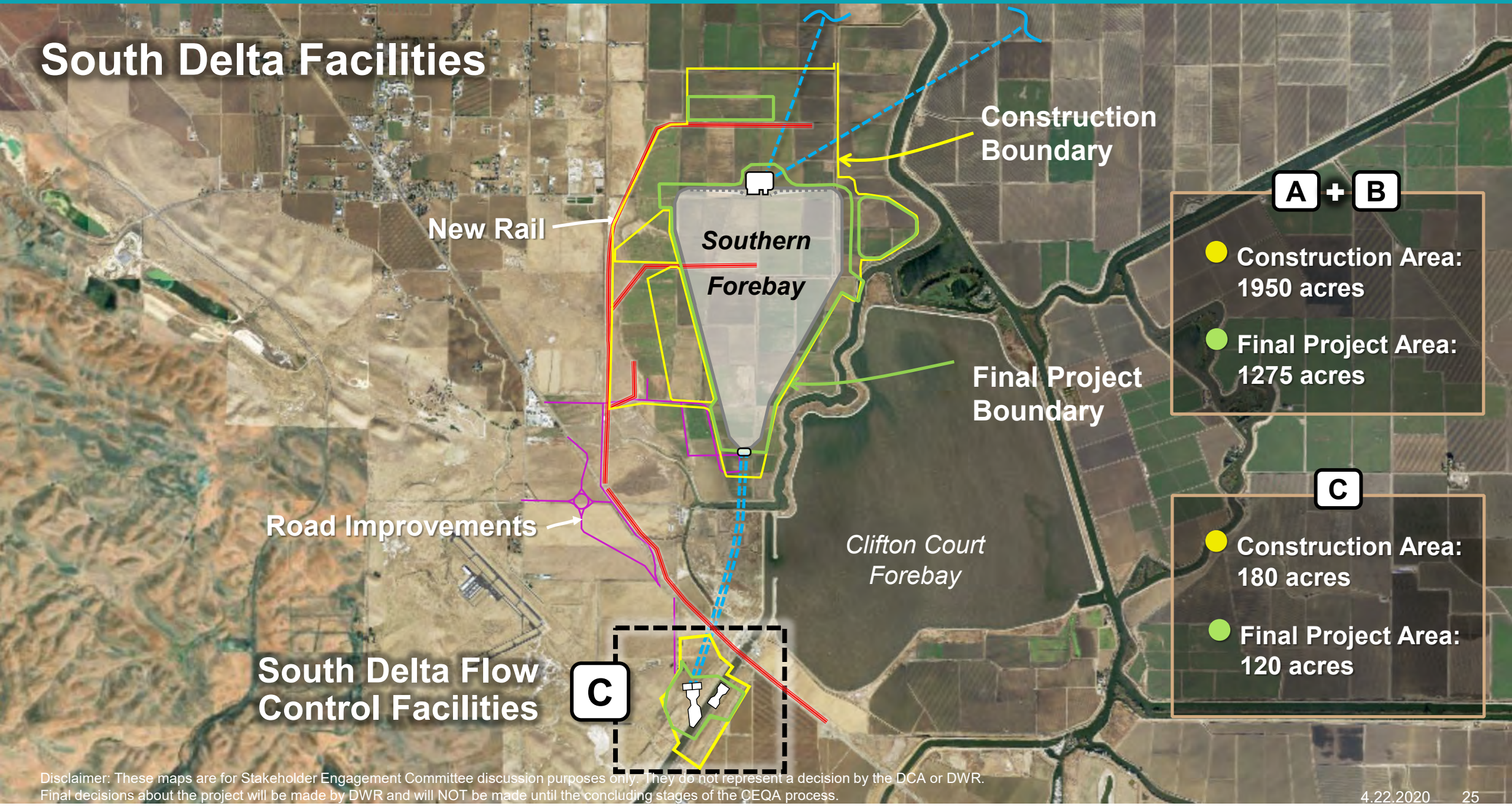
Southern Forebay Embankment Height



Typical Embankment Cross Section



South Delta Facilities



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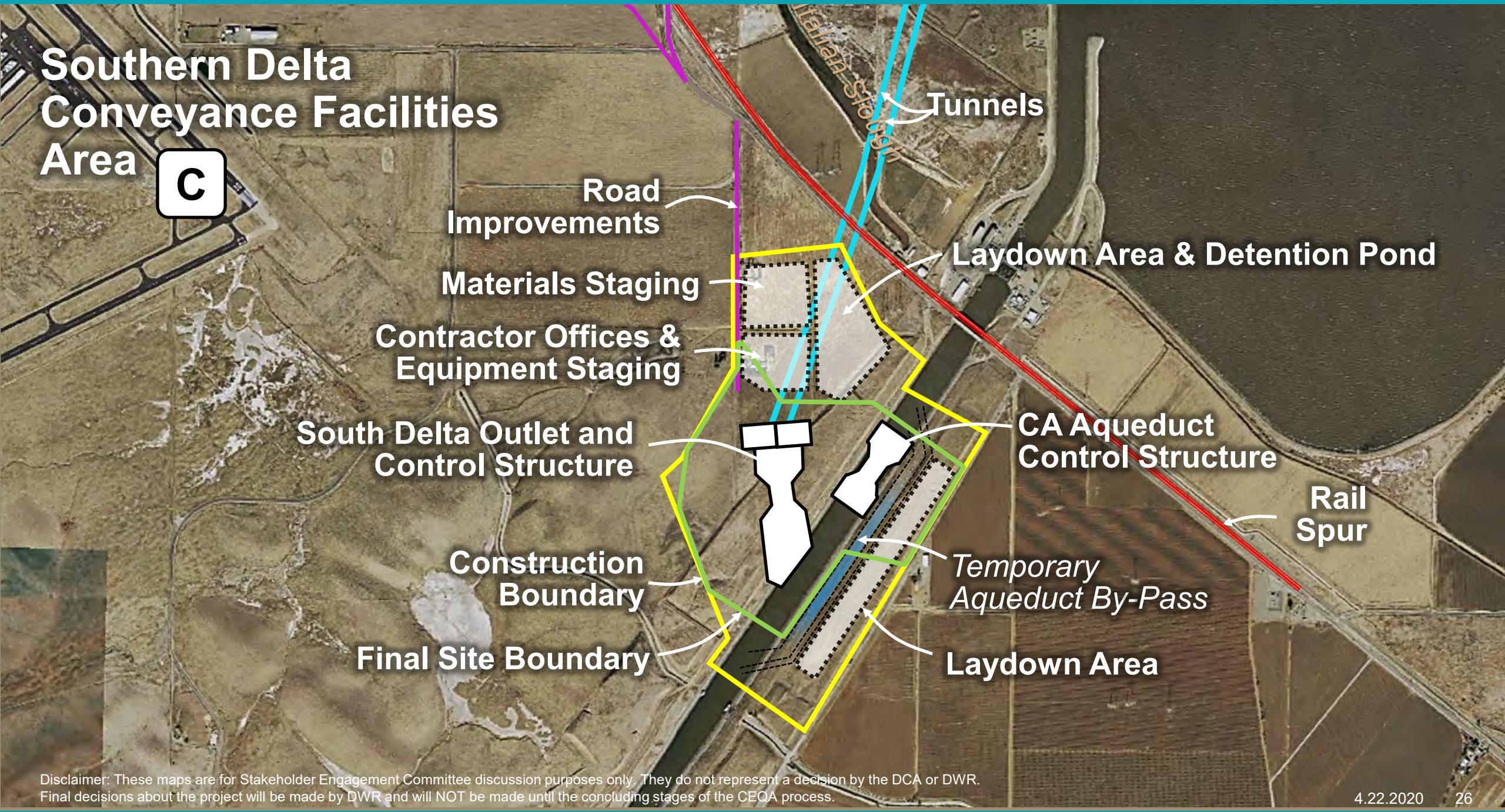

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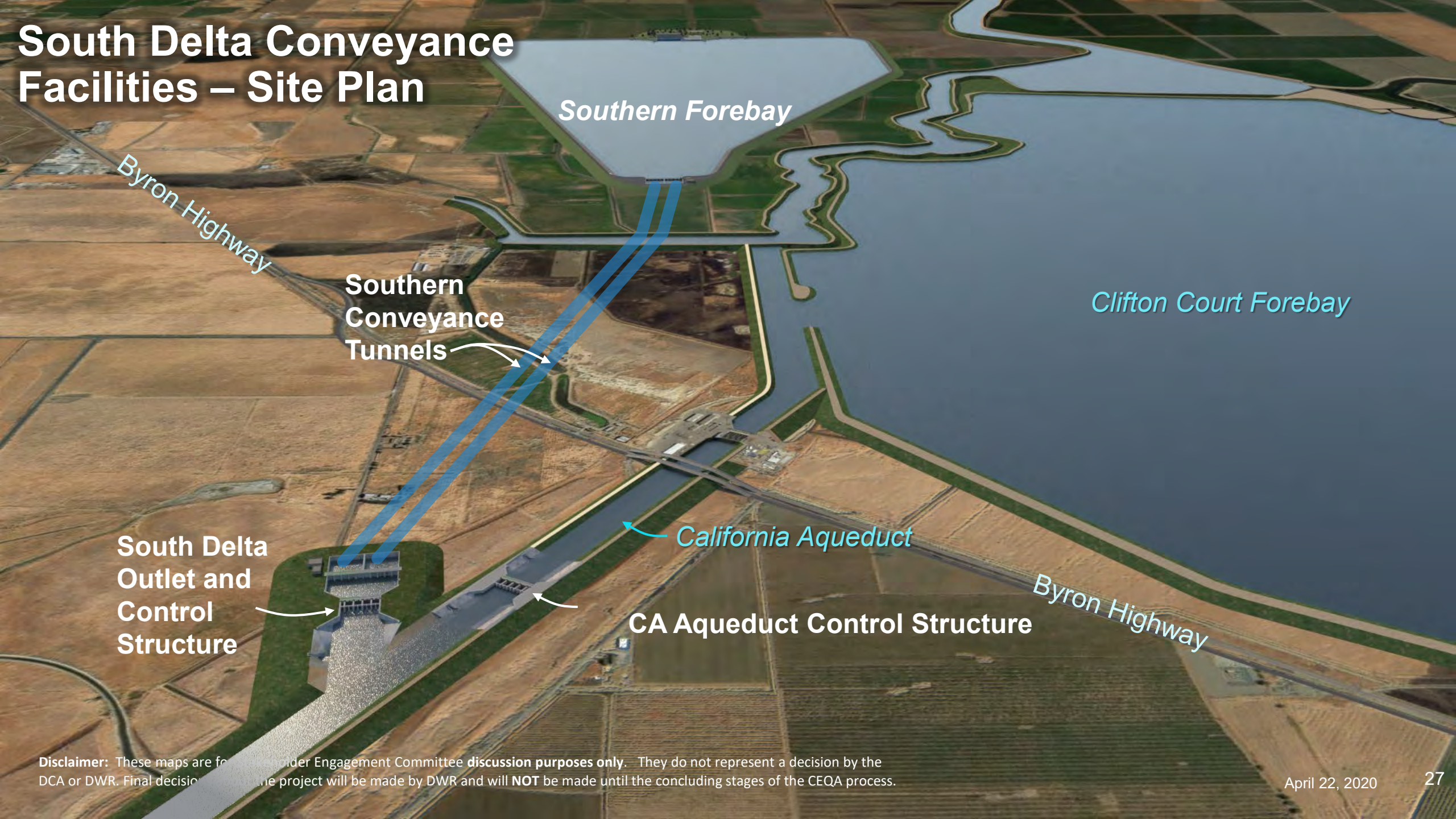
South Delta Conveyance Facilities – Site Plan



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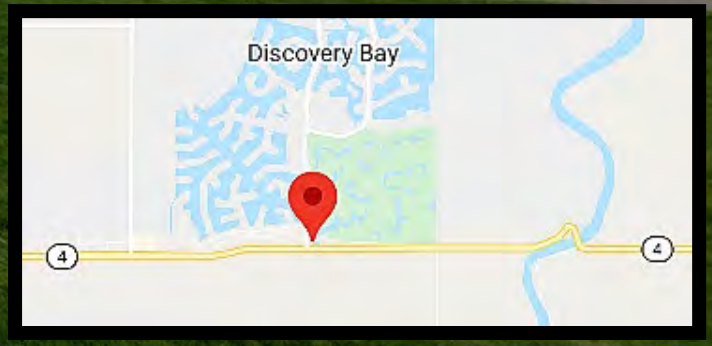
Southern Facilities – View from Discovery Bay

New Facilities



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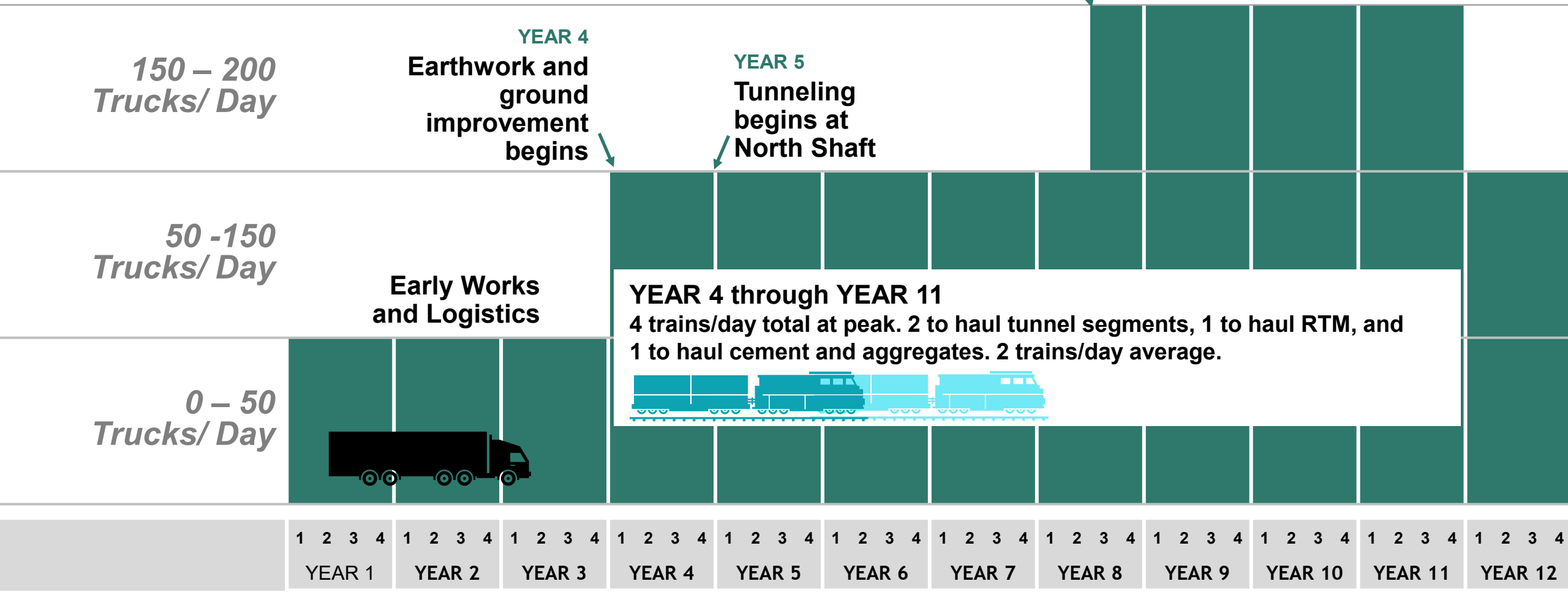
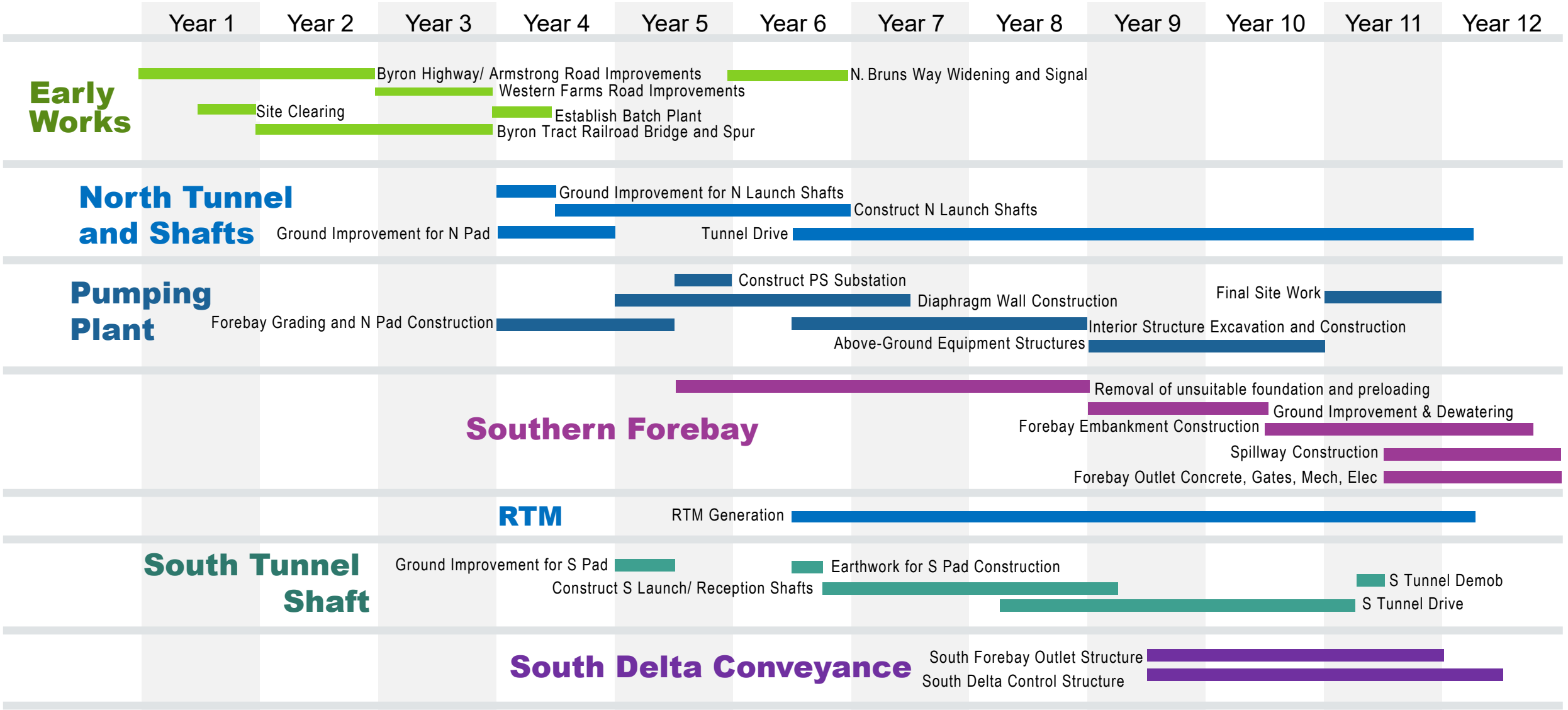
Traffic and Trains per Day During Construction

Note: Round trips are counted as two truck trips.
One trip to the site and another trip exiting the site.



Construction Schedule



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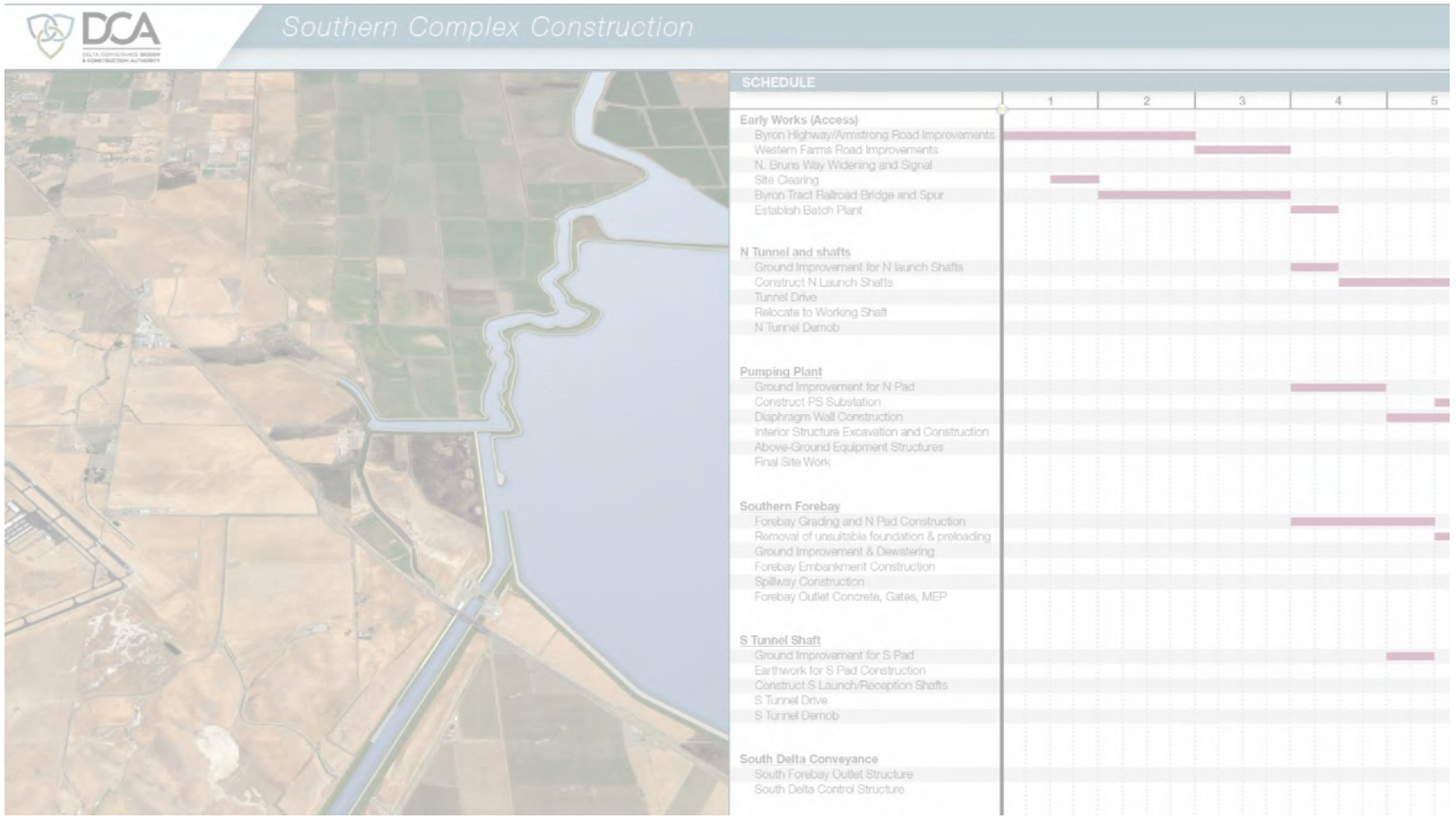
South Delta Facilities Construction Sequence



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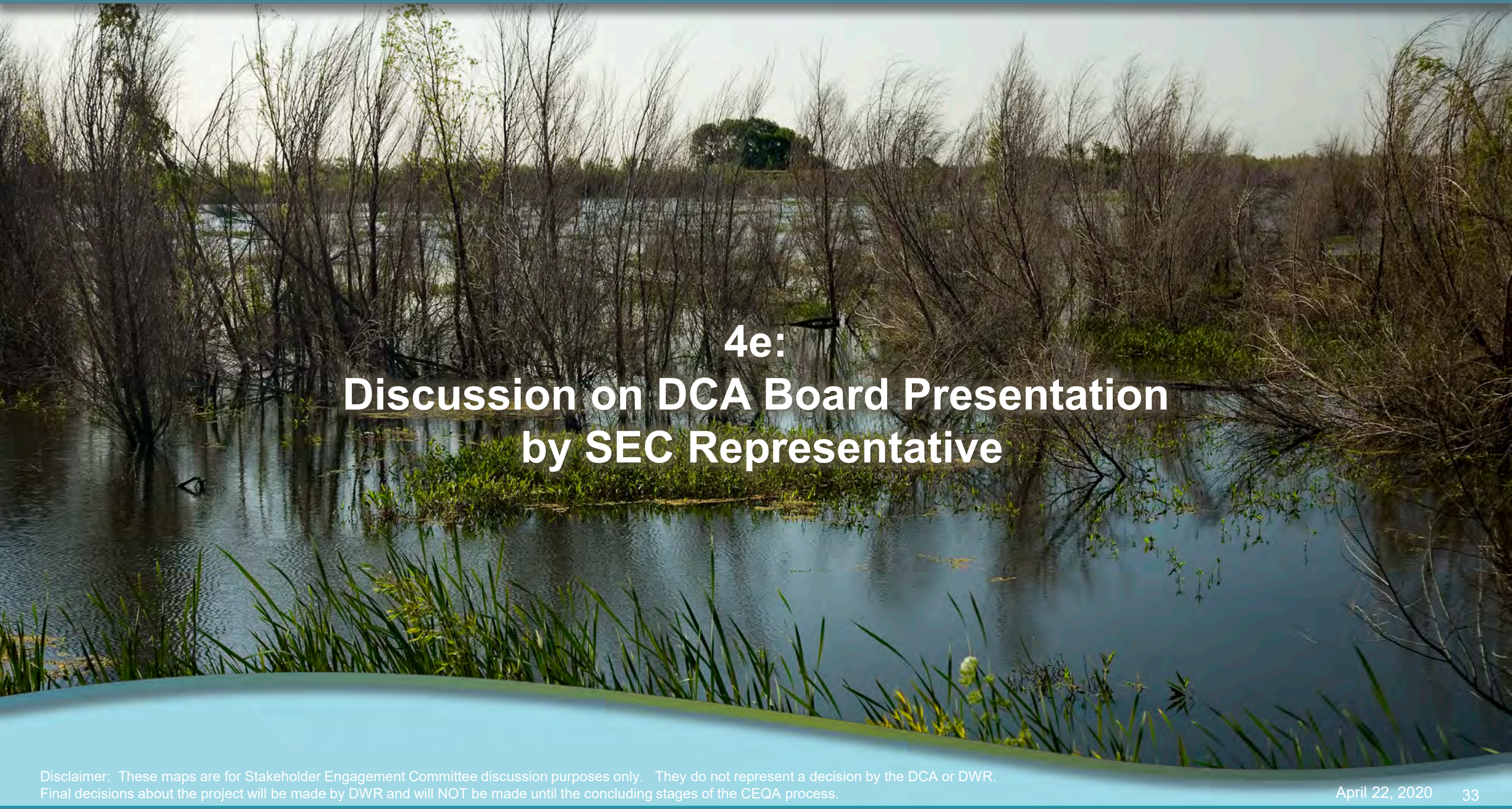
4d:
SEC Comments on Agendized Items



4e:
Discussion on DCA Board Presentation by SEC Representative

4f:
Public Comment on Agendized Items

Next SEC Meeting

Date: May 27, 2020

Time: 3PM to 6PM

Location: On-Line (Anticipated)

Agenda: Site Plans Map Book
Regional Traffic Model
Regional Air Emissions
Emergency Response Plans

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Upcoming SEC Meetings (4th Wednesday of the Month)

May 27nd

June 24th

July 22nd

August 26th

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Stakeholder Engagement Committee (SEC)

May 27, 2020

MEETING OVERVIEW

- 3. Minutes Review
- 4a. CEQA Process Update
- 4b. Traffic Impacts & Logistics Responses
- 4c. DCA Update
- 4d. SEC Questions on April 22nd Presentation
- 4e. Proposed Alignment Virtual Tours and Map Book
- 4f. Public Comment on Agendized Items
- 6. Public Comment on Non-Agendized Items

DCA
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

Agenda Item 3

Minutes Review

Agenda Item 4a

CEQA PROCESS UPDATE

May
2020

Delta Conveyance Project:
Environmental Review Update

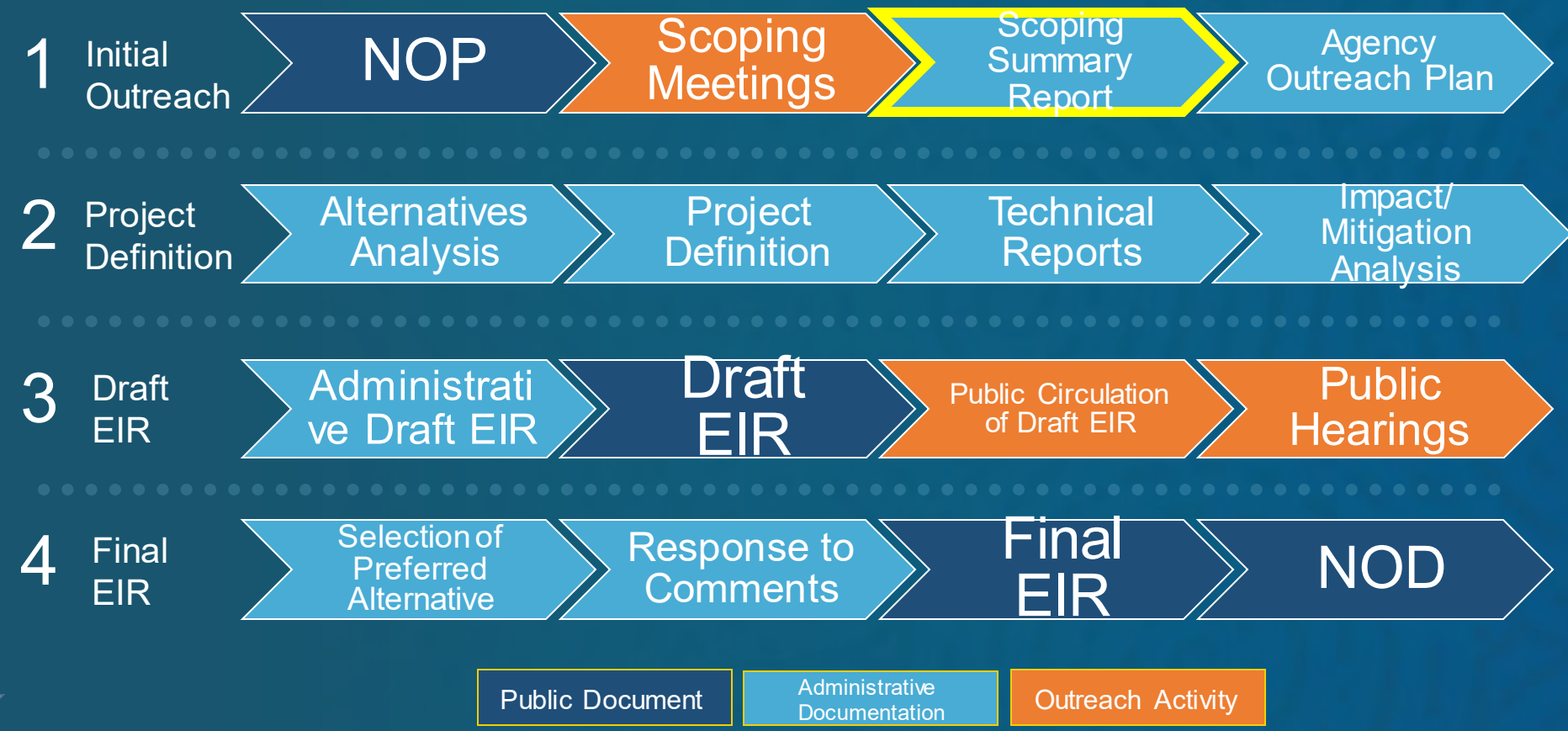
Carrie Buckman
Environmental Program
Manager

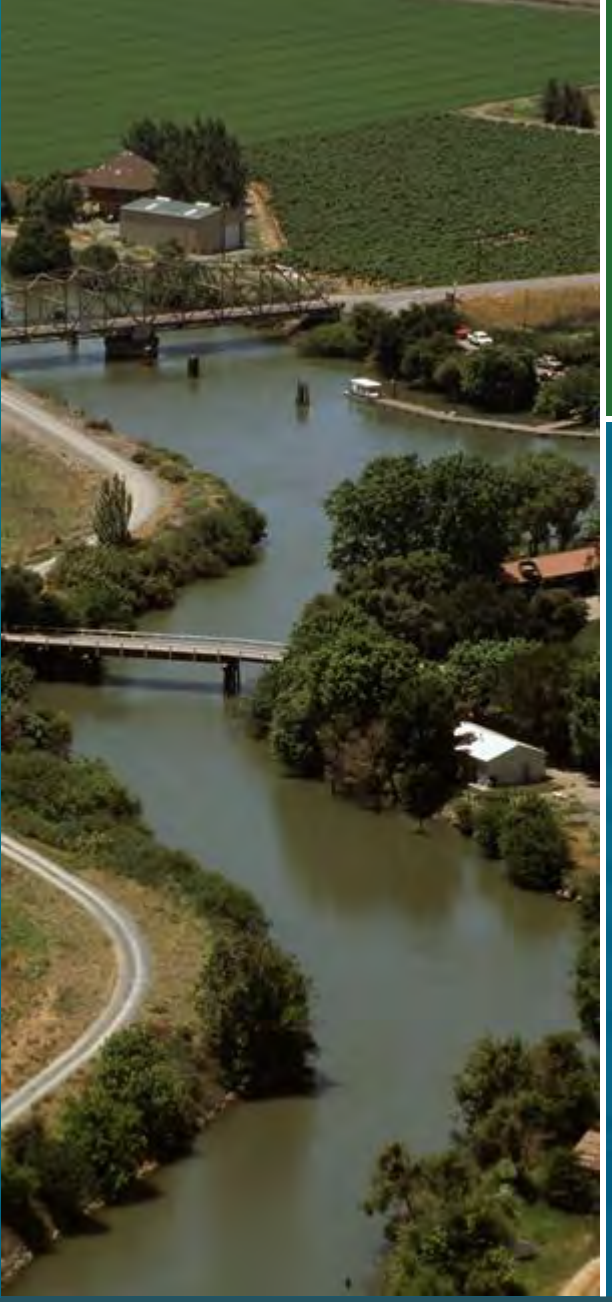
CALIFORNIA DEPARTMENT OF WATER RESOURCES

Environmental Review Update

Identify, analyze and disclose the potential significant adverse environmental impacts of a proposed project, and provide feasible mitigation measures and alternatives to avoid or reduce such effects.

Stakeholder Engagement

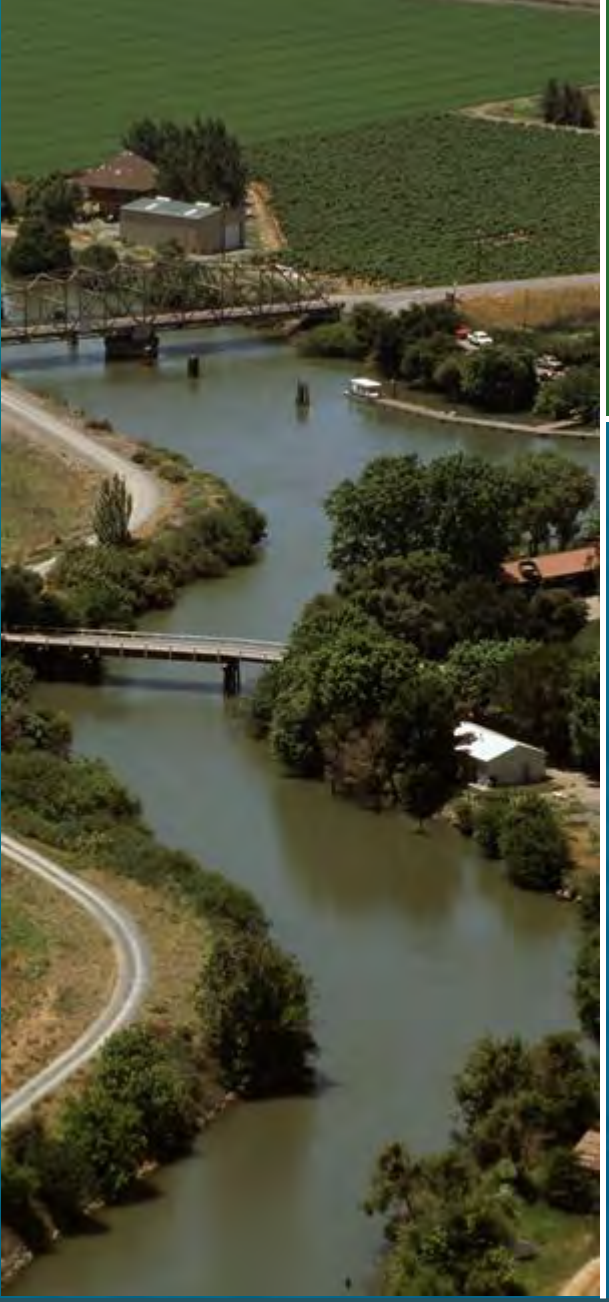




Scoping Process

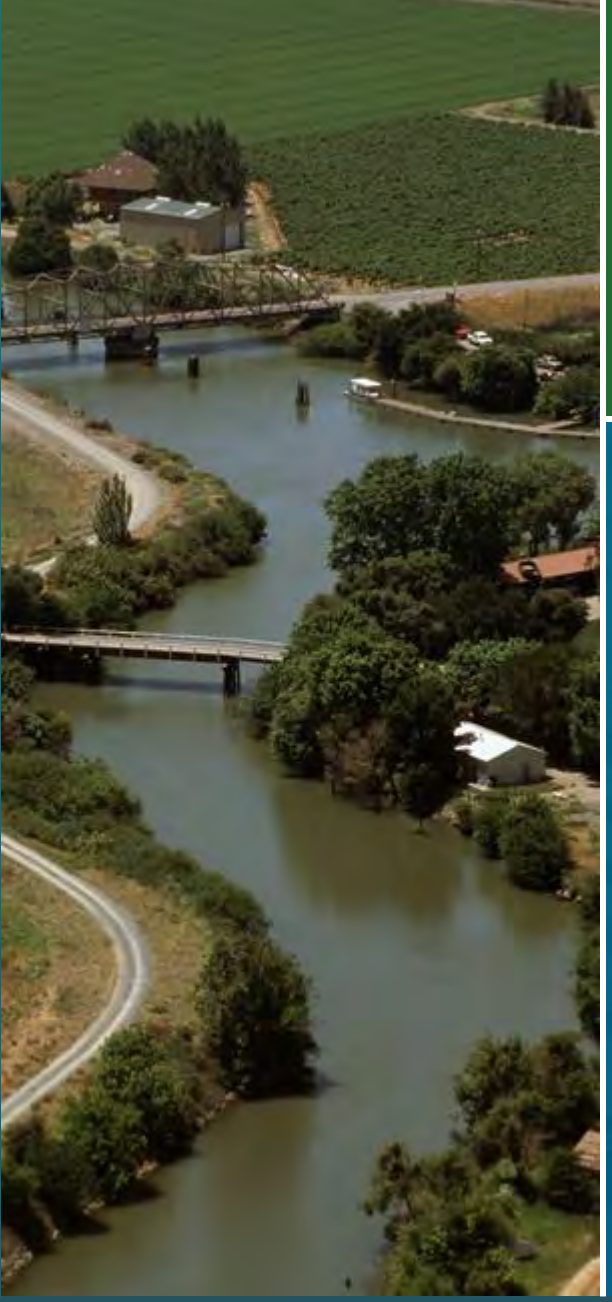
FAST FACTS

- 93-day public comment period: January 15, 2020 – April 17, 2020
- 8 public meetings: 735 total attendees combined
- Approximately 850 comment letters received
  - Over 3,500 individual comments



Current Activities

- **Reviewing feedback** received from agencies and members of the public during scoping for consideration in the development of the Draft EIR, specifically the range of alternatives that will be evaluated in detail and the scope of the environmental impact analysis.
- **Preparing scoping report** that captures all scoping-related information including comments received and scoping meeting transcripts.
- **Preparing Draft EIR** including research, developing setting and regulatory details, and initial analysis.
- **Tribal consultation** continues at the Tribes' discretion.



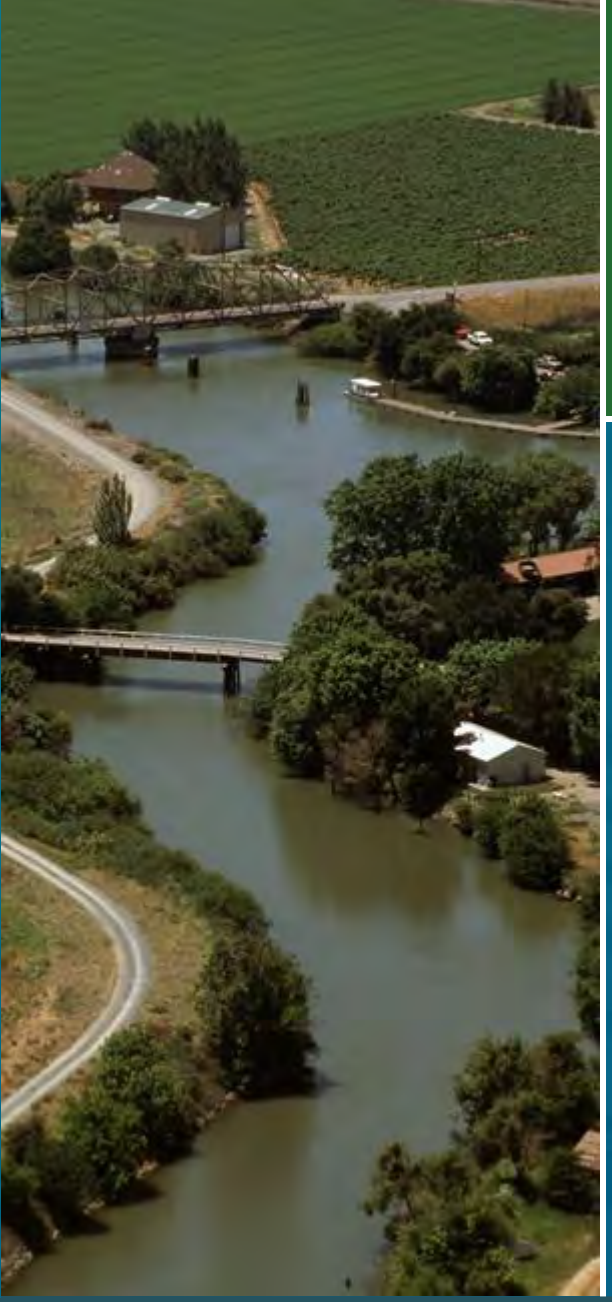
Upcoming Milestones

CEQA

- **Publication of scoping report** – *Summer 2020*
- **Selection of alternatives** – *Summer 2020*
- **Publication of Draft EIR** – *Early 2021*

ENGINEERING

- **Draft Engineering Project Report** – *July 2020*
- **Final Engineering Project Report** – *September 2020*



Alternatives

- The Draft EIR will look at a reasonable range of potentially feasible alternatives that can achieve the project objectives and avoid or reduce potential significant environmental impacts, consistent with the requirements of CEQA.
- Details on the alternatives selection process, screening approach and preliminary results are anticipated to be part of the June or July SEC meeting.

Ways to Stay Informed

water.ca.gov

- Programs
  - State Water Project
    - Delta Conveyance

Project Hotline

866.924.9955

Twitter

@CA_DWR

Project Email

DeltaConveyance@water.ca.gov

Agenda Item 4b

Traffic Impacts & Logistics Improvements

Agenda Item 4c

DCA Update

Facility Siting Issues We are Working On

Discussion Next Meeting		Issue
✓		**Logistics** remedial actions (as discussed today)
✓		Looking at **barge landing site on San Joaquin River** shore of Bouldin Island
✓		**Borrow material** mass balance across all construction sites (RTM and other excavated material)
✓		Studying RTM management **footprint size at Glanville site** considering mechanical drying (less land intense) and off-site hauling of RTM to Southern Forebay (less on-site storage space needed)
✓		Remediation requirements of temporary construction site land for various permanent uses such as **agricultural, native grasses**, wetlands, etc.
✓		Truck traffic and equipment operating hours and categories of **air quality** (Low, Medium, High)
		Reviewing shaft spacing to allow elimination of one maintenance shaft on each alignment. (Central - Byron Tract Shaft Site and East - Victoria Island Shaft Site)
		Geotechnical Boring Plan Information needed for: RTM characteristics; Site dewatering plans; Site foundation and ground improvement requirements; In-river construction methods at intake sites (pile driving)

Agenda Item 4d

SEC Questions on April 22nd Presentation

Agenda Item 4e

Proposed Alignment Tours Update

Site Facilities Tour Goals

- Provide visual and geographic context for current proposed facilities sites
- Create a tour that can be utilized safely by the SEC and, eventually, members of the public
  - Provide options for tour to allow for convenience and equity in how information is accessed

Tour Proposal

Create a "virtual" tour using aerial photography with our engineers providing narration on the sites as relevant.

- SEC can go on a "virtual" tour without leaving their homes
- Allows use of graphics, maps and other visual tools to allow for better understanding of proposed sites
- SEC can collect questions and ask them during an SEC meeting so that all information exchanges are shared and public
- DCA will provide map books and audio versions of the virtual tour so that SEC members can go on "self-directed tours" at their leisure to physically view sites
- All sites are proposed only and subject to change, easier to amend videos than to redo tours over and over

Barriers to Viewing Some Sites

- Do not have permission to enter some sites as they are on privately owned land
- Views of some sites obscured physically by trees, etc.
- Ability to pull over safely and/or get out of the car is limited because roadways are too narrow or there is too much traffic on certain roads
- Need to own a car and drive to access most sites

Introduction to Map Book

- Allows for Self-Guided Tours
- Pay attention to Cautions regarding privacy and safety issues
- Contents:
  - Central and East Alignment Key Map with Each Facility Labeled
  - Facility Aerial Photo of Region for Context
  - Facility Aerial Photo
  - Site Photographs (except for inaccessible sites)

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

WORKING DRAWINGS: SUBJECT TO CHANGE

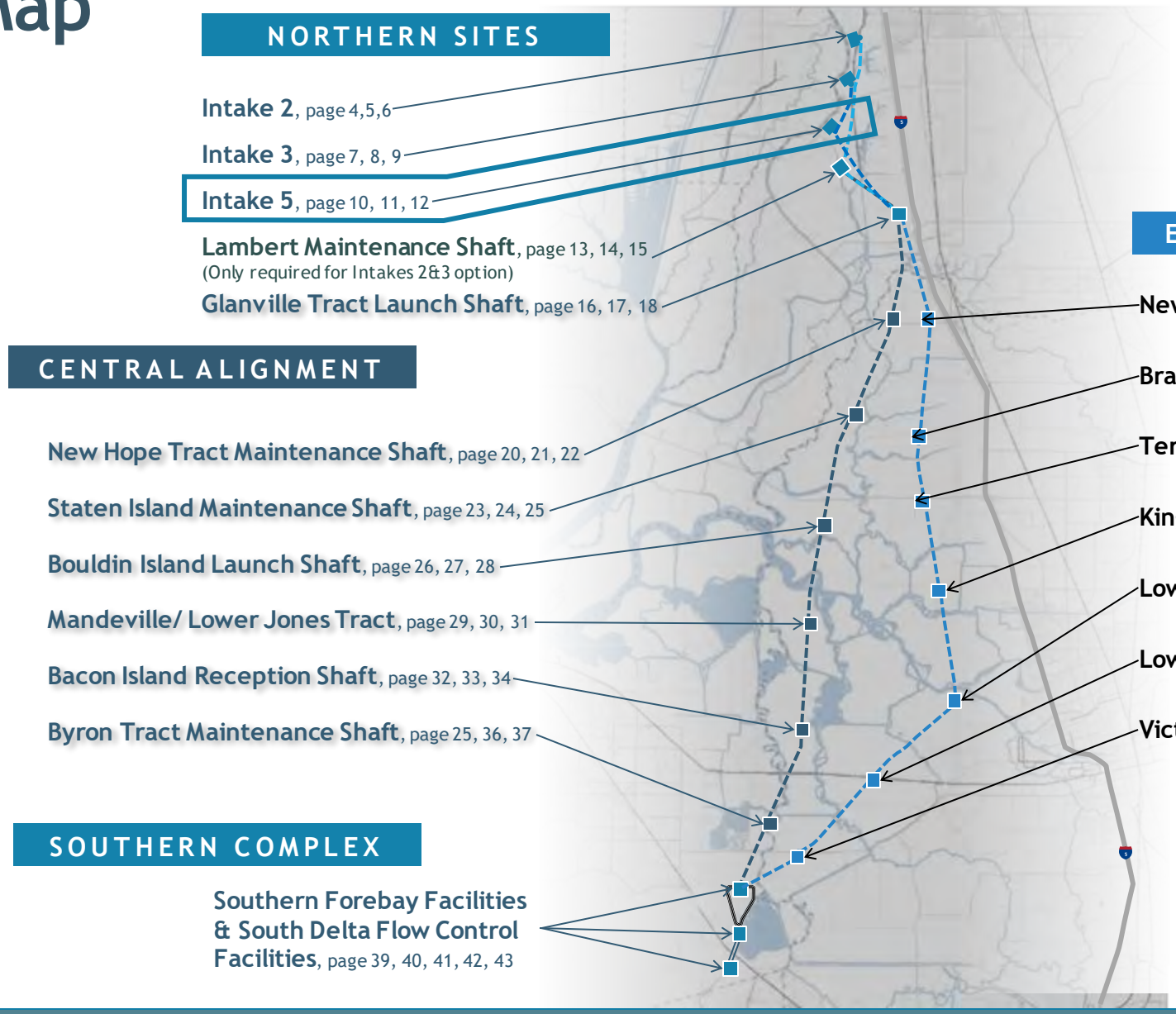
MAY 27, 2020 SEC MEETING

Delta Conveyance Map Book

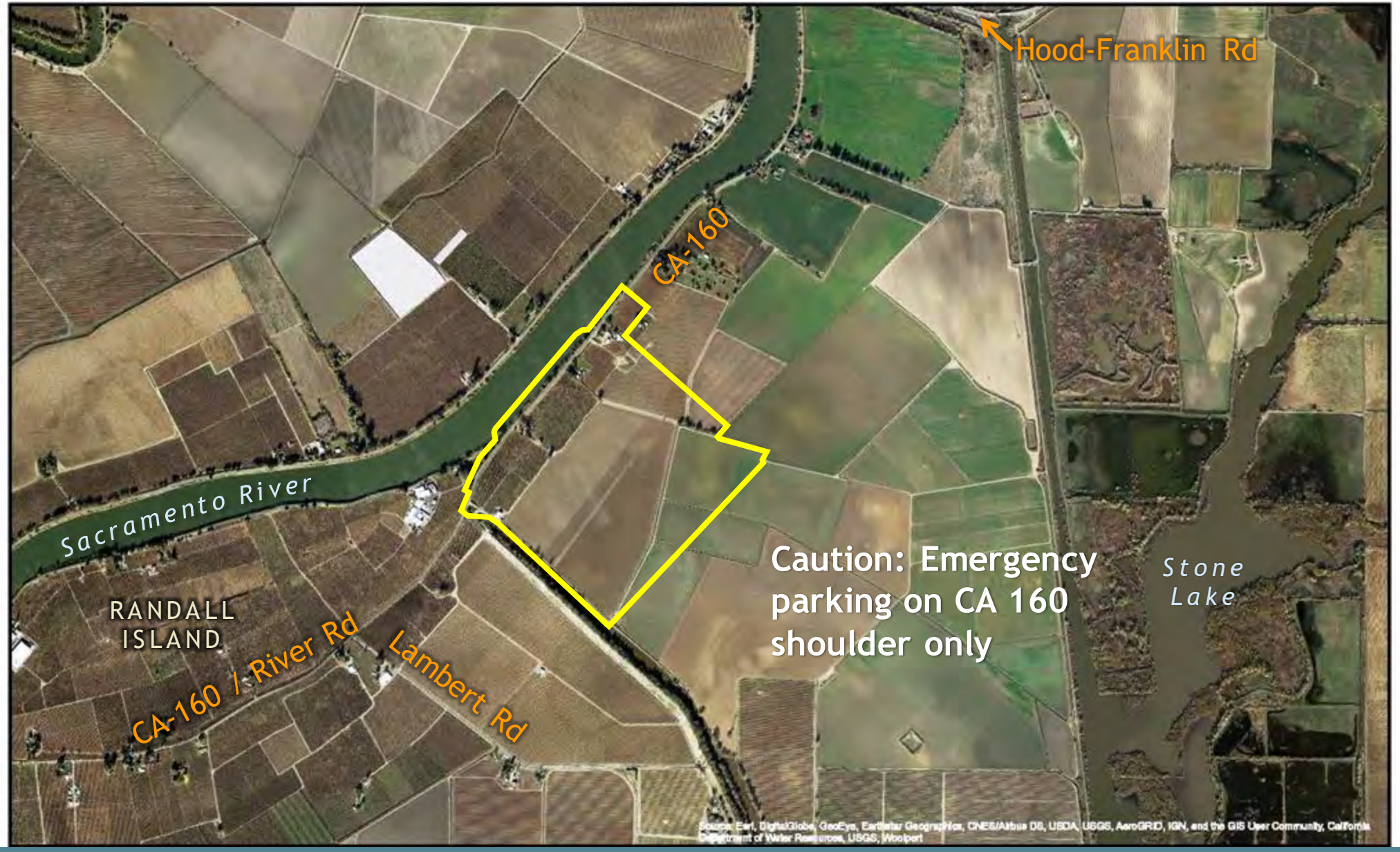
NORTH INTAKES & SHAFTS | CENTRAL ALIGNMENT | EASTERN ALIGNMENT | SOUTHERN COMPLEX

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

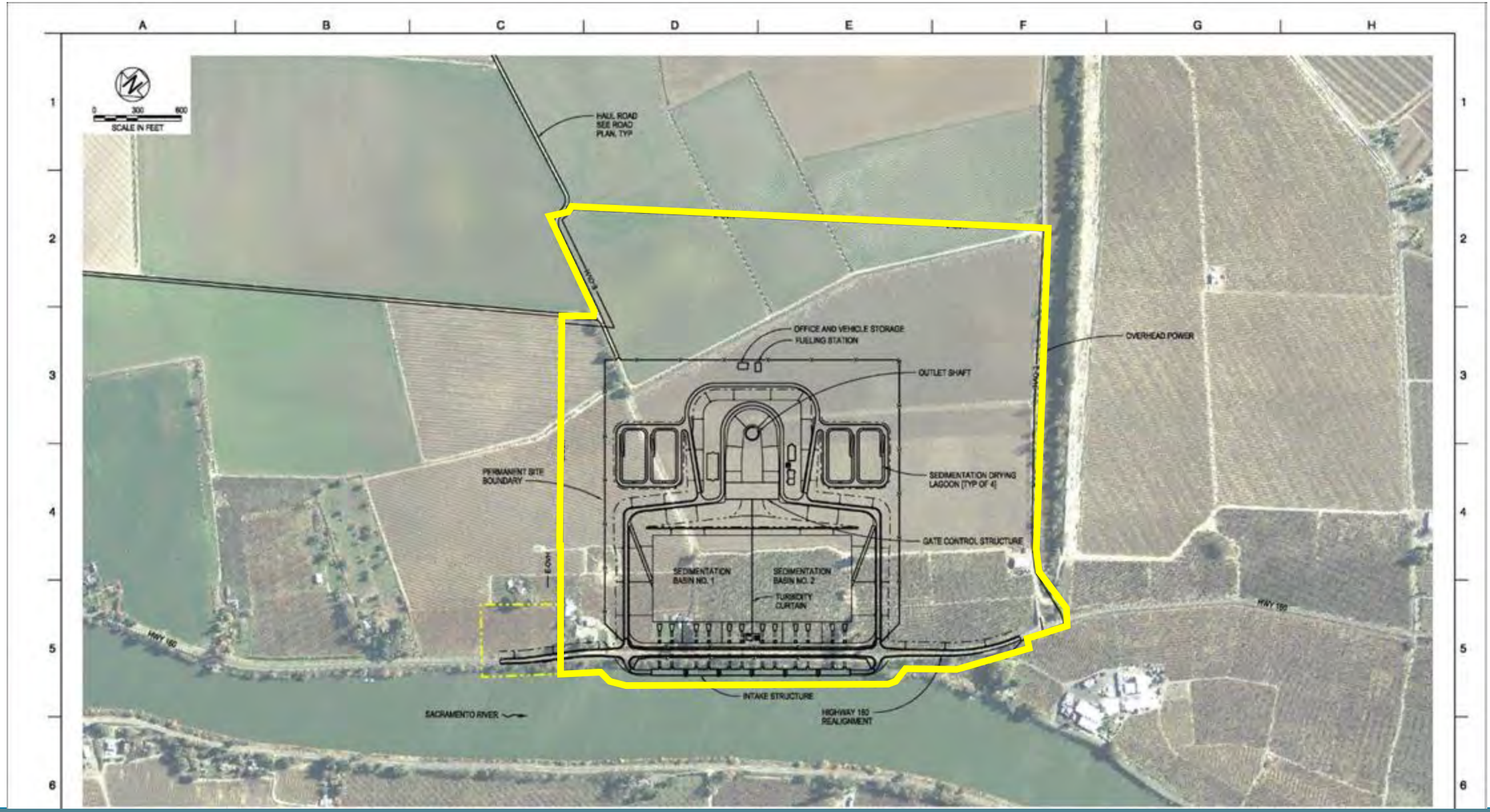
Key Map


NORTHERN SITES
Intake 2, page 4,5,6
Intake 3, page 7, 8, 9
Intake 5, page 10, 11, 12
Lambert Maintenance Shaft, page 13, 14, 15
(Only required for Intakes 2&3 option)
Glanville Tract Launch Shaft, page 16, 17, 18
CENTRAL ALIGNMENT
New Hope Tract Maintenance Shaft, page 20, 21, 22
Staten Island Maintenance Shaft, page 23, 24, 25
Bouldin Island Launch Shaft, page 26, 27, 28
Mandeville/ Lower Jones Tract, page 29, 30, 31
Bacon Island Reception Shaft, page 32, 33, 34
Byron Tract Maintenance Shaft, page 25, 36, 37
SOUTHERN COMPLEX
Southern Forebay Facilities & South Delta Flow Control Facilities, page 39, 40, 41, 42, 43
EASTERN ALIGNMENT
New Hope Tract Maintenance Shaft, page 45, 46, 47
Brack Tract Maintenance Shaft, page 48, 49, 50
Terminous Tract Reception Shaft, page 51, 52, 53
King Island Maintenance Shaft, page 54, 55, 56
Lower Roberts Island Launch Shaft, page 57, 58, 59
Lower Jones Tract Maintenance Shaft, page 60, 61, 62
Victoria Island Maintenance Shaft, page 63, 64, 66

Intake 5 Site Aerial, Construction Impact Area



Intake 5 Site Layout, Construction Impact Area



Intake 5 Site Photos

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

QUESTIONS?

Agenda Item 4f

Public Comment Agendized Items

Agenda Item 6

Public Comment Non-Agendized Items

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Stakeholder Engagement Committee

June 24, 2020

MEETING AGENDA:

4. Ralph M. Brown Act Update

5a. DWR Tribal Engagement & Other Updates

5b. Delta-wide Soils Transportation and Balance

5c. Update on DCA Follow-Up Studies in Response to SEC Comments

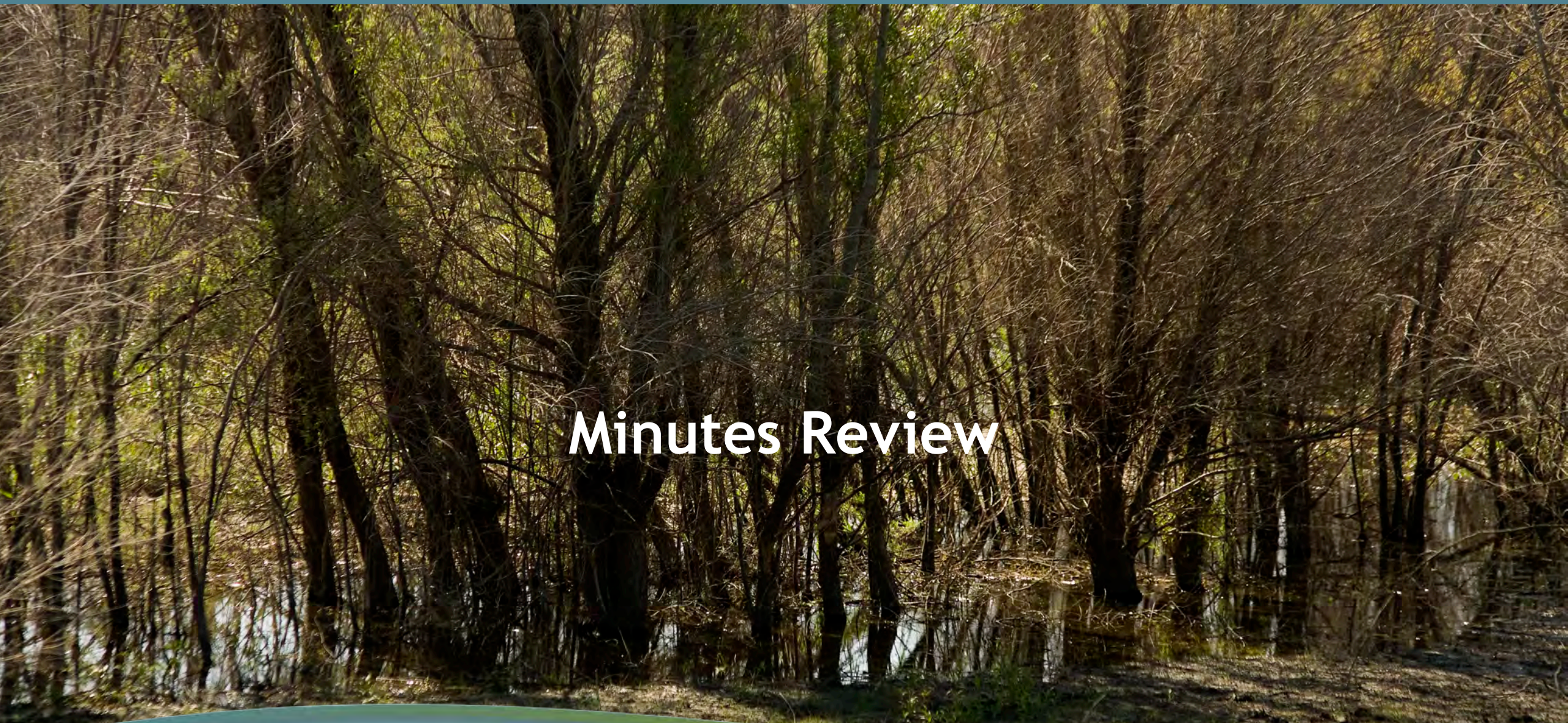
5d. SEC Questions or Comments on May 27th Presentation

5e. Public Comment on Agendized Items

6a. SEC Tour Updates

6b. July 22nd Meeting Topics

6c. July 18th SEC Report to DCA Board



Minutes Review

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Item 4: Brown Act Reminder

Stakeholder Engagement Committee
June 24, 2020

Overview

- Introduction
- Current Brown Act Rules
- Best Practices
- Questions?

INTRODUCTION

Brown Act

- Government Code § 54950
- California's open meeting law for local agencies
- Ensures most discussions and deliberations occur in public

Basic Rule

- Meetings of local legislative bodies must be open and public

INTRODUCTION, contd.

Meeting

- Any gathering of a majority of the members at the same time and place to hear, discuss or deliberate upon any matter under their jurisdiction.
- Majority = 10 members of the SEC, excluding ex officio members
- NO SERIAL MEETINGS

SUSPENSION OF BROWN ACT

- California Emergency Services Act gives Governor authority to suspend State law
- Interest groups requested Governor suspend Brown Act
- Executive Orders suspend the teleconference rule N-29-20 (March 17)
- Applies until state or local health officials are no longer requiring or recommending social distancing

VIRTUAL PUBLIC MEETINGS

Executive Order N-29-20

Requirements for Teleconference/Electronic Meetings:

1. Public can "observe and address" board
2. Agenda is timely posted (72 hours for regular meetings)
3. Notice says how public can observe and comment
4. Implement and advertise a procedure for "receiving and swiftly resolving" ADA accommodation requests
5. Make reasonable efforts to adhere to Brown Act as closely as possible to maximize transparency

BEST PRACTICES – VIRTUAL MEETINGS

- Communications should be through RingCentral
  - Avoid texts, instant messages, etc.
- NO serial meetings
- Muting when not speaking can help with background noise
- Use “raise hand” when wishing to speak
- Use your “video off” thoughtfully

Questions

Josh Nelson

joshuanelson@dcdca.org

916-551-2859 (office)

916-677-7403 (cell)

ITEM 5a: DWR Tribal Engagement & Other Updates

DCA
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

June 24, 2020

Disclaimer: These maps are for Stakeholder Engagement Committee discussion purposes only. They do not represent a decision by the DCA or DWR. Final decisions about the project will be made by DWR and will NOT be made until the concluding stages of the CEQA process.

Delta Conveyance Project: Tribal Consultation Update

Anecita Agustinez
Tribal Policy Advisor

Overview

1. Tribal Engagement in the Stakeholder Engagement Process
2. Tribal Consultation Policies
3. Assembly Bill 52 (2014) effective July 1, 2016 CEQA Amendment
4. COVID-19 Effects on Consultation Process
5. Resources

Tribal Engagement in Stakeholder Process

- Tribal Sovereignty
- Ancestral Land
- Public Scoping Comments
- Government to Government communication
  - Lead agencies have responsibility of maintaining confidentiality

Tribal Consultation Policies

- E.O. B-10-11 (Brown)
- CNRA Tribal Consultation Policy (2012)
- DWR's Tribal Engagement Policy (2016)
- Assembly Bill 52 (2014) effective July 1, 2015
- E.O. N-10-19
- E.O. N-15-19
- E.O. N-54-20

Tribal Engagement in Delta Conveyance

DWR is lead agency under CEQA for the Delta Conveyance Project

DWR initiated broad pre-AB 52 Tribal outreach and providing technical support to Tribal Engagement Committee for Delta Tribes

DWR held eight public scoping meetings beginning on February 3, 2020 and ending on March 2, 2020. These meeting had significant Tribal public participation.

DWR issued a CEQA Notice of Preparation for Delta Conveyance Project on January 15, 2020, formally beginning AB 52 Tribal engagement.

AB 52 – CEQA Amendment

Prerequisites for AB 52 Tribal Consultation

Applies to any project for which a Notice of Preparation, Notice of Mitigated Negative Declaration or Notice of Negative Declaration is filed on or after July 1, 2015.

A Tribe that is traditionally and culturally affiliated to the geographic area where a project is located must have requested that the lead agency in question provide notification to the Tribe of projects in the Tribe's area of traditional and cultural affiliation.

Tribal Cultural Resources Under AB 52

Tribal Cultural Resources (TCRs):

- A site, feature, place, cultural landscape, sacred place or object with cultural value to a "California Native American tribe," that is either on, or eligible for inclusion in, the California Historic Register or a local historic register, or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines should be treated as a Tribal Cultural Resource. PRC § 21074(a)(1-2)

Tribes:

- In the Native American Heritage Commission (NAHC) "contact list."

  PRC § 21073

Tribal Consultation

Pursuant to AB52 and State consultation policies, DWR mailed a formal **AB52 Notification for the Delta Conveyance Project** on January 15, 2020.

Tribes who were not on the DWR AB 52 consultation list at the time of the release of the NOP were also mailed a Notification of the Delta Conveyance Project on the same date, and consistent with CNRA policy and DWR policy, informing them they are able to submit information regarding significance of any Tribal Cultural Resources, or any appropriate mitigation measures through the general CEQA process

Tribes Currently in Consultation

AB 52:

- Ione Band of Miwok Indians
- North Valley Yokuts
- Shingle Springs Band of Miwok Indians
- United Auburn Indian Community
- Wilton Rancheria
- Winnemem Wintu
- Wintu Tribe of Northern California
- Yocha Dehe Wintun Nation

DWR's Tribal Engagement Policy:

- Buena Vista Rancheria of Me-Wuk Indians
- Rincon Band of Luiseño Indians
- Viejas Band of Kumeyaay Indians
- Yurok Tribe

Tribal Informational Meetings

Pre-AB52 Meetings

- September 11, 2019
- November 12, 2019

Tribal Engagement Committee Meetings

- January 22, 2020
- February 25, 2020
- Monthly meetings continuing amongst Tribes

DWR will schedule quarterly Informational Update Meetings for Tribes

- Anticipate regional meetings throughout CA

COVID-19

Formal requests for pauses in consultation due to COVID-19:

- Ione Band of Miwok Indians
- Rincon Band of Luiseño Indians
- Shingle Springs Band of Miwok Indians
- United Auburn Indian Community
- Yocha Dehe Wintun Nation

Other Tribes who notified DWR of temporary closures due to COVID-19:

- Hoopa Valley Tribe
- Karuk Tribe
- Wilton Rancheria

Questions

Thank you

Anecita Agustinez
Tribalpolicyadvisor@water.ca.gov

Resources

- Executive Order B-10-11 (2011)
- http://gov.ca.gov/news.php?id=17223
- CNRA Tribal Consultation Policy (2012)
- http://resources.ca.gov/docs/Final_Tribal_Policy.pdf
- DWR Tribal Policy (2016)
- https://water.ca.gov/About/Tribal-Policy
- Native American Heritage Commission
- www.nahc.ca.gov
- Protecting Cultural Resources
- http://nahc.ca.gov/wp-content/uploads/2017/03/Protecting-CA-NA-Sites-During-Drought-Wild-Land-Fire-and-Flood-Emergencies.pdf

Resources

- Local Government and Tribal Intergovernmental Consultation SB 18 (2005)
- SB 18 (Chapter 905, Statutes of 2004)
- Delta Conveyance Tribal Engagement Website
- https://water.ca.gov/Programs/State-Water-Project/Delta-Conveyance/Tribal-Engagement
- AB 52 CEQA Amendment
- https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201320140AB52#:~:text=AB%2052%2C%20Gatto.,Americans%3A%20California%20Environmental%20Quality%20Act.&text=CEQA%20requires%20the%20lead%20agency,comment%20on%20a%20proposed%20project.

Executive Order B-10-11

- California recognizes Tribal sovereignty
- Every state agency under Executive Branch control shall encourage **communication** and **consultation** with California Tribes
- Respective of Federally AND non-federally recognized Tribes
- The Executive will engage with Tribes on a “Government-to-Government” basis

Executive Order N-10-19

Orders the California Natural Resources Agency, the California Environmental Protection Agency, and the California Department of Food and Agriculture

- Prepare a water resilience portfolio and reassess priorities
- Shall list inventory and assess (2.f) current planning to modernize conveyance through the Bay Delta with a single tunnel project

The Water Resilience Portfolio shall embody the following principles:

- (3.g) Strengthen partnerships with local, federal and tribal governments, water agencies and irrigation districts and other stakeholders
- (4.) These agencies shall conduct extensive outreach to inform this process, including to other state agencies, sovereign tribes, federal and local government, local water agencies, agricultural groups, environmental justice and environmental conservation organizations, local and statewide business leaders, academic experts and other stakeholders

Executive Order N-15-19

The State of California

- Recognizes and acknowledges the century of prejudicial policies against California Native Americans
- Commends and honors California Native Americans… for stewarding and protecting this land we now share
- Apologizes on behalf of the citizens of the State of California to all California Native Americans for the many instances of violence, maltreatment and neglect inflicted on Tribes
- Reaffirms and incorporates by reference and principles outlined in E.O. B-10-11, which requires the Administration to engage in government-to-government consultation with California Native American Tribes regarding policies that may affect Tribal communities.
- Establish the Truth and Healing Council.

Executive Order N-54-20

- Effective April 22, 2020
- This Executive Order suspended the time requirements for Tribes to request AB 52 consultation and for agencies to respond to Tribes that have requested consultation for 60 days from the date of the Executive Order
- The Executive Order does not require a pause if consultation has already begun
- Notifications for the Delta Conveyance Project proceeded the effective date

June 2020

Disclaimer: These maps are for Stakeholder Engagement Committee discussion purposes only. They do not represent a decision by the DCA or DWR. Final decisions about the project will be made by DWR and will NOT be made until the concluding stages of the CEQA process.

JUNE 24, 2020

Delta Conveyance Project: *Environmental Review Update*

Carrie Buckman
Environmental Program Manager

Current Activities

- **Draft Scoping Summary Report:** draft report will capture scoping-related information including comments received and scoping meeting transcripts (July)
- **Section 404/Section 10 Application:** DWR submitted Department of the Army permit application pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act
- **Draft Environmental Impact Report:** work continues on initial steps for development of the EIR
- **Soil Investigation IS/MND:** DWR is working to address comments and complete environmental process

National Environmental Policy Act

- No federal project proponent
- Regulatory agency will be the NEPA lead
- Need to formally engage the Corps to allow federal agencies to determine the NEPA lead
  - Flood management: requires initiation letter from the local sponsor to initiate the Section 408 process
  - Wetlands and waters: Section 404 application
- DWR has now formally engaged the Corps and is expecting the identification of the NEPA lead soon

Section 404 Application

- Application includes a project description, an assessment of impacts to wetlands and waters, and avoidance and minimization measures.
- Timing: DWR submitted the application now to initiate selection of NEPA lead agency. No permit will be issued until after CEQA, NEPA, and other permitting are complete.
- Project description: the 404 application includes only one alignment because the Corps would not consider an application with multiple options. This does not constitute a decision; no decision will be made until after environmental process is complete.

Ways to Stay Informed

water.ca.gov

- Programs
  - State Water Project
    - Delta Conveyance

Project Hotline

866.924.9955

Twitter

@CA_DWR

Project Email

DeltaConveyance@water.ca.gov

ITEM 5d: SEC Questions or Comments on May 27th Presentation

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

ITEM 5e: Public Comment on Item 5

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

ITEM 6a: SEC Tour Updates

DCA
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

ITEM 6b: July 22nd SEC Meeting Topics

(subject to change)

- Scoping Update (DWR)
- Rehabilitation of construction impacted land
- Final temporary and permanent boundaries
- Intakes Update

ITEM 6c: July 18th SEC Report to DCA Board

DCA
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

ITEM 7: Non-Agendized SEC Questions or Comments

ITEM 8: Public Comment

Non-Agendized Items

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

NEXT SEC MEETING

DATE: July 22, 2020

TIME: 3-6 PM

TOPICS*: 3-6 PM

- Scoping Update (DWR)
- Rehabilitation of construction impacted land
- Final temporary and permanent boundaries
- Intakes Update

**subject to change*

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

Soils & RTM Management

Graham Bradner, Levees/Forebay Lead

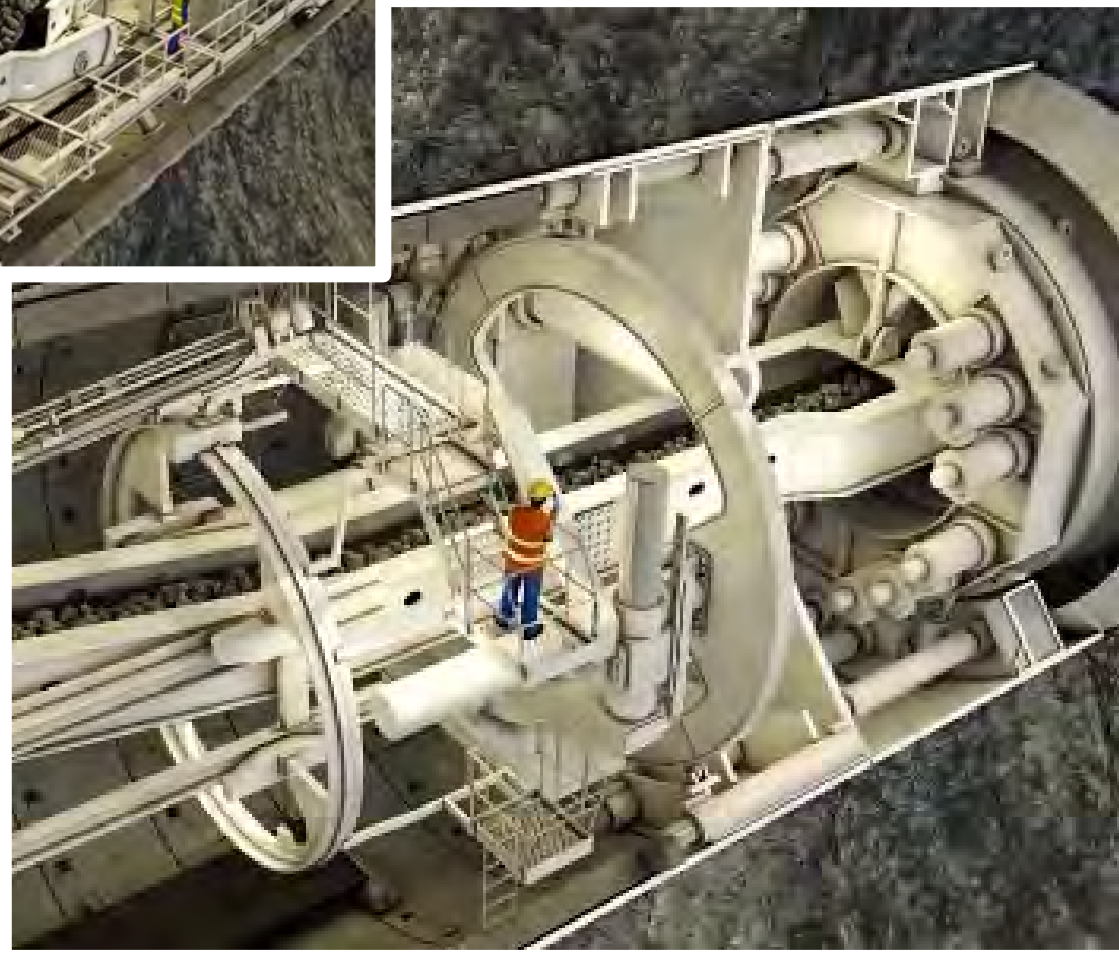
Agenda

1. Use of RTM
2. Soils Material Balance

1. Use of RTM

Reusable Tunnel Material (RTM) Overview

- ~6 to 15 Mil CYs of RTM will be generated during tunnel boring operations
- Will need ~20 MCYs of soil fill at project sites for various project features
- Effects of hauling and logistical constrictions highlight need to optimize material uses



RTM Generation Sites

Central Alignment

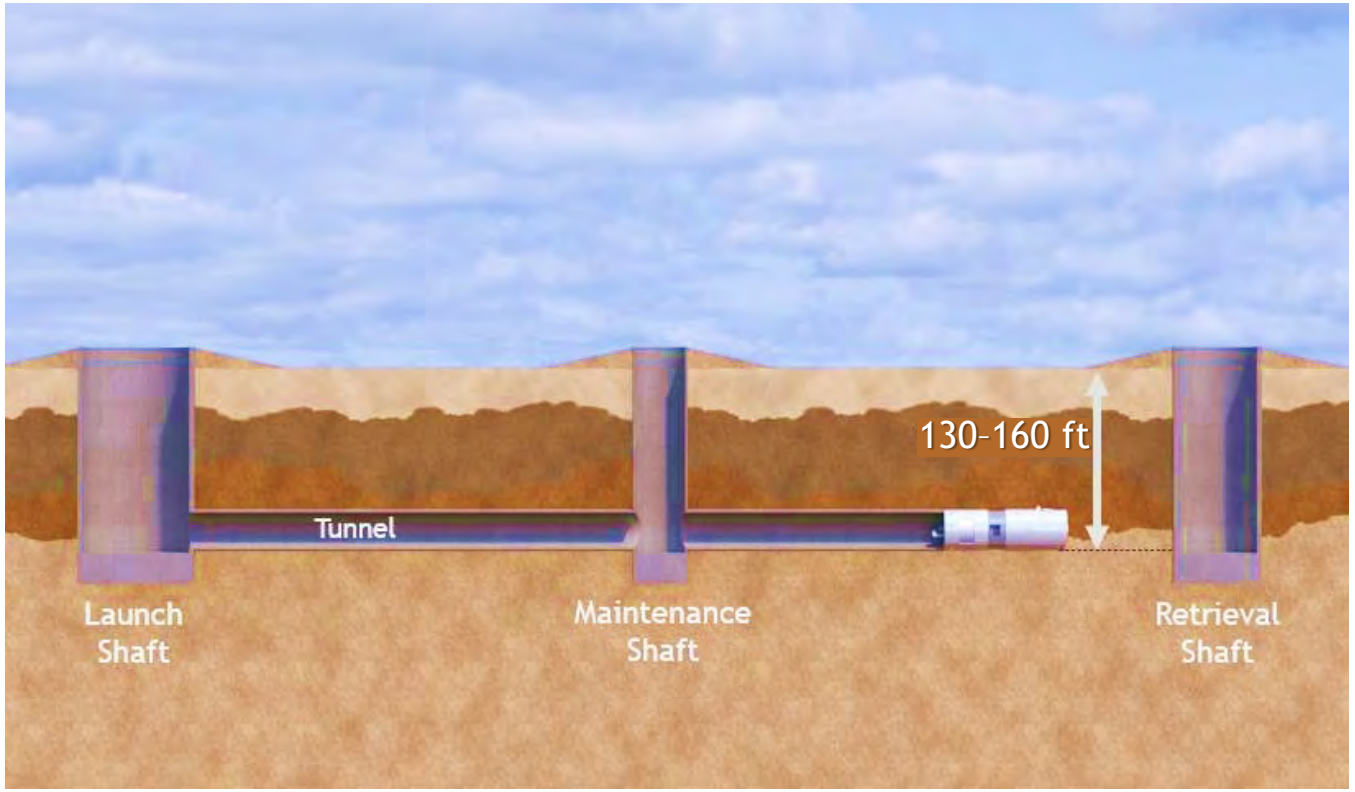
- Twin Cities
- Bouldin Island
- Southern Complex

Eastern Alignment

- Twin Cities
- Lower Roberts
- Southern Complex

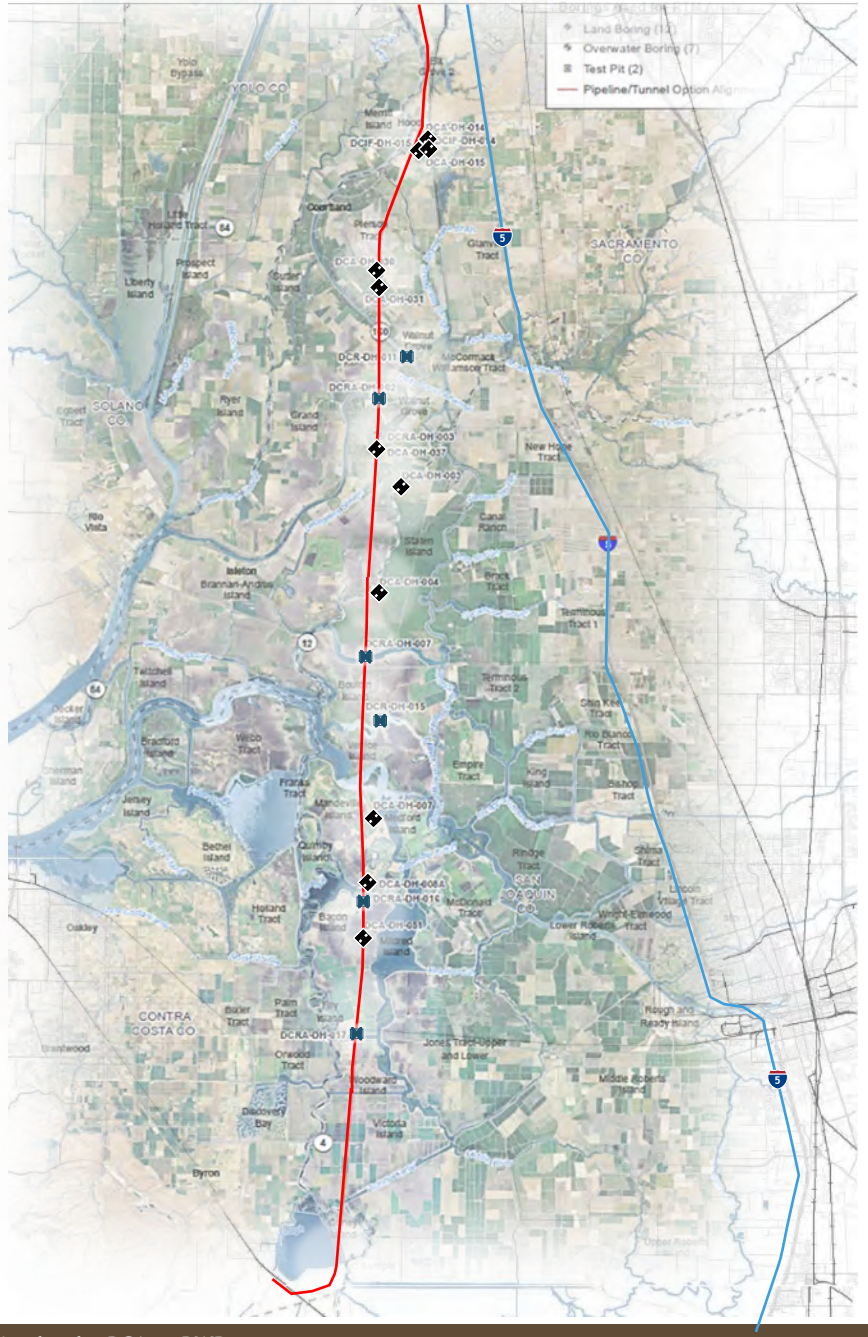
Reusable Tunnel Material (RTM) Overview

- Tunnel depth expected at ~130 -160 ft below ground
- Older soils consisting of sands, silts, and clays w/ occasional buried stream channels
- Peats not anticipated



Previous Testing of RTM

- Soil samples collected from 19 borings along expected tunnel alignment and depth
- Blended w/ 3 typical soil conditioners and tested for material properties, strength, permeability, and toxicity
- Conditioner application purposefully higher than industry typical values

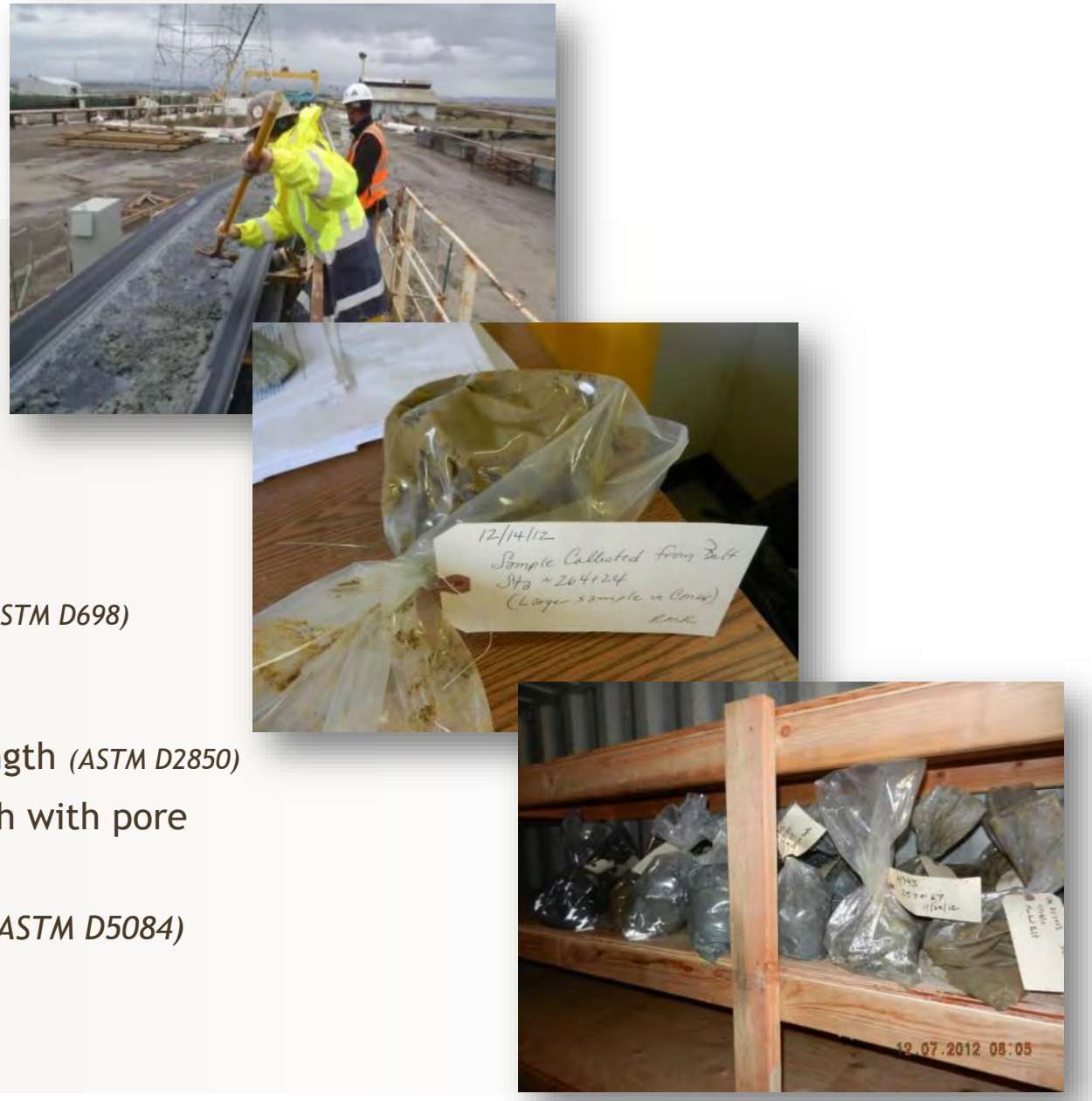


Land Boring (12)

Overwater Boring (7)

Historical Geotechnical Laboratory Testing

- **Soil Classification**
  - Moisture content *(ASTM D2216)*,
  - Atterberg limits *(ASTM D4318)*,
  - Gradation and hydrometer *(ASTM D422)*
- **Constructability**
  - Optimum moisture content and maximum dry density *(ASTM D698)*
- **Geotechnical Performance**
  - Remolded unconsolidated undrained triaxial shear strength *(ASTM D2850)*
  - Remolded consolidated undrained triaxial shear strength with pore pressure measurements *(ASTM D4767)*
  - Remolded consolidation *(ASTM D2435)* and permeability *(ASTM D5084)*



Embankment Design Criteria

Characteristic	USACE Geotechnical Levee Practice[1]	CCR Title 23[2]	Samples w/o Conditioners	Samples w/ Conditions (RTM)
Maximum particle size	2 inches	2 inches	<1% gravel ☑	<1% gravel ☑
% Fines (pass No. 200 sieve)	Fines ≥ 20%	Fines ≥ 30%	Fines = 67% to 69% ☑	Fines = 45% to 71% ☑
Plasticity Index (PI)	8 ≤ PI < 40	8 ≤ PI ≤ 40	PI = 19 to 20 ☑	PI = 9 to 23 ☑
Liquid Limit (LL)	LL ≤ 45	LL ≤ 45	LL = 38 ☑	LL = 40 to 46 ☑
Other Criteria	Free of objectionable matter	g_{sat} ≥ 112 pcf Organics ≤ 2% by vol; No unsatisfactory materials[3]	☑	☑

1) *Geotechnical Levee Practice, USACE, Sacramento District, Engineering Division, GEEB, 04/11/2008.*
2) *CCR, Title 23-Proposed Technical Changes, Division 1. Central Valley Flood Protection Board, Article 8. Standards, Section 120. Levees. Updated May 21, 2011 (legal review pending).*
3) *Unsatisfactory materials are described in the Title 23-Proposed Technical Changes as materials "such as trash, etc."*

Additional testing

Could be related to dispersive qualities of conditioners that breakdown clays and silts. Will be studied further.

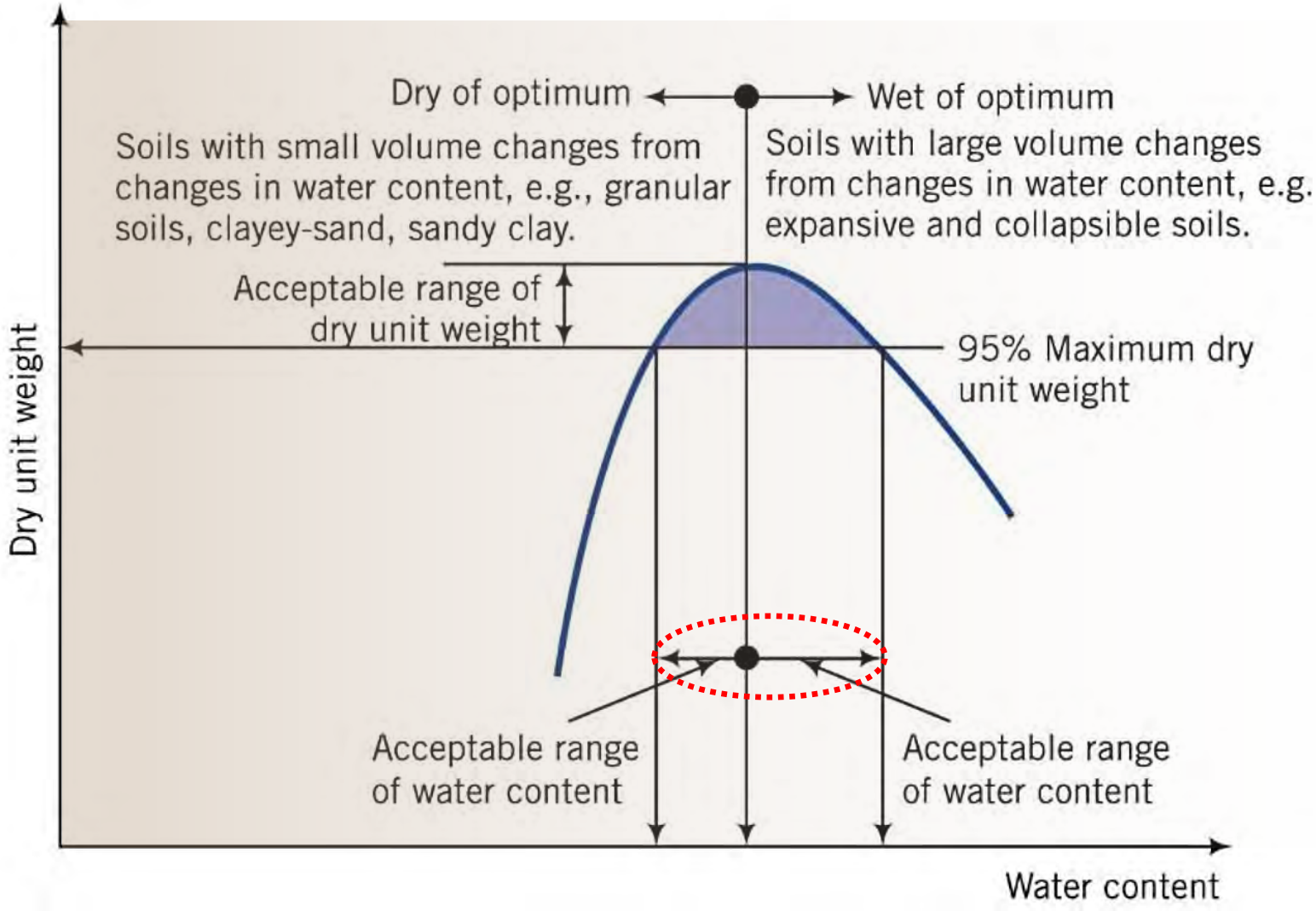
- **Strength and compressibility**
  - Minor increase in compressibility and slight decrease in shear strength for conditioned soils, but not considered significant
- **Permeability**
  - Hydraulic conductivity reduced for conditioned soils

- **Health, Environment, and Ecology (data reviewed by environmental specialists)**
  - Hydrocarbons and pesticides not detected
  - Metals and inorganics generally resemble naturally occurring levels
  - Cadmium detected above typical background, but below environmental screening levels for health or ecological impacts
- **RTM Management approach includes holding period for environmental testing**

Soil Moisture Content

- Soil strength varies with water content
- Optimum water content for soil strength varies by soil type but typically ranges from ~17 to 23%
- The RTM from tunnel operations may be ~30 to 45% water content
- To use the RTM for structural fill, moisture must be removed

Typical Moisture Density Curve showing relationship between soil strength and percent water content.



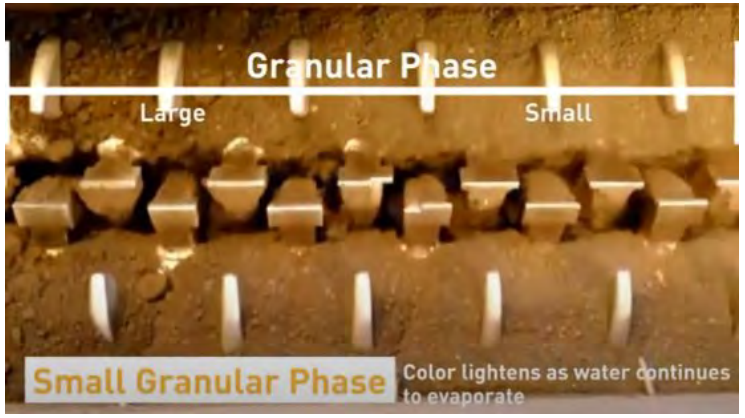
Methods Considered to Dry RTM

Natural Drying

- Spread in ~18-inch lifts
- Daily tilling & discing to mix soil
- About 2-3 weeks drying time per lift
- Hot, dry weather needed (req. significant wet storage containment)
- Land intense

Mechanical Drying - Heated Drying

- Uses thermal dryers to remove moisture directly from conveyors
- Requires more power at a greater capital cost, up to 9 dryers per tunnel
- Allows year-round drying
- Significantly less heavy equipment required
- Compatible with secondary natural drying method



Summary

Project Team sees opportunity with RTM

- Tremendous need for soil fill and will produce excess quantities of RTM
- Project circumstances drive creative thinking about using available resources
- Pre- and Post-conditioned samples meet State and Federal embankment requirements
- Additional testing for strength and permeability show RTM to be viable as embankment fill

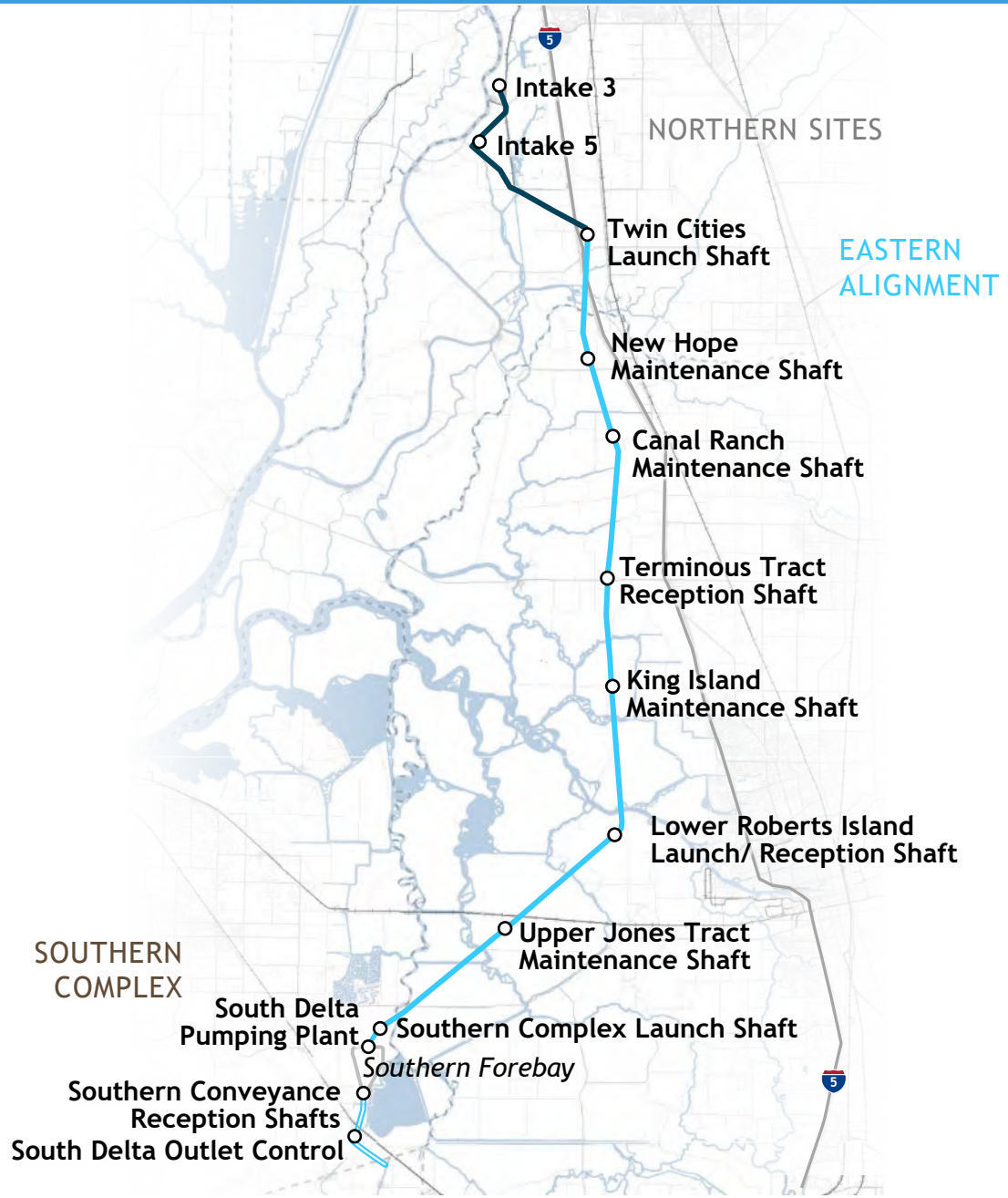
Further Study

- Potential dispersive effects of the conditioners; zoned embankments resolve issue for now
- Continue to analyze and evaluate geotechnical and environmental properties
- Biggest issue: moisture content; comes out wet, but have included processes for drying the material before use

2. Soils Materials Balance

EASTERN ALIGNMENT OVERVIEW

SITE	FILL MATERIAL (CY) NEEDED	IMPORTED
Intake 3	1,863,000	55,000
Intake 5	1,684,000	55,000
Twin Cities Complex	501,000	82,000
New Hope Tract Maintenance Shaft	69,000	58,000
Canal Ranch Tract Maintenance Shaft	107,000	96,000
Terminous Tract Reception Shaft	236,000	213,000
King Island Maintenance Shaft	147,000	136,000
Lower Roberts Tract Launch/Reception Shaft	449,000	0
Upper Jones Tract Maintenance Shaft	182,000	170,000
Southern Complex Launch Shaft	404,000	393,000
Southern Forebay	8,502,000	3,515,000
South Delta Conveyance	616,000	0



Sample Logistics Page

Site Name and an aerial view of each site with a simplified construction footprint

Summary Table of logistics details – within the table, imported sources are identified by color in the Truck Hauling Schedule

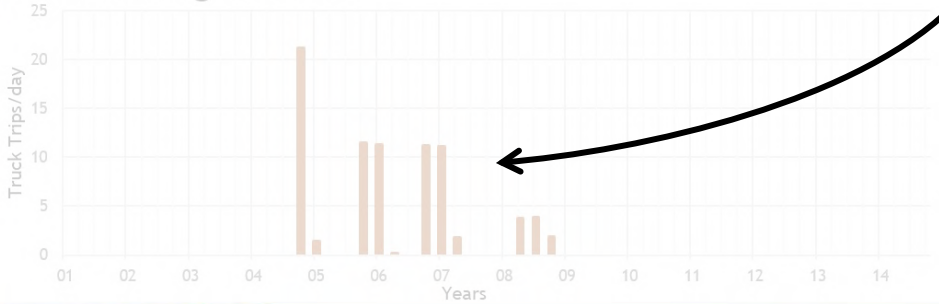
EASTERN ALIGNMENT

Twin Cities Complex

Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED (shaft pad)	200,000	
NEEDED (levee)	300,000	
NEEDED (export)	1,353,000	
IMPORT	82,000	New Hope, Canal Ranch, King, Terminous Shaft Excavation
ON-SITE	501,000	TCC Excavation
ON-SITE	1,137,000	TCC RTM
ON-SITE	134,000	Twin Cities Shaft Excavation
EXCESS	*0*	*N/A*

Truck Hauling Schedule



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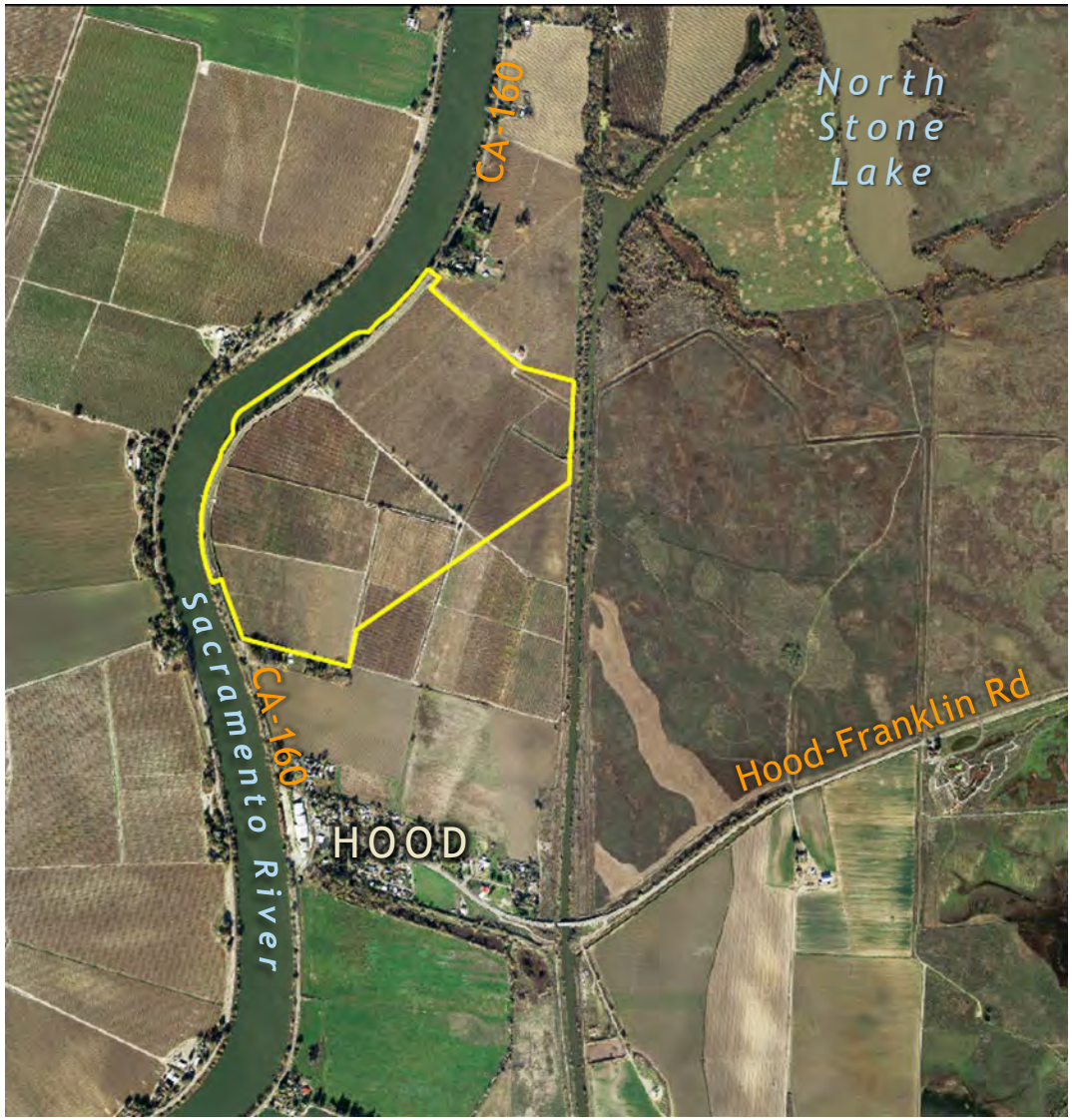
JUNE 24, 2020 19

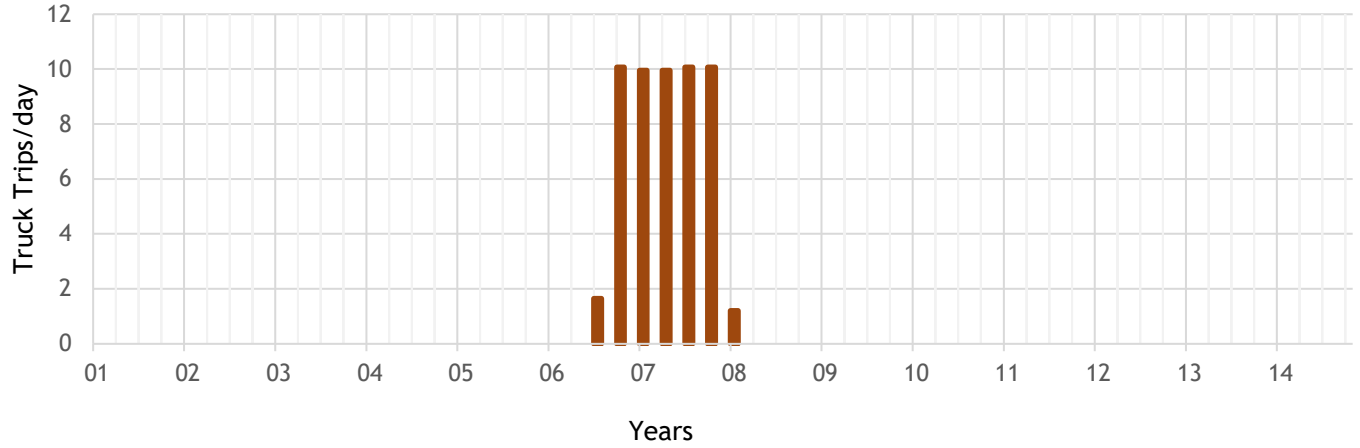
Intake 3



Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**1,863,000**	
IMPORT	**55,000**	**Quarry/Off Site Borrow**
ON-SITE	1,808,000	Intake Excavation
EXCESS	*0*	*N/A*

Truck Hauling Schedule

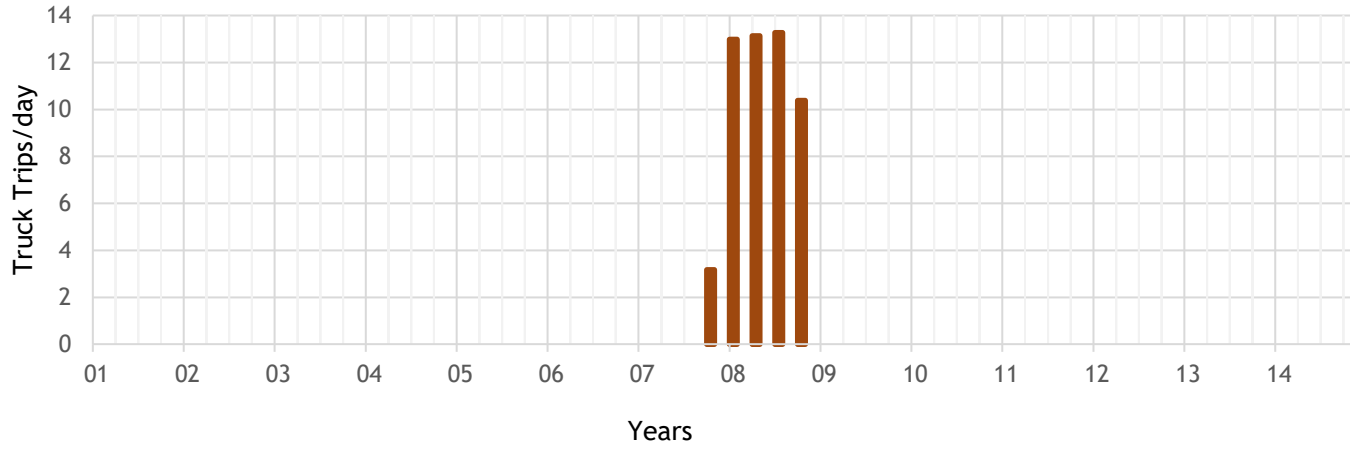


Intake 5

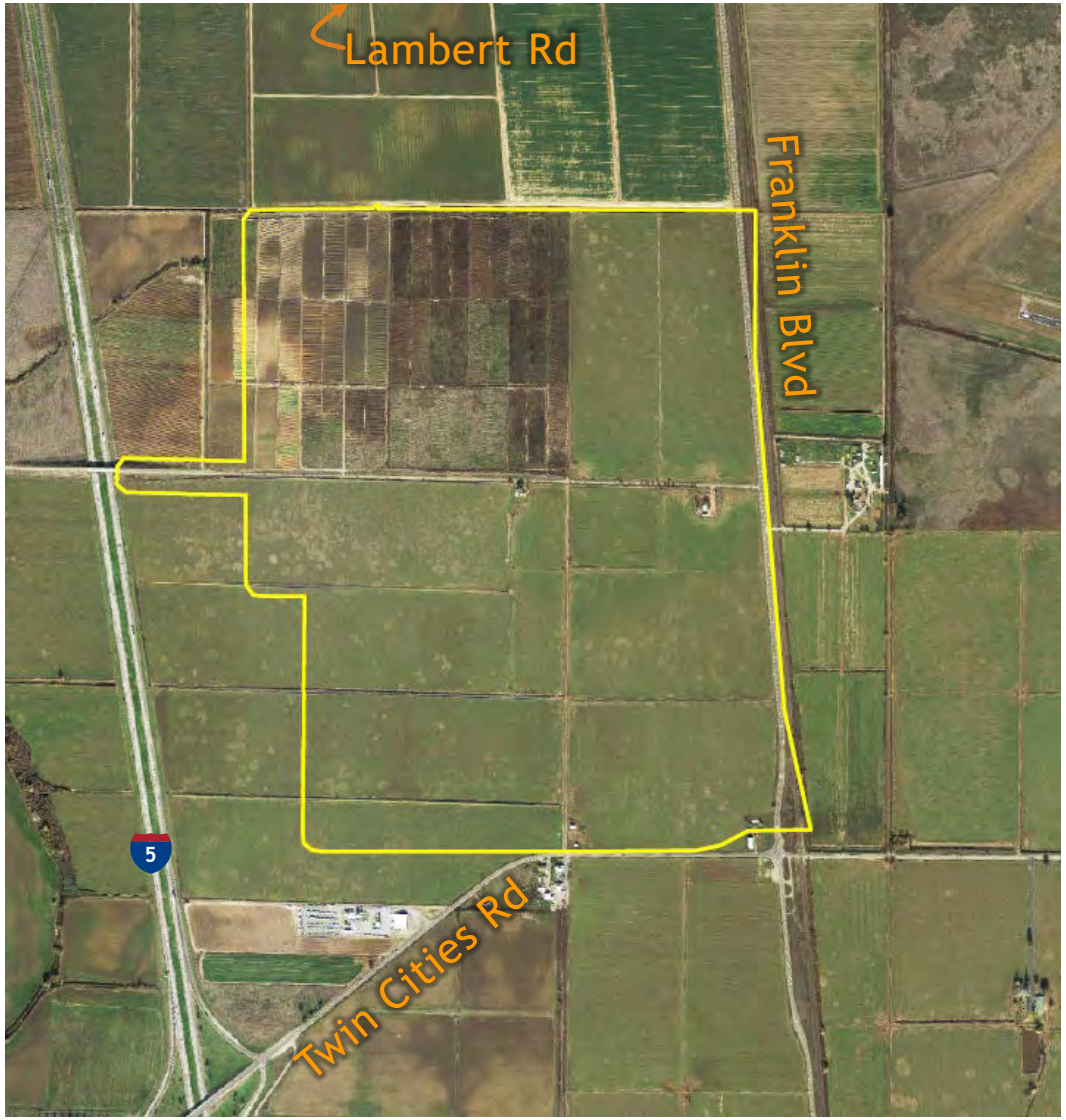
Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**1,684,000**	
IMPORT	**55,000**	**Quarry/Off Site Borrow**
ON-SITE	1,629,000	Intake Excavation
EXCESS	*0*	*N/A*

Truck Hauling Schedule



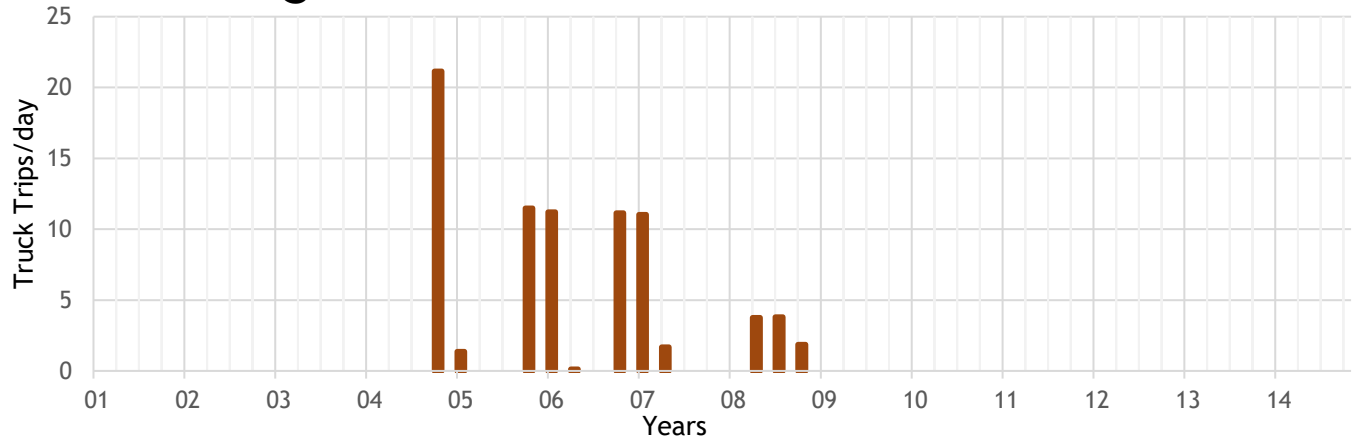
Twin Cities Complex



Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED (shaft pad)	**200,000**	
NEEDED (levee)	**300,000**	
NEEDED (export)	**1,353,000**	
IMPORT	**82,000**	**New Hope, Canal Ranch, King, Terminous Shaft Excavation**
ON-SITE	501,000	TCC Excavation
ON-SITE	1,137,000	TCC RTM
ON-SITE	134,000	Twin Cities Shaft Excavation
EXCESS	*0*	*N/A*

Truck Hauling Schedule

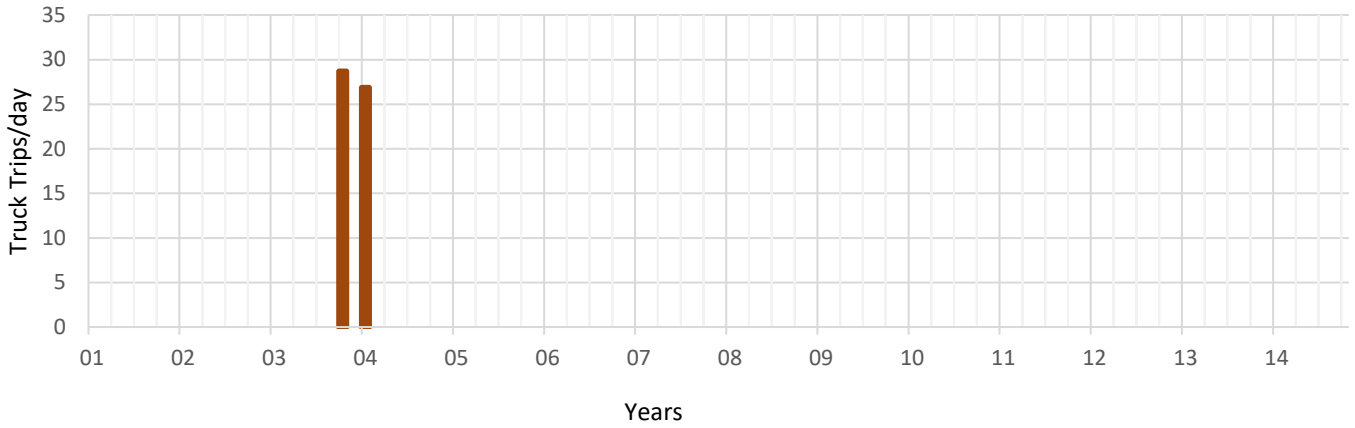


New Hope Maintenance Shaft

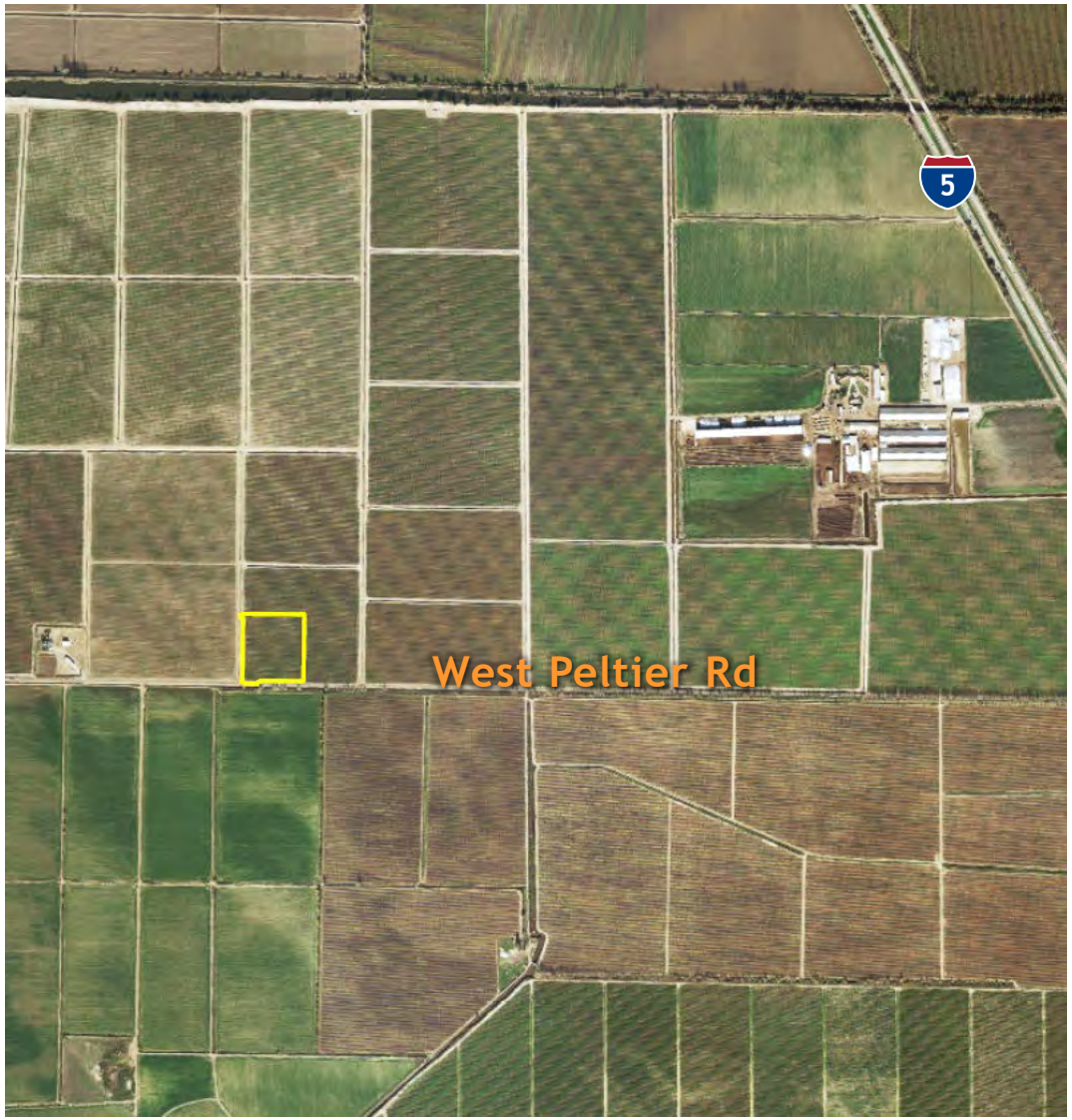
Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**69,000**	
IMPORT	**58,000**	**TCC Excavation**
ON-SITE	11,000	New Hope Shaft Excavation
EXCESS	*25,000*	*To TCC*

Truck Hauling Schedule



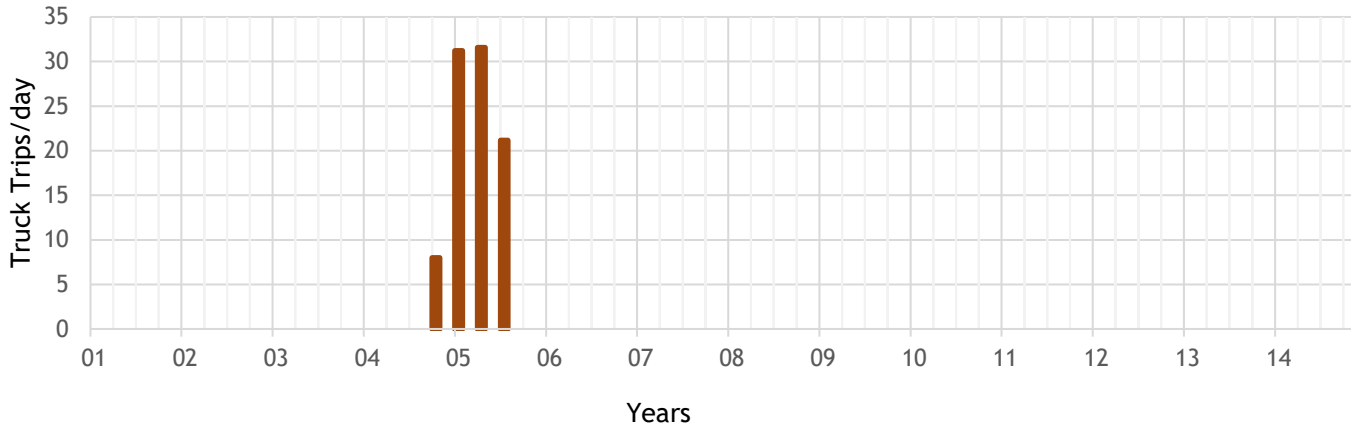
Canal Ranch Maintenance Shaft



Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**107,000**	
IMPORT	**96,000**	**TCC Excavation**
ON-SITE	11,000	Canal Ranch Shaft Excavation
EXCESS	*24,000*	*To TCC*

Truck Hauling Schedule

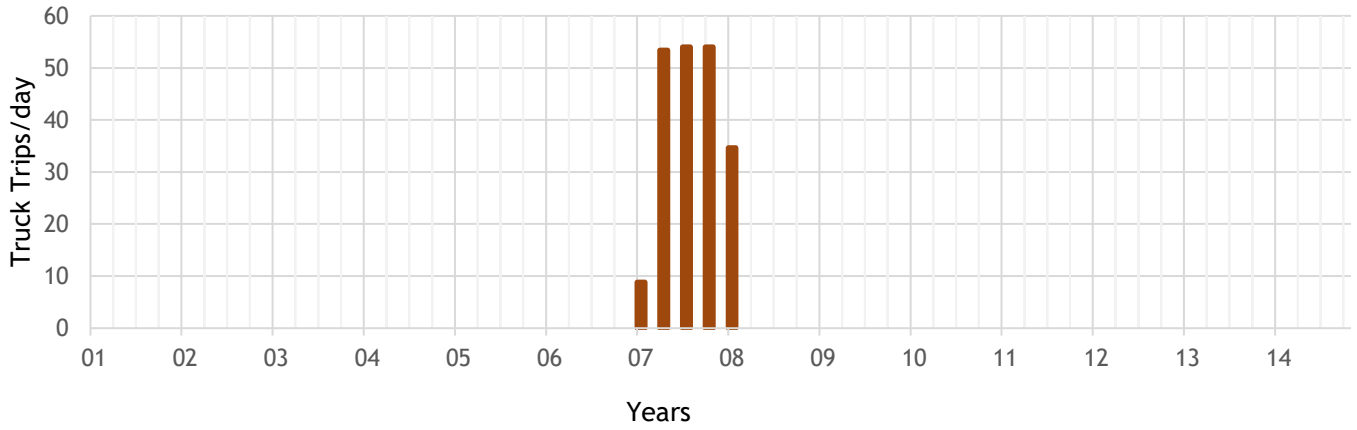


Terminous Reception Shaft

Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**236,000**	
IMPORT	**213,000**	**TCC Excavation**
ON-SITE	23,000	Terminous Shaft Excavation
EXCESS	*10,000*	*To TCC*

Truck Hauling Schedule

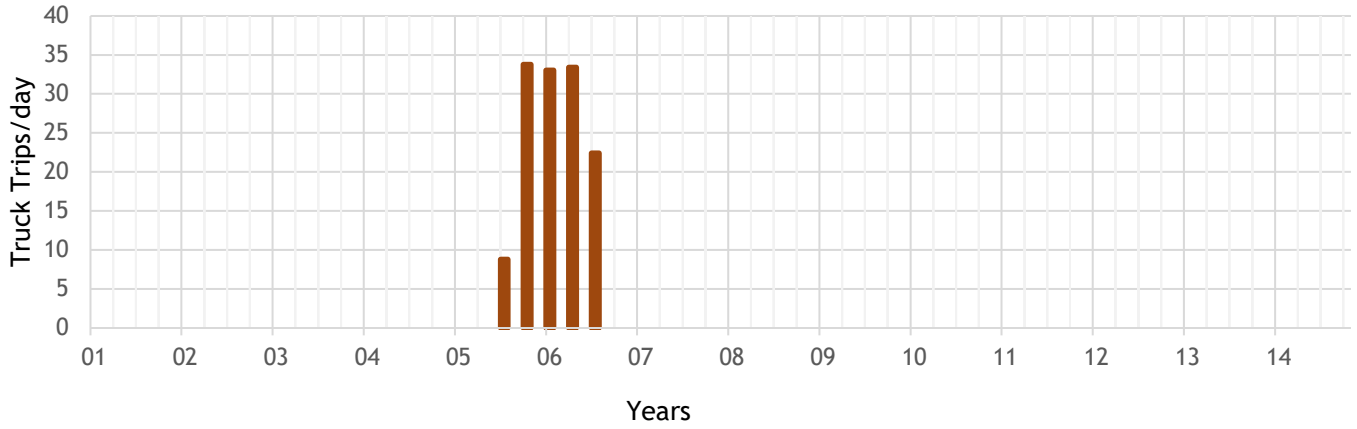


King Maintenance Shaft

Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**147,000**	
IMPORT	**136,000**	**TCC Excavation**
ON-SITE	11,000	King Shaft Excavation
EXCESS	*25,000*	*To TCC*

Truck Hauling Schedule



Lower Roberts Launch Shaft

Summary Table

Description	Volume (CCY)	Need/Source
NEEDED (shaft pad)	**393,000**	
NEEDED (levee)	**56,000**	
NEEDED (export)	**1,015,000**	
ON-SITE	449,000	Lower Roberts Excavation
ON-SITE	952,000	Lower Roberts RTM
ON-SITE	63,000	Lower Roberts Shaft Excavation
EXCESS	*0*	*N/A*

Truck Hauling Schedule

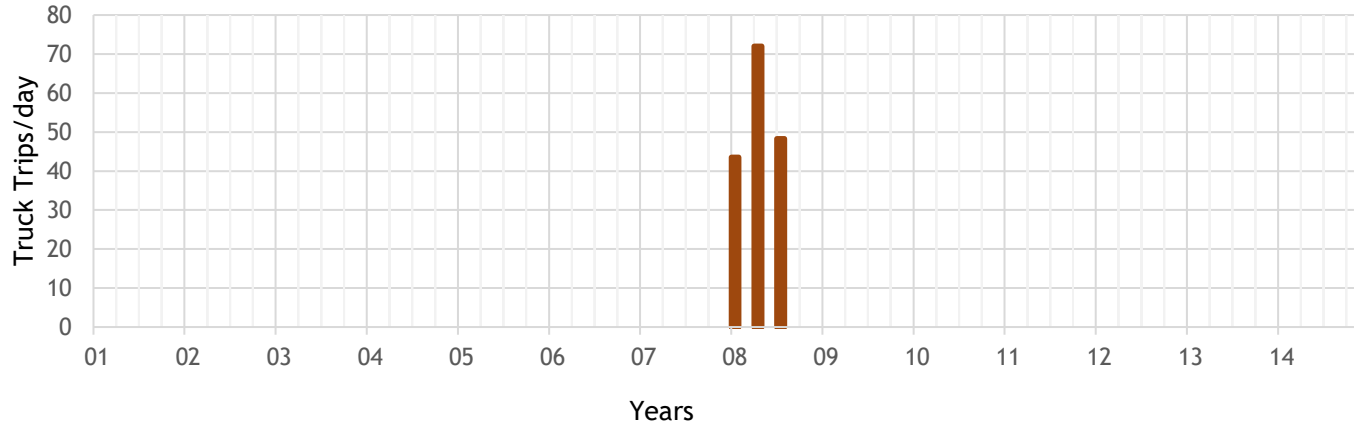
No Hauling Needed

Upper Jones Maintenance Shaft

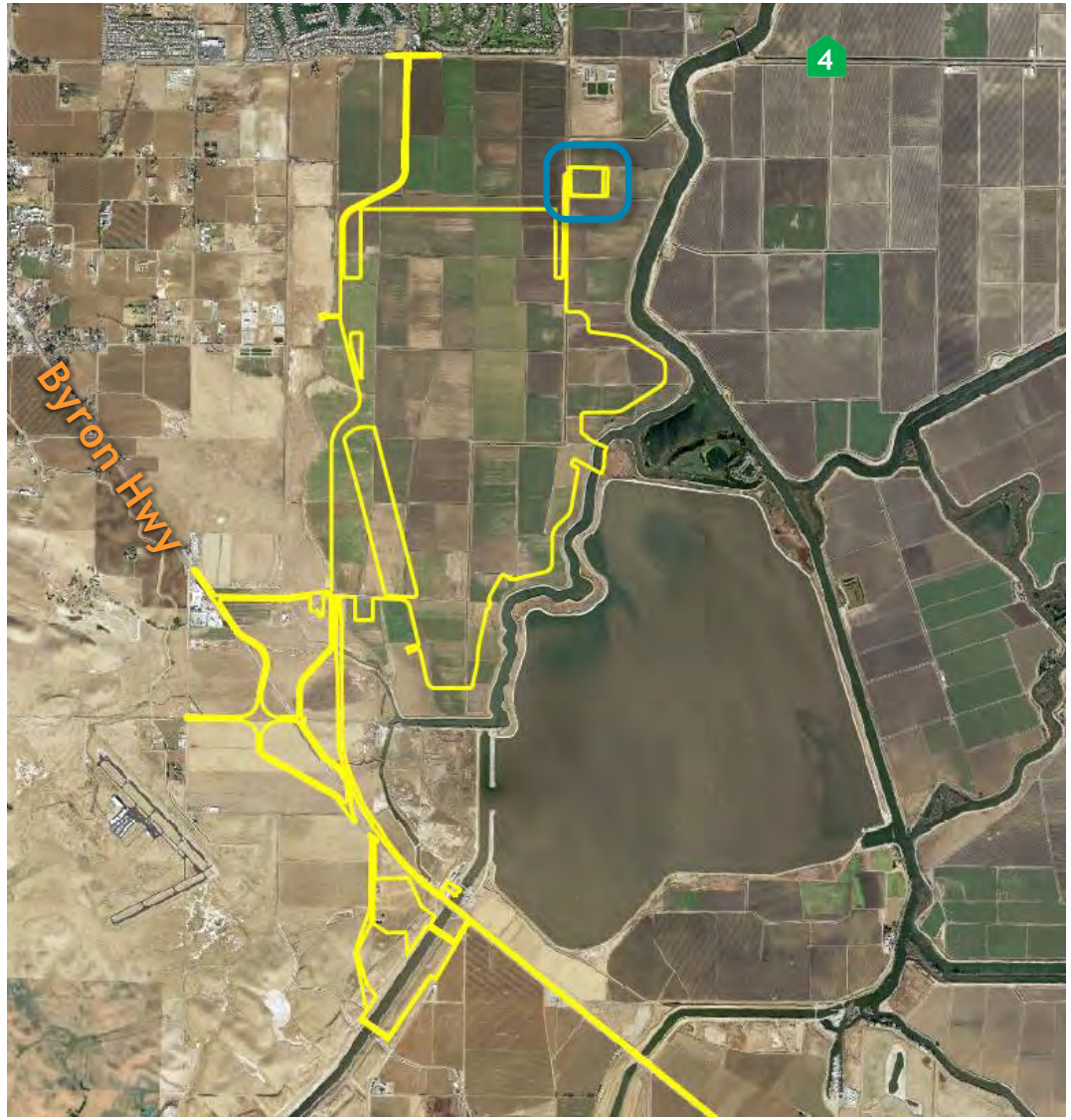
Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**182,000**	
IMPORT	**170,000**	**Lower Roberts Excavation**
ON-SITE	12,000	Upper Jones Shaft Excavation
EXCESS	*23,000*	*To Southern Forebay*

Truck Hauling Schedule



Southern Complex Launch Shafts



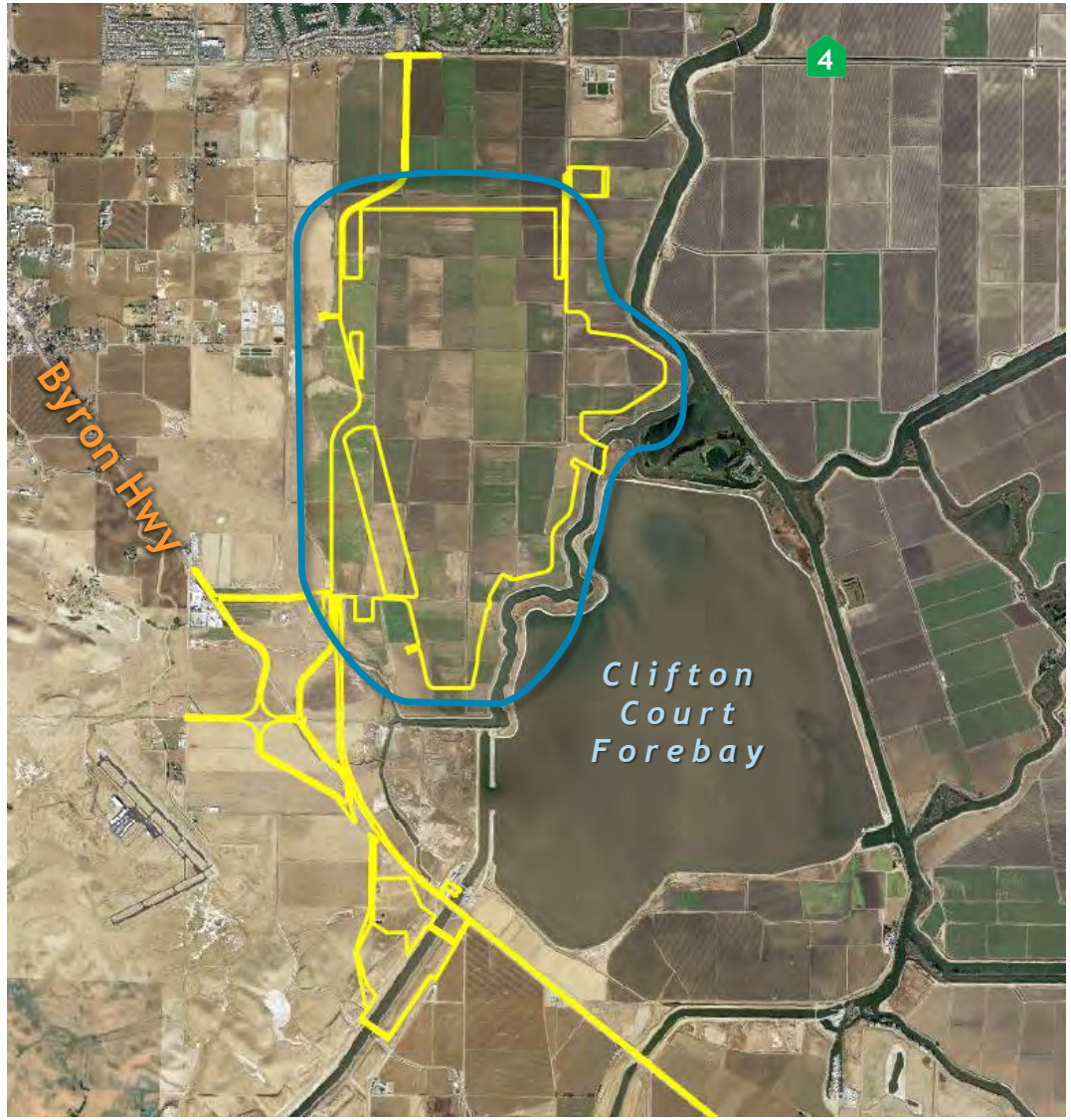
Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**404,000**	
ON-SITE	11,000	Southern Complex Launch Shaft Excavation
ON-SITE	393,000	Southern Forebay Excavation
EXCESS	*26,000*	*To Southern Forebay*

Truck Hauling Schedule

No Hauling Needed

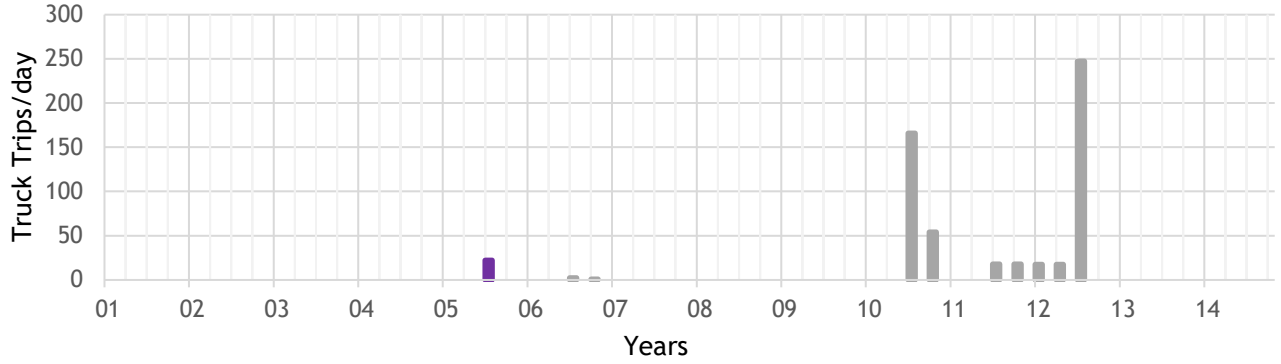
Southern Forebay



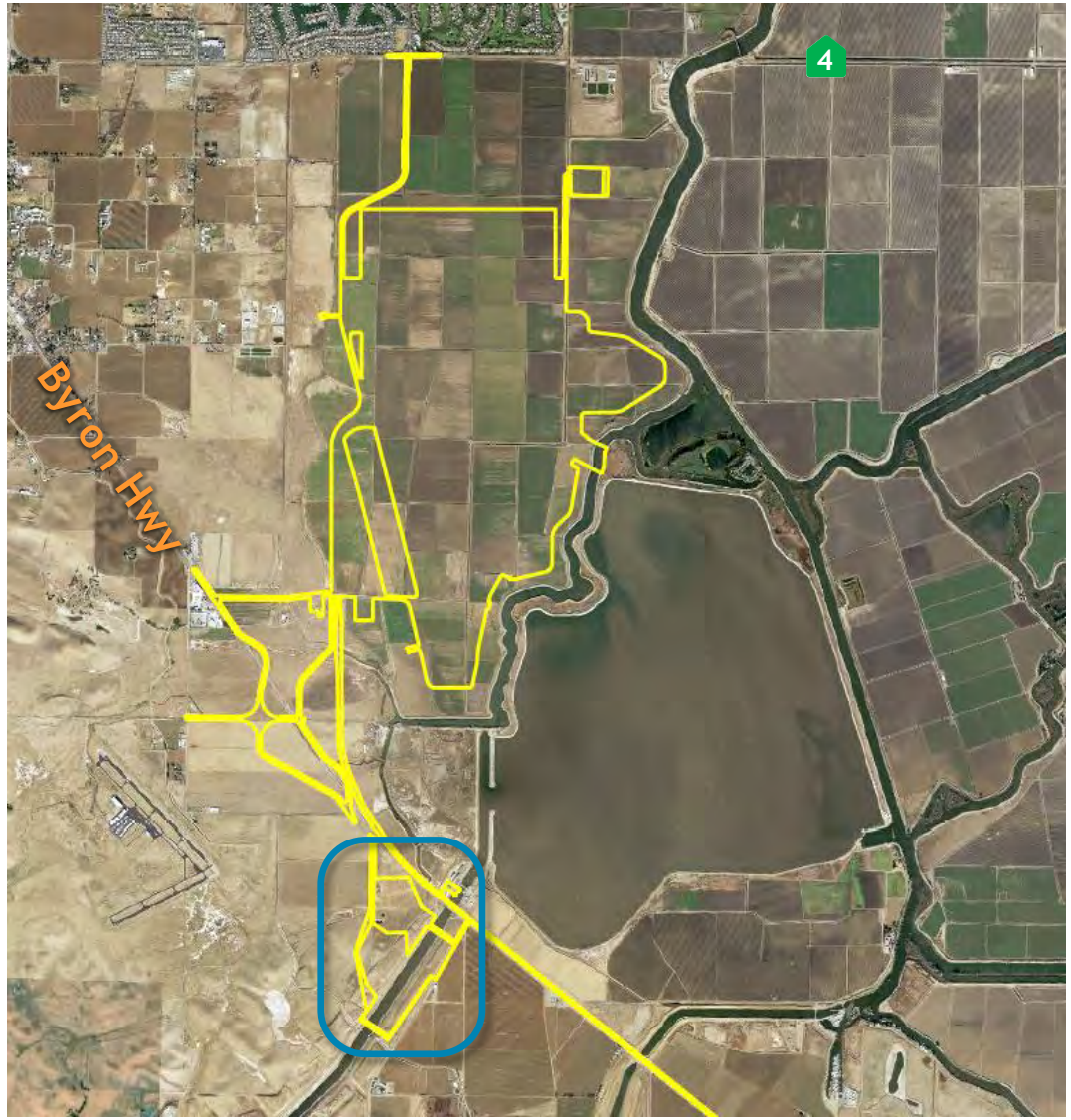
Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**8,502,000**	
IMPORT	**562,000**	**Quarry/Off Site Borrow**
IMPORT	**23,000**	**Surplus from Upper Jones Shaft**
IMPORT - RAIL	**980,000**	**TCC RTM**
ON-SITE	2,327,000	Southern Forebay Excavation
ON-SITE	1,924,000	South Delta Conveyance Early Excavation
ON-SITE	26,000	Surplus from Southern Complex Working Shaft
ON-SITE	2,660,000	Southern Forebay RTM
EXCESS	*393,000*	*Early Excavation to Southern Complex Working Shaft*

Truck Hauling Schedule



South Delta Conveyance



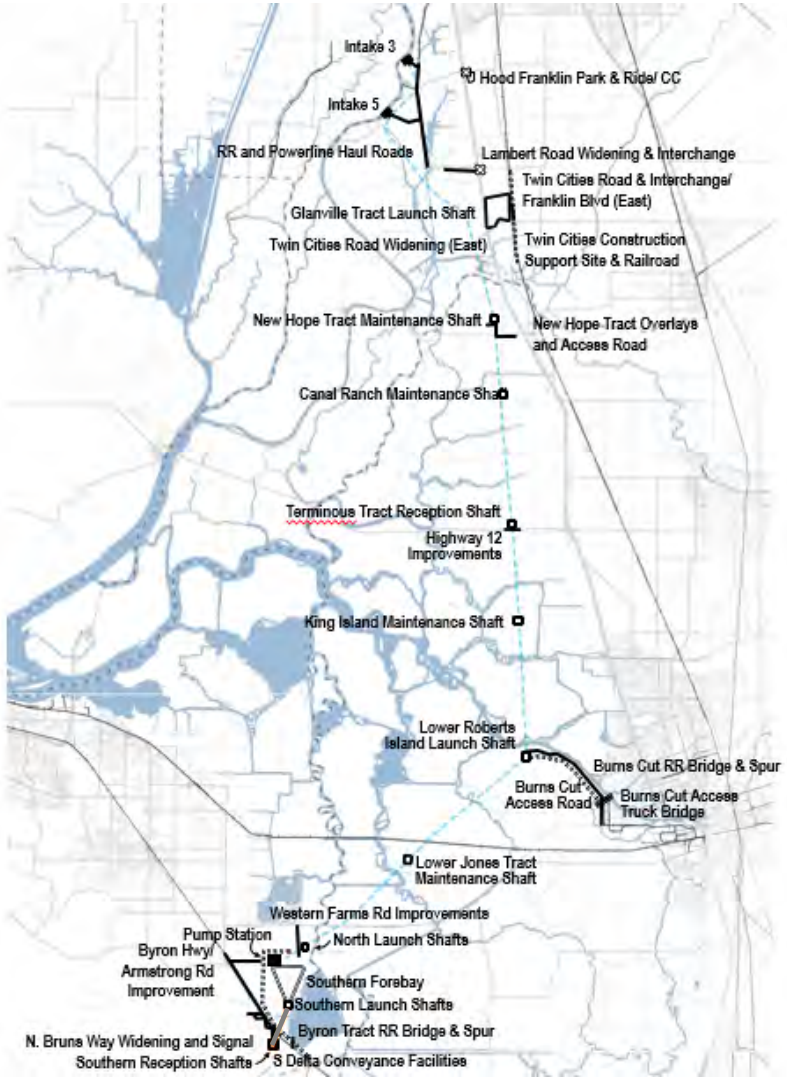
Summary Table

Description	Volume (CCY)	Need/Source
NEEDED	**616,000**	
ON-SITE	616,000	South Delta Connection-Excavation
EXCESS	*1,924,000*	*Early Excavation to Southern Forebay*
EXCESS	*180,000*	*Spread on Site*

Truck Hauling Schedule

No Hauling Needed

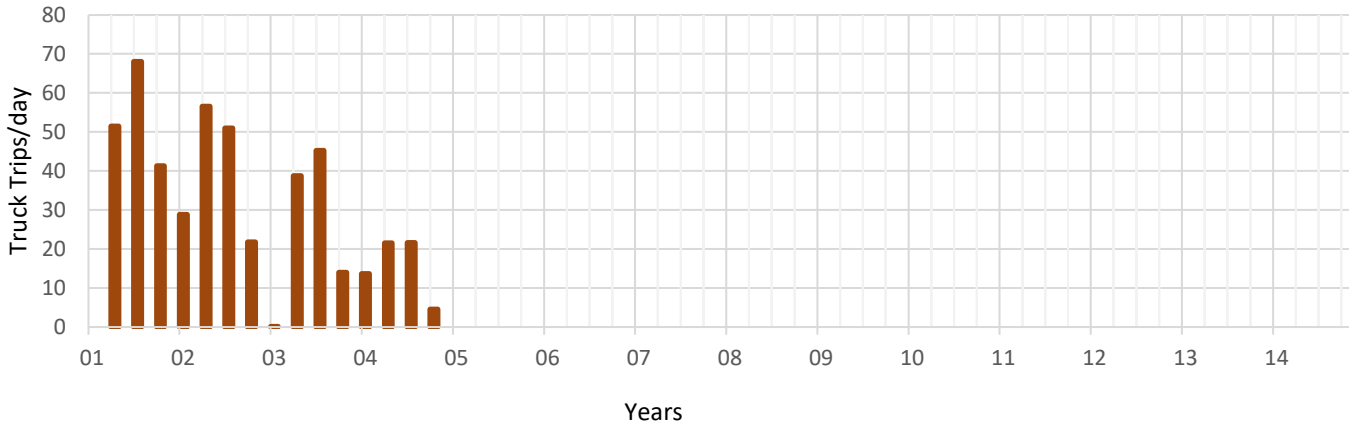
Logistics



Summary Table

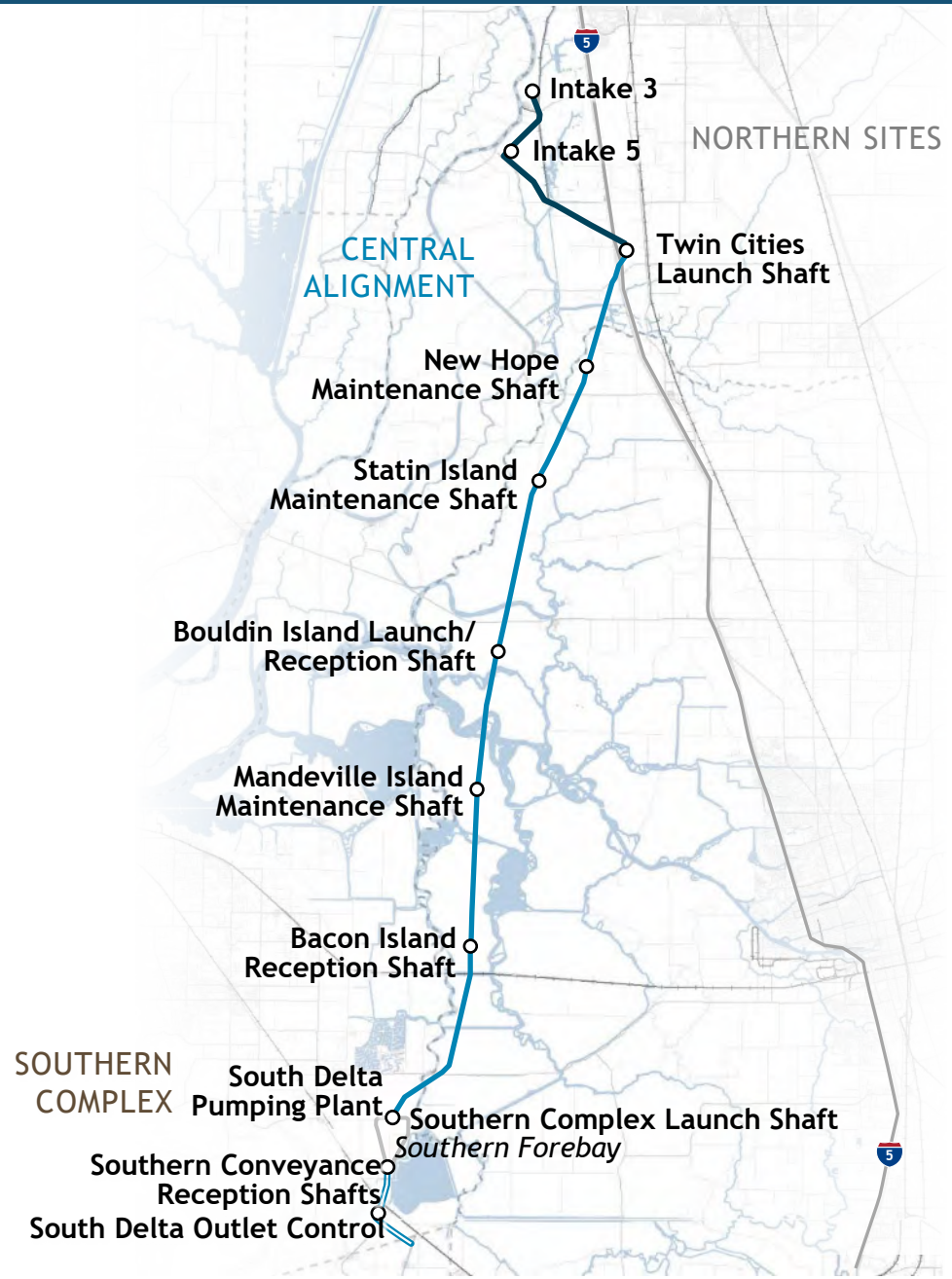
Description	Volume (CCY)	Source/Haul
NEEDED	**496,000**	
IMPORT	**496,000**	**Quarry/Off Site Borrow (to 14 Sites)**
EXCESS	*0*	*N/A*

Truck Hauling Schedule



CENTRAL ALIGNMENT OVERVIEW

		FILL MATERIAL (CY)	
	SITE	NEEDED	IMPORTED
Shared	*Intake 3*	*1,862,763*	*55,000*
Shared	*Intake 5*	*1,684,425*	*55,000*
Shared	*Twin Cities Complex*	*200,400*	*81,685*
	New Hope Maintenance Shaft	66,470	54,230
	Staten Maintenance Shaft	155,960	144,800
	Bouldin Launch/Reception Shaft	730,156	669,383
	Mandeville Maintenance Shaft	210,280	199,550
	Bacon Reception Shaft	403,520	373,475
Shared	*Southern Complex Launch Shaft*	*404,010*	*393,080*
	Southern Forebay	8,501,653	3,720,116
Shared	*South Delta Conveyance*	*615,539*	*X*

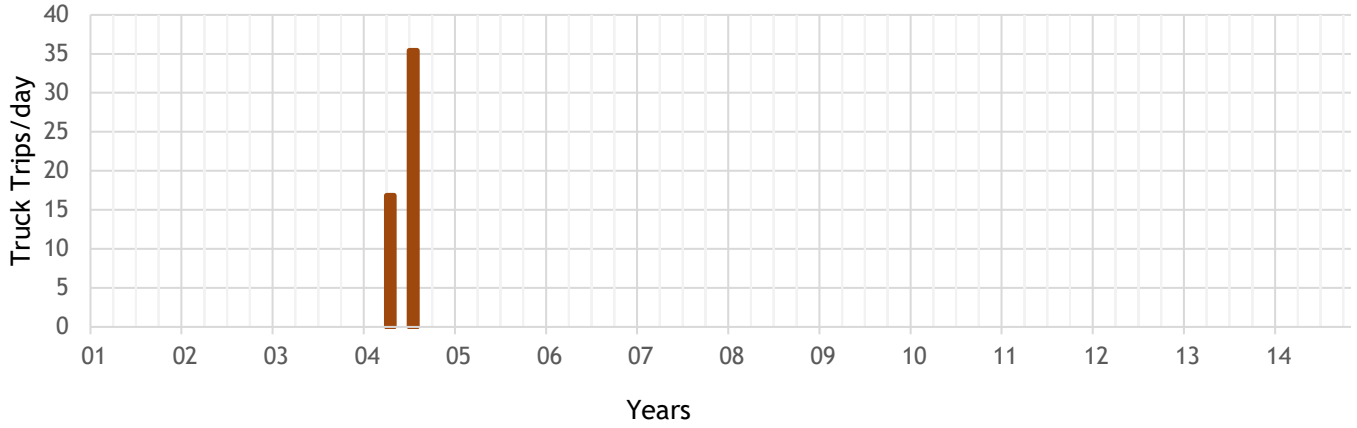


New Hope Maintenance Shaft

Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**66,000**	
IMPORT	**54,000**	**TCC Excavation**
ON-SITE	12,000	New Hope Shaft Excavation
EXCESS	*23,000*	*To TCC*

Truck Hauling Schedule

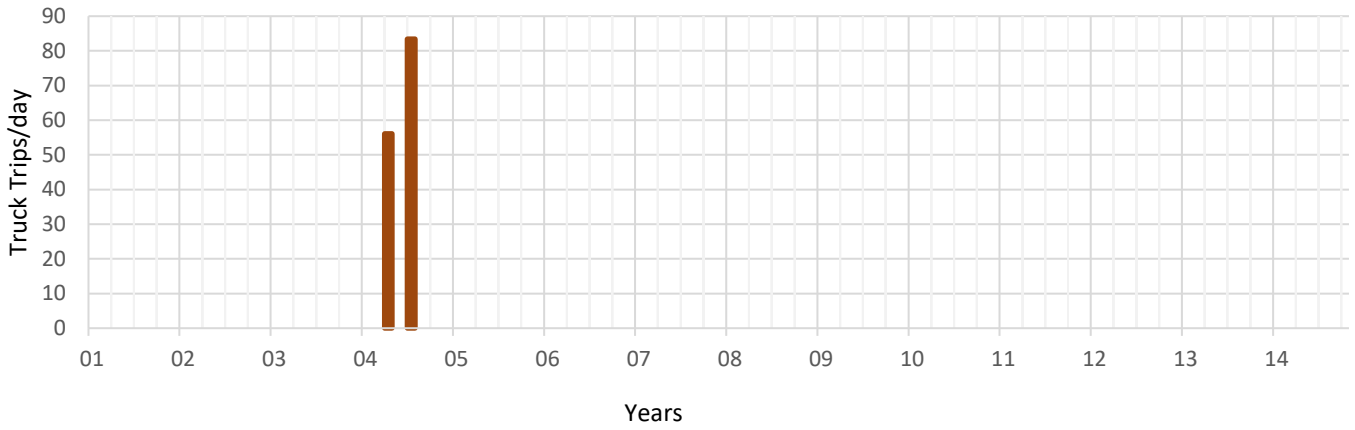


Staten Maintenance Shaft

Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**156,000**	
IMPORT	**145,000**	**TCC Excavation**
ON-SITE	11,000	Staten Island Shaft Excavation
EXCESS	*22,000*	*To TCC*

Truck Hauling Schedule

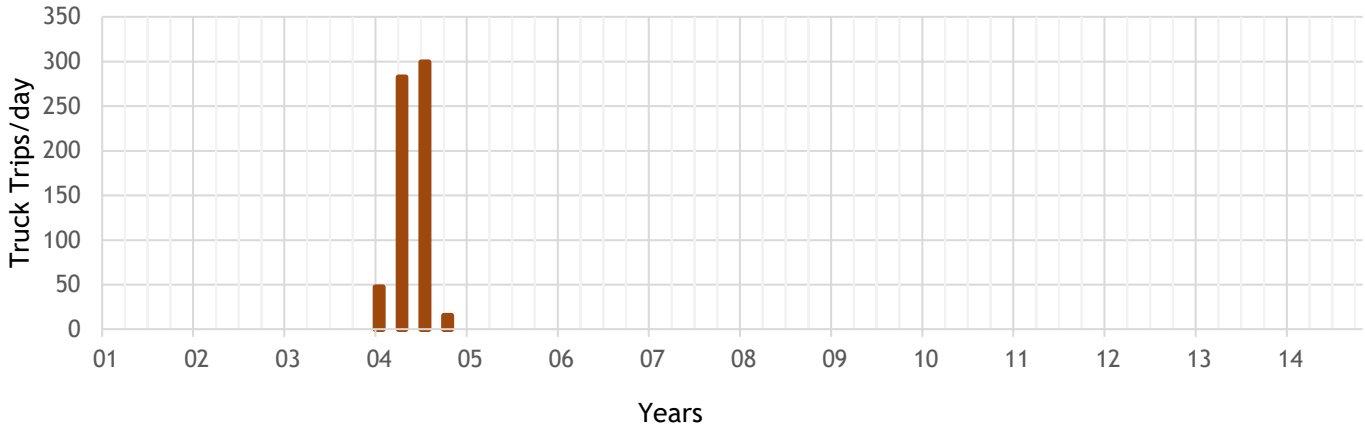


Bouldin Launch Shaft

Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED (shaft pad)	**505,000**	
NEEDED (levee)	**225,000**	
IMPORT	**669,000**	**TCC Excavation**
ON-SITE	61,000	Bouldin Shaft Excavation
EXCESS	*0*	*N/A*

Truck Hauling Schedule

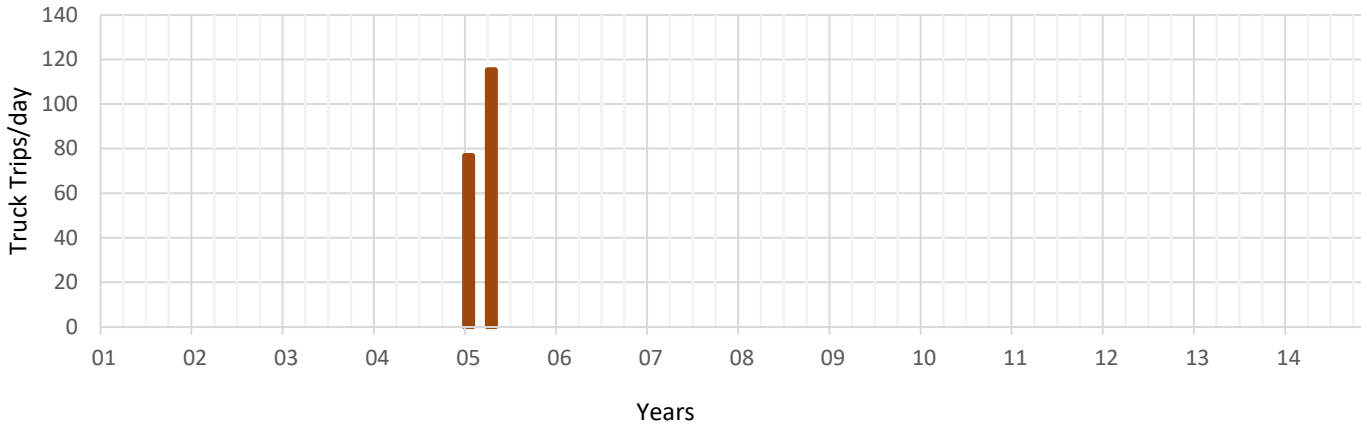


Mandeville Maintenance Shaft

Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**210,000**	
IMPORT	**200,000**	**TCC RTM**
ON-SITE	11,000	Mandeville Shaft Excavation
EXCESS	*23,000*	*To Southern Forebay*

Truck Hauling Schedule

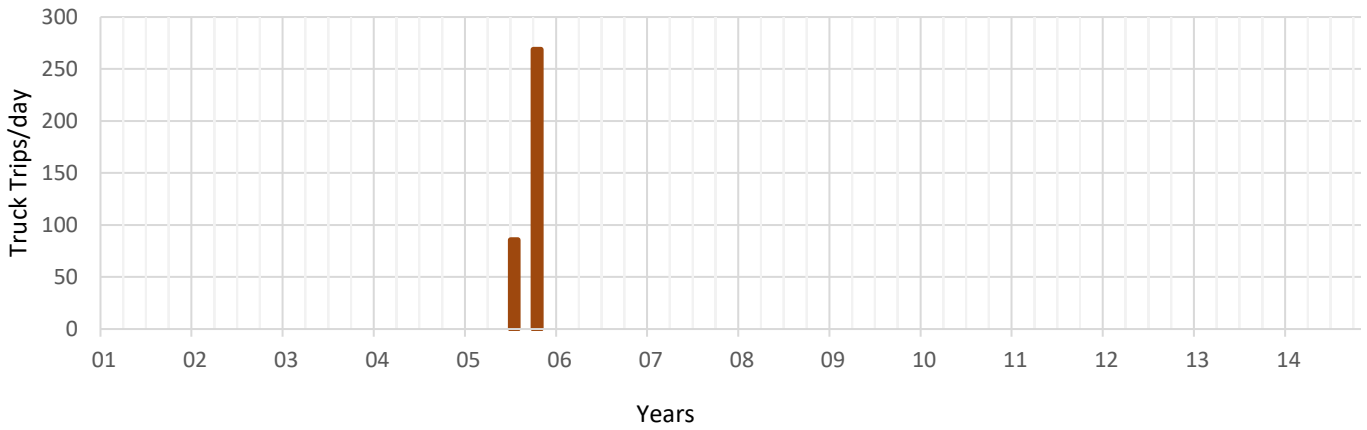


Bacon Reception Shaft

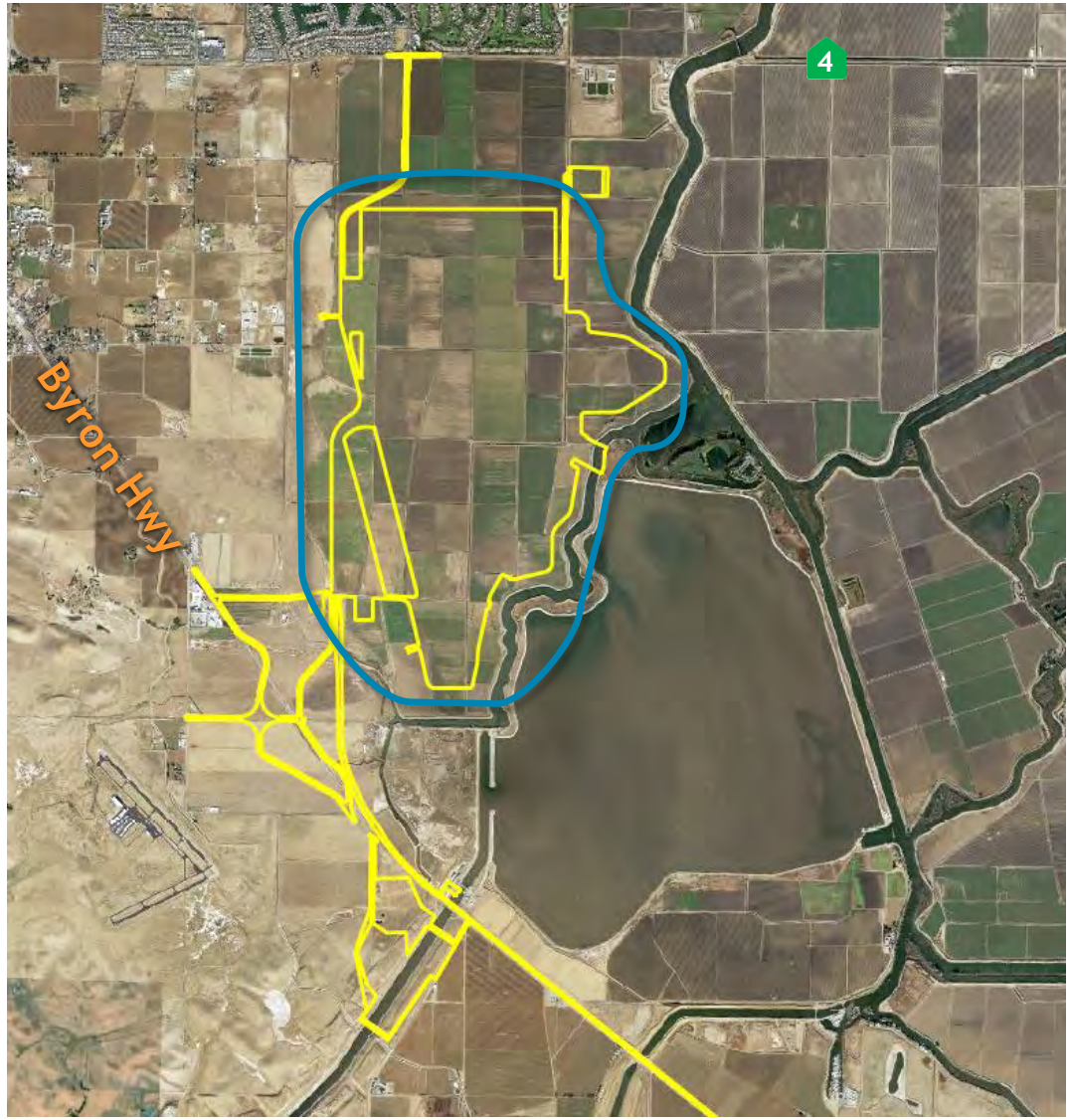
Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**404,000**	
IMPORT	**373,000**	**TCC RTM**
ON-SITE	30,000	Bacon Island Shaft Excavation
EXCESS	0	N/A

Truck Hauling Schedule



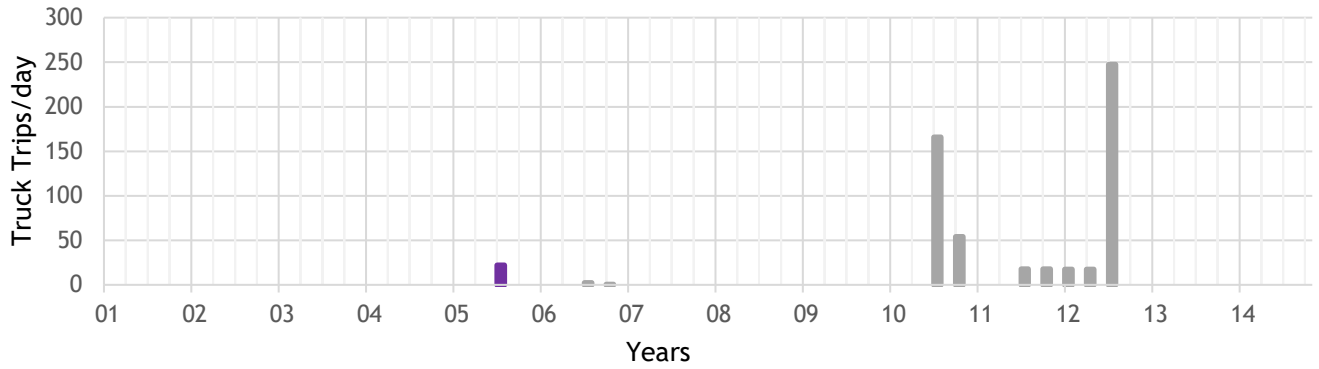
Southern Forebay



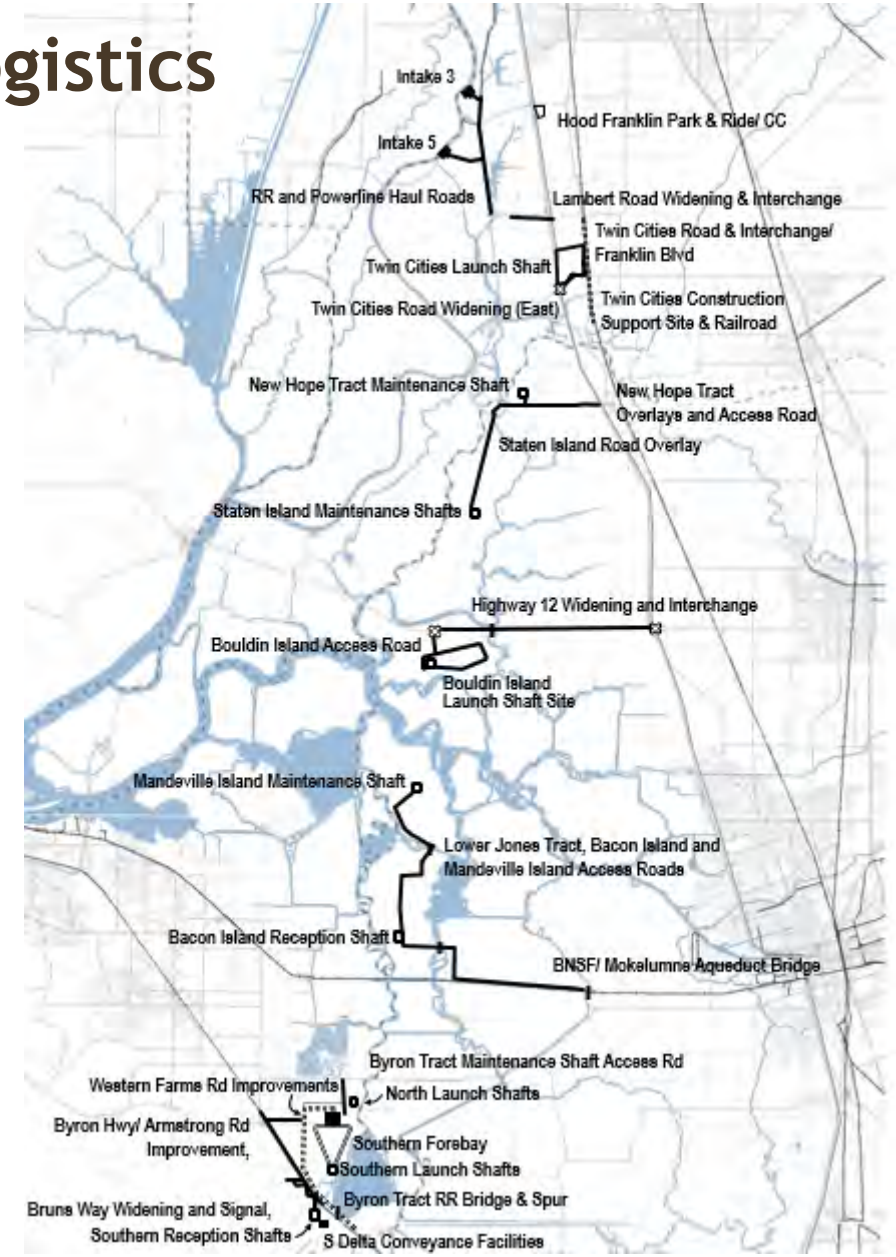
Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**8,502,000**	
IMPORT	**562,000**	**Quarry/Off Site Borrow**
IMPORT	**23,000**	**Surplus from Mandeville Shaft**
IMPORT-RAIL	**1,185,000**	**TCC RTM**
ON-SITE	2,327,000	Southern Forebay Excavation
ON-SITE	1,924,000	South Delta Connection Early Excavation
ON-SITE	26,000	Surplus from Southern Complex Working Shaft
ON-SITE	2,455,000	Southern Forebay RTM
EXCESS	*393,000*	*Excavation to Southern Complex Working Shaft*

Truck Hauling Schedule



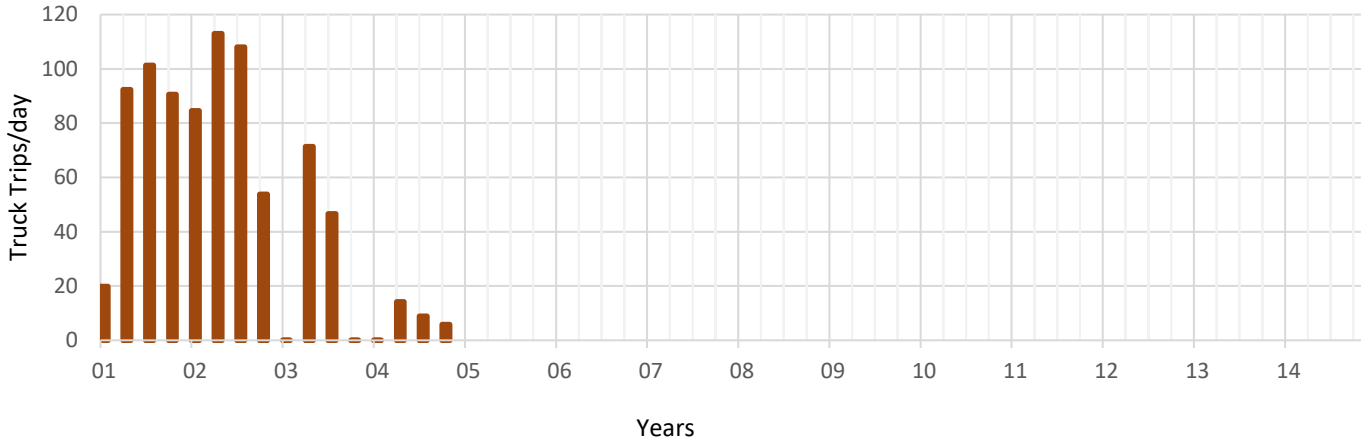
Logistics



Summary Table

Description	Volume (CCY)	Source/Haul
NEEDED	**842,000**	
IMPORT	**842,000**	**Quarry/Off Site Borrow (to 15 Sites)**
EXCESS	*0*	*N/A*

Truck Hauling Schedule



Thank You

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

UPDATE ON SITING CHANGES

Phil Ryan, Engineering Manager

Summary of Key Siting Changes

1. Shift Glanville Shaft onto Twin Cities Materials Depot Site
2. Final Logistics Plan for Intakes
3. Eliminate Barge Landing on Bouldin Island
4. Shift Brack Tract Maintenance Shaft North to Canal Ranch Tract
5. Eliminate Barge Landing on Lower Roberts Island
6. Shift Southern Complex Launch Shaft North
7. Eliminate Byron Tract Maintenance Shaft
8. Eliminate Victoria Island Maintenance Shaft

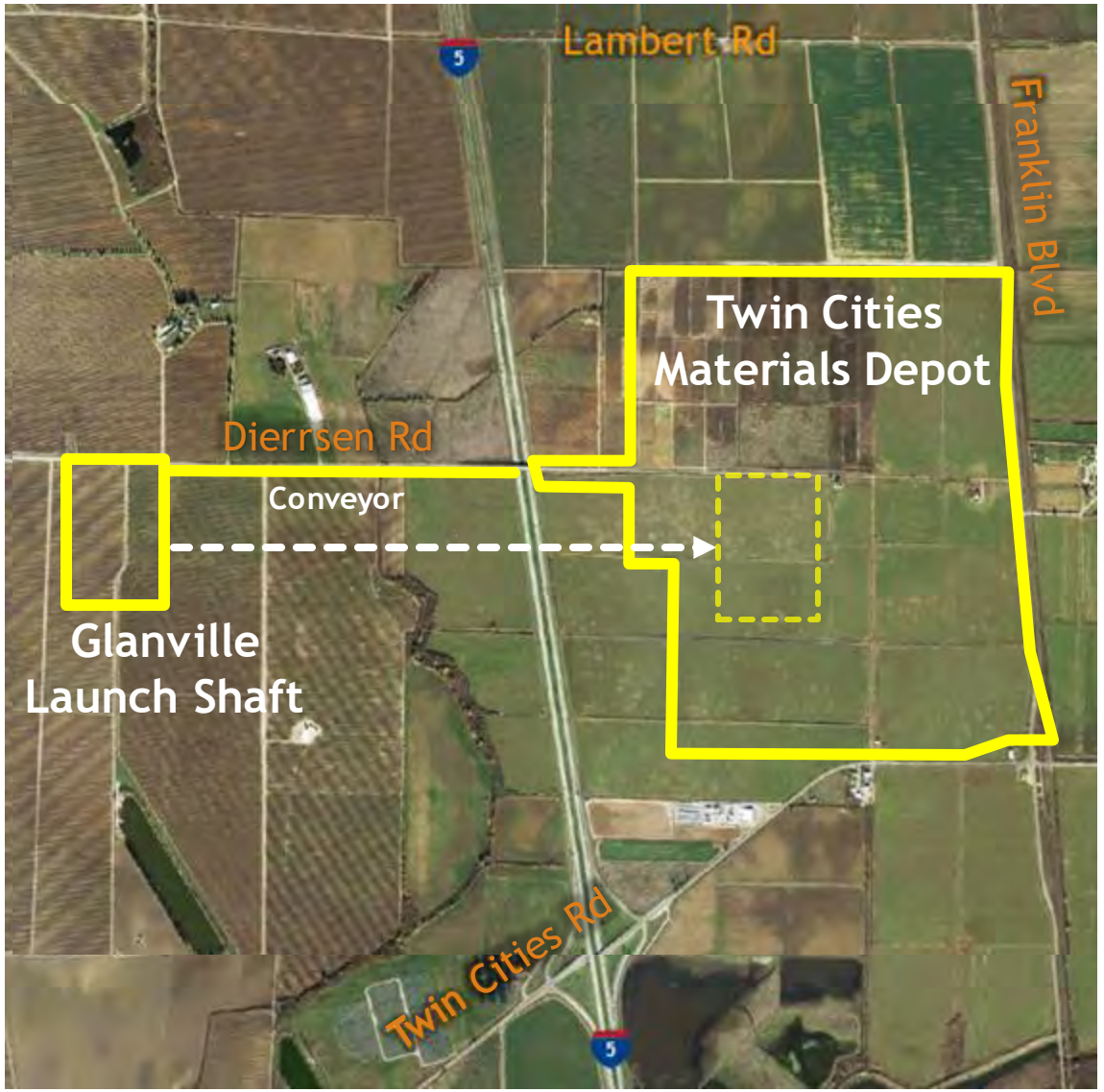
1. Shift Glanville Shaft onto Twin Cities Site

Original Plan

- Glanville shaft located on Dierssen Rd approximately 1 mile from Twin Cities Site
- Conveyor system across I-5 required to divert RTM from launch shaft to Twin Cities site for processing and off-site transport
- Heavy truck traffic from Twin Cities to Glanville site to deliver tunnel liner segments

Updated Plan

- Shift Glanville Shaft onto Twin Cities site
- Increase total tunneling length by approximately 0.5 miles



Benefits

- Eliminates construction activities associated with shaft, conveyor and truck traffic within Stone Lakes Refuge boundary
- Eliminates need for new I-5 bridge
- More efficient construction logistics with all tunneling operations on a single site

2. Final Logistics Plan for Intakes

Original Plan

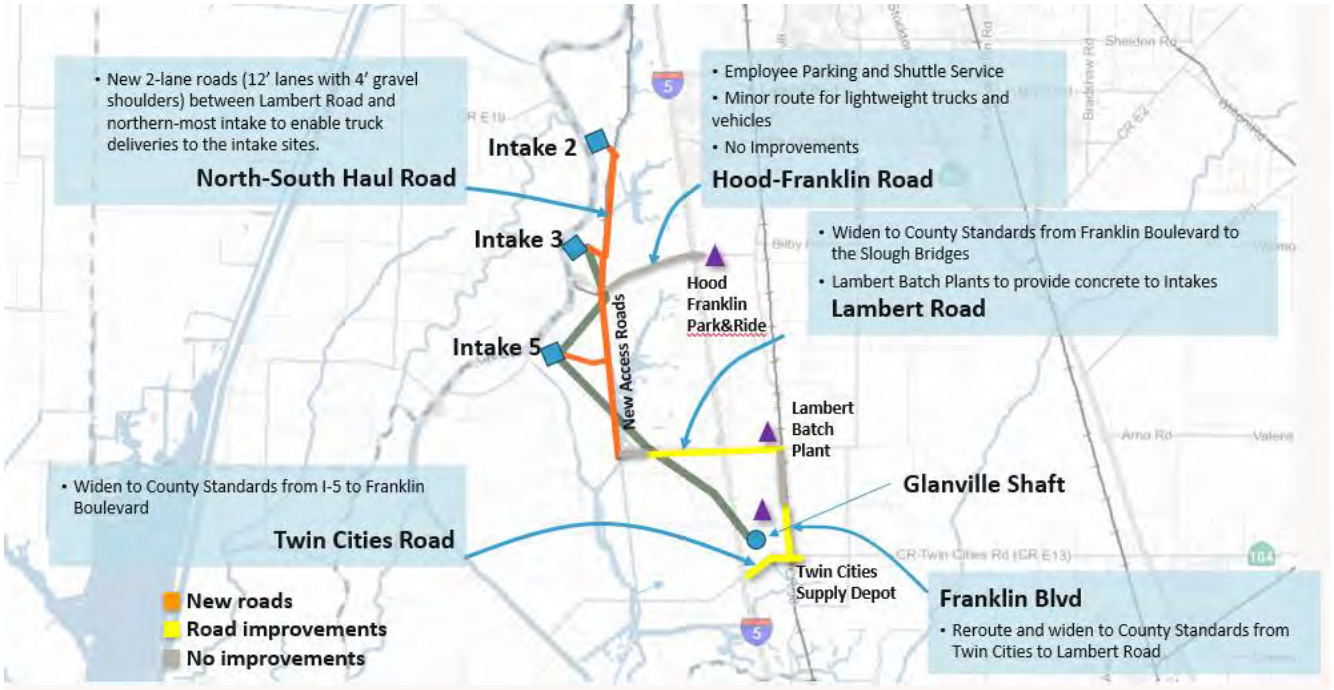
- Split construction and worker traffic between Hood-Franklin and Lambert Rd to Intake sites
- Improve I-5 interchange at Hood-Franklin and new interchange at Lambert
- Expand both roads to 12ft lanes with 6ft to 8ft shoulders

Updated Plan

- Utilize Hood Franklin for worker buses and light trucks/vehicles
- Utilize Twin Cities exit, Franklin Blvd and Lambert Road to access haul roads to intake sites
- Relocate section of Franklin and expand Lambert to 12ft wide lanes with 6ft shoulders

Benefits

- Minimizes construction within Stone Lakes Refuge boundary
- Eliminates expansion of Hood Franklin Road
- Eliminates new interchange on I-5 at Lambert Road
- Utilizes route with less existing traffic load (Lambert Road)



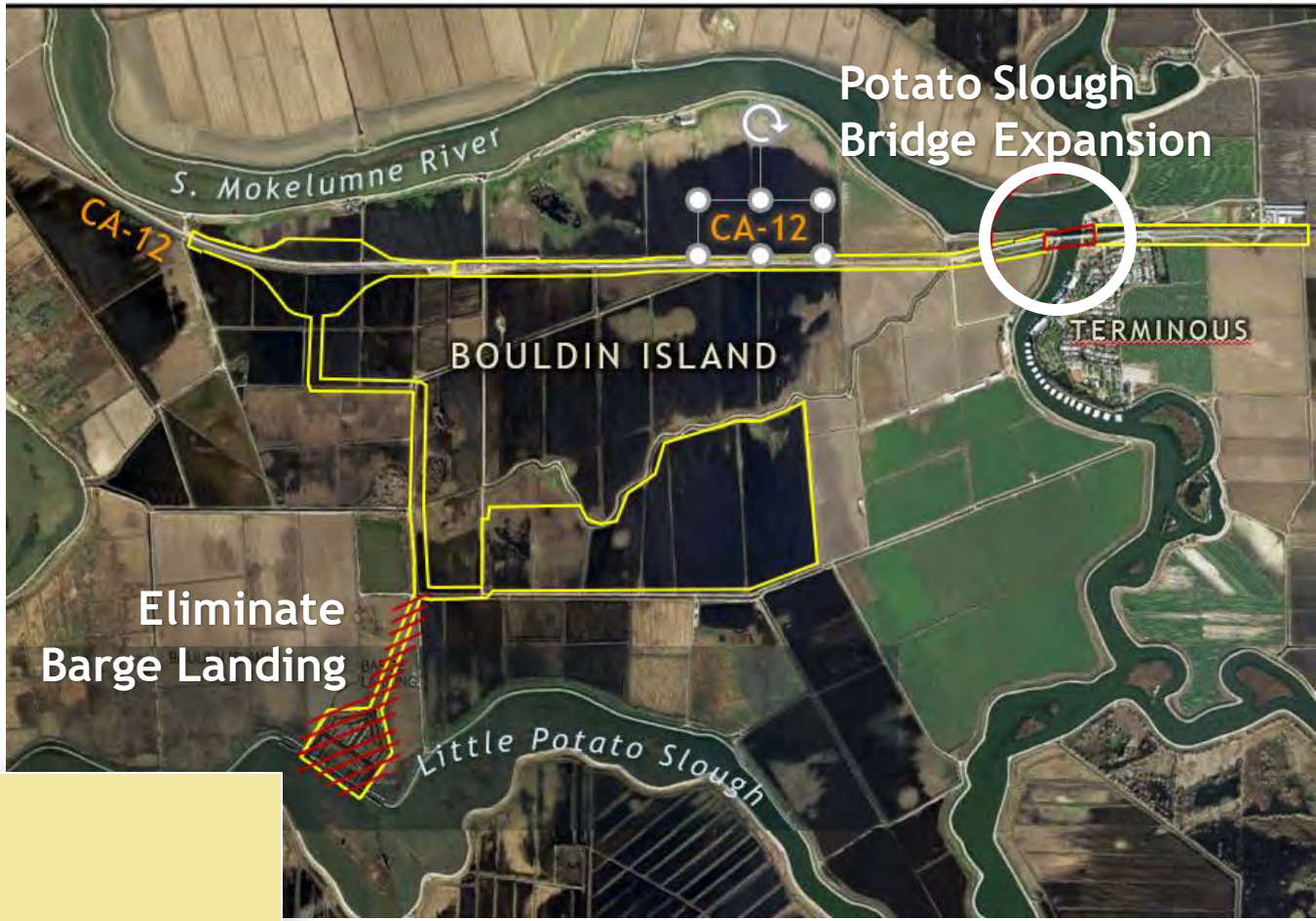
3. Eliminate Barge Landing on Bouldin Island

Original Plan

- Barge landing located on Potato Slough in for transport of tunnel liner segments to Bouldin Island Launch Shaft

Updated Plan

- Eliminate barge landing
- Widen Hwy 12 from 2-lane to 4-lanes from I-5 Interchange to Bouldin Island construction exit including expansion of Potato Slough Bridge
- Truck in tunnel liners



Benefits

- Widening Hwy 12 offers congestion relief
- Provides permanent infrastructure asset for region
- Avoids river traffic affects to “The Bedrooms”

4. Shift Brack Tract Maintenance Shaft North to Canal Ranch Tract

Original Plan

- Brack Tract shaft located about 0.5 miles of South and North Units of Woodbridge Ecological Reserve

Updated Plan

- Move shaft approximately 1 mile north of the northern boundary of Woodbridge Reserve

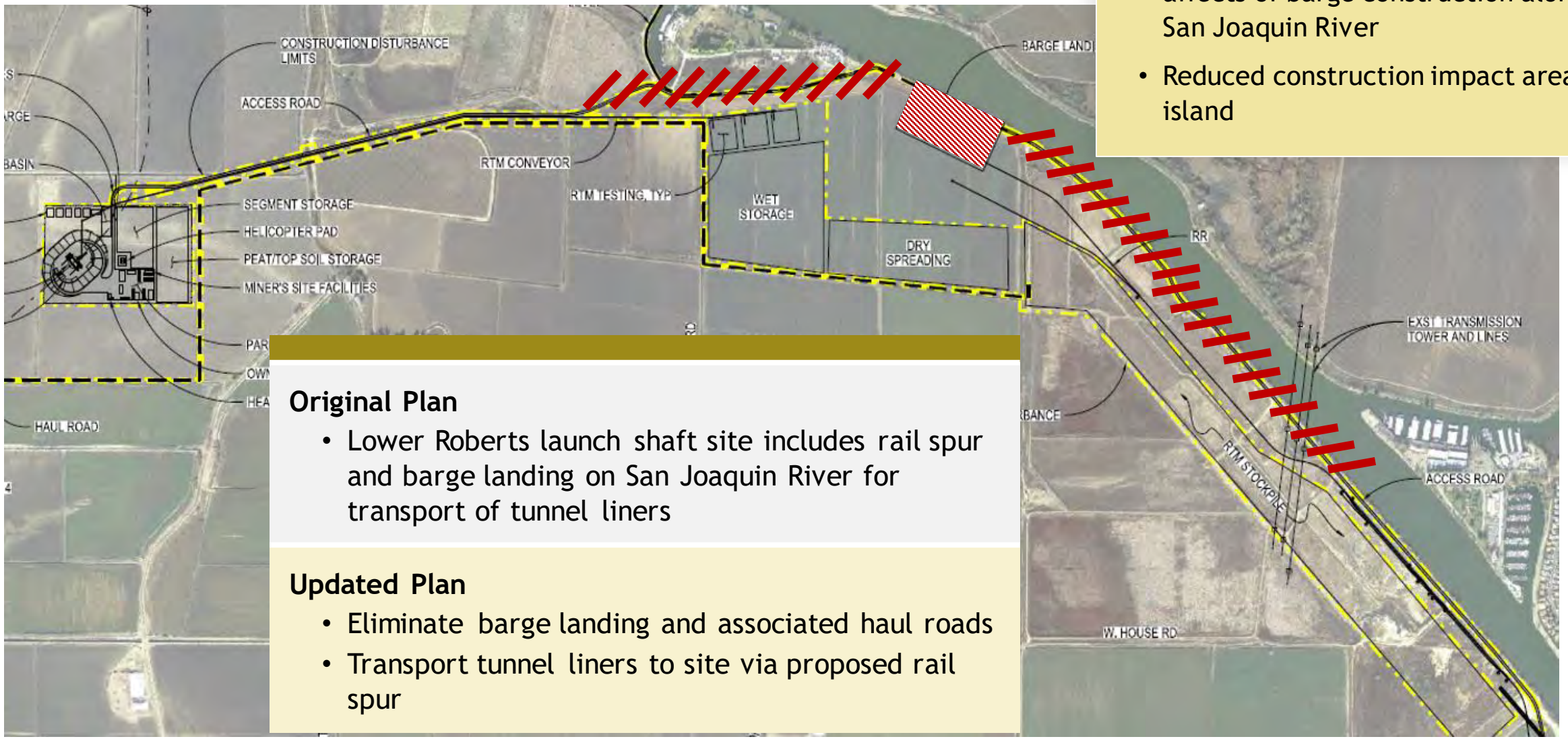
Benefits

- Shaft further away from Woodbridge Ecological Reserve
- Truck traffic shifted further from influence area of Reserve
- Easier access to site from I-5 along W Peltier Rd

5. Eliminate Barge Landing at Lower Roberts

Benefits

- Eliminates aquatic and terrestrial affects of barge construction along San Joaquin River
- Reduced construction impact area on island



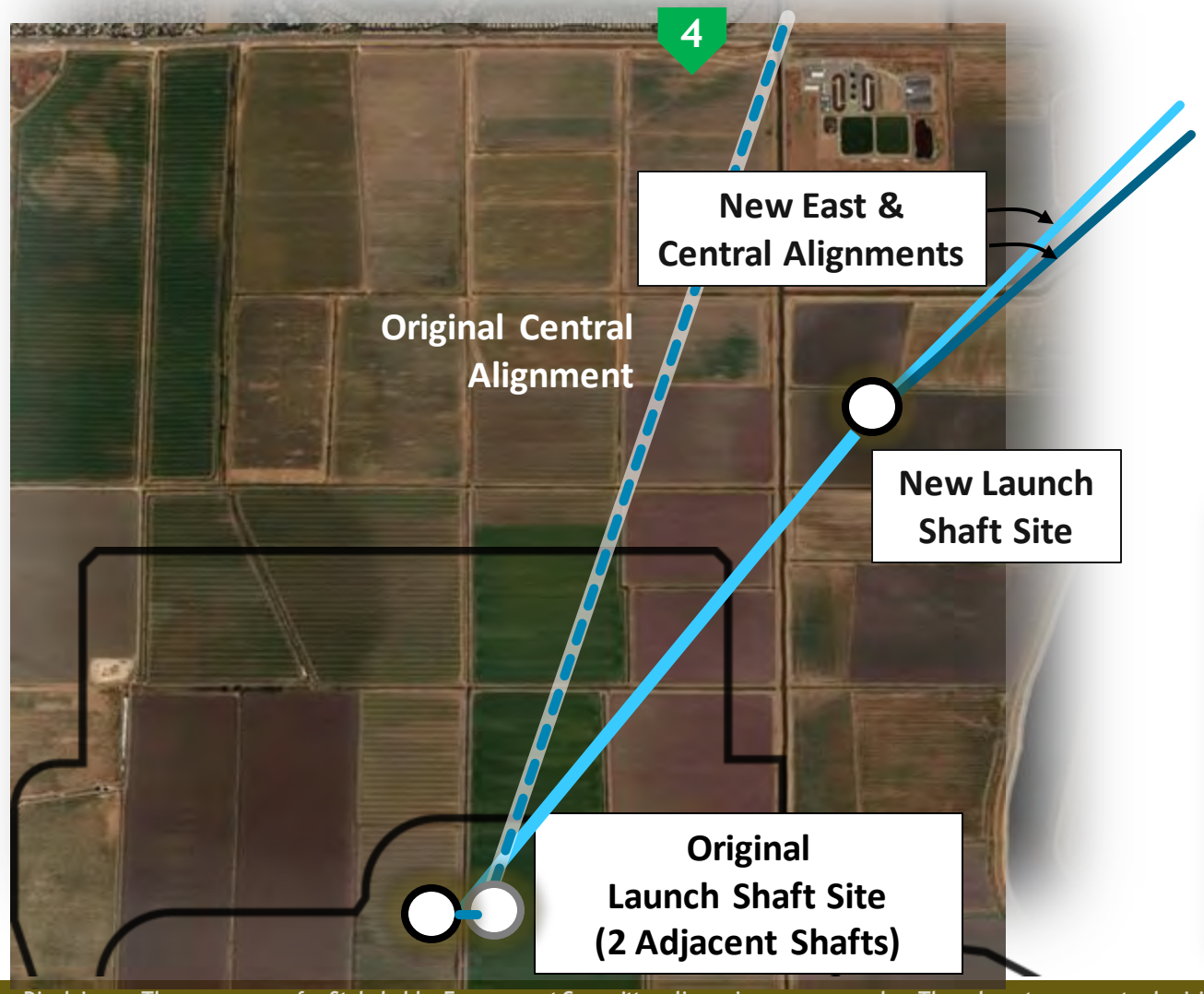
Original Plan

- Lower Roberts launch shaft site includes rail spur and barge landing on San Joaquin River for transport of tunnel liners

Updated Plan

- Eliminate barge landing and associated haul roads
- Transport tunnel liners to site via proposed rail spur

6. Shift Southern Complex Launch Shaft North



Original Plan

- Southern Complex included two launch shafts adjacent to each other to isolate tunnel construction from the pump station construction, and start-up activities

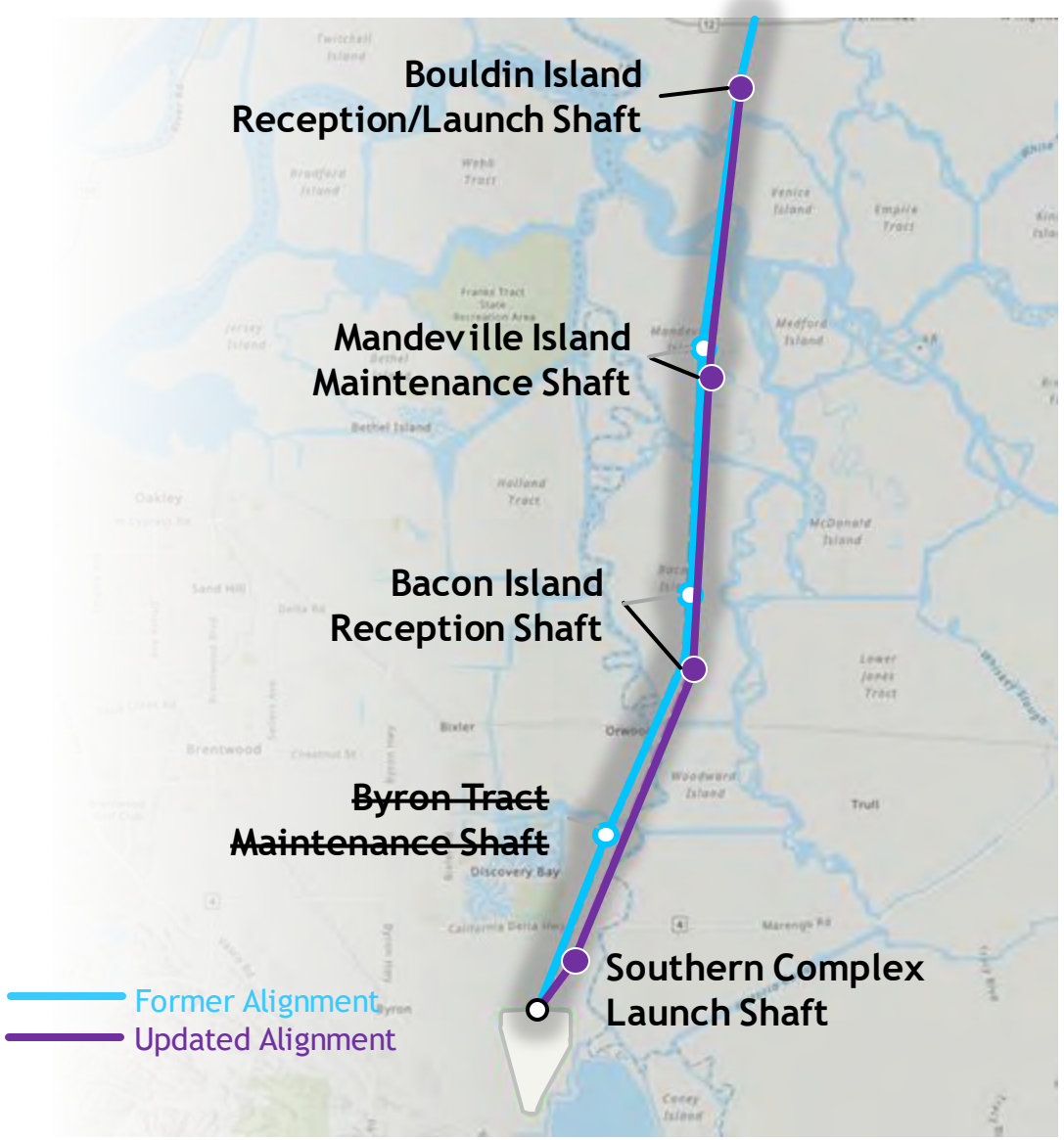
Updated Plan

- Shift second Southern Complex launch shaft approximately 1 mile north

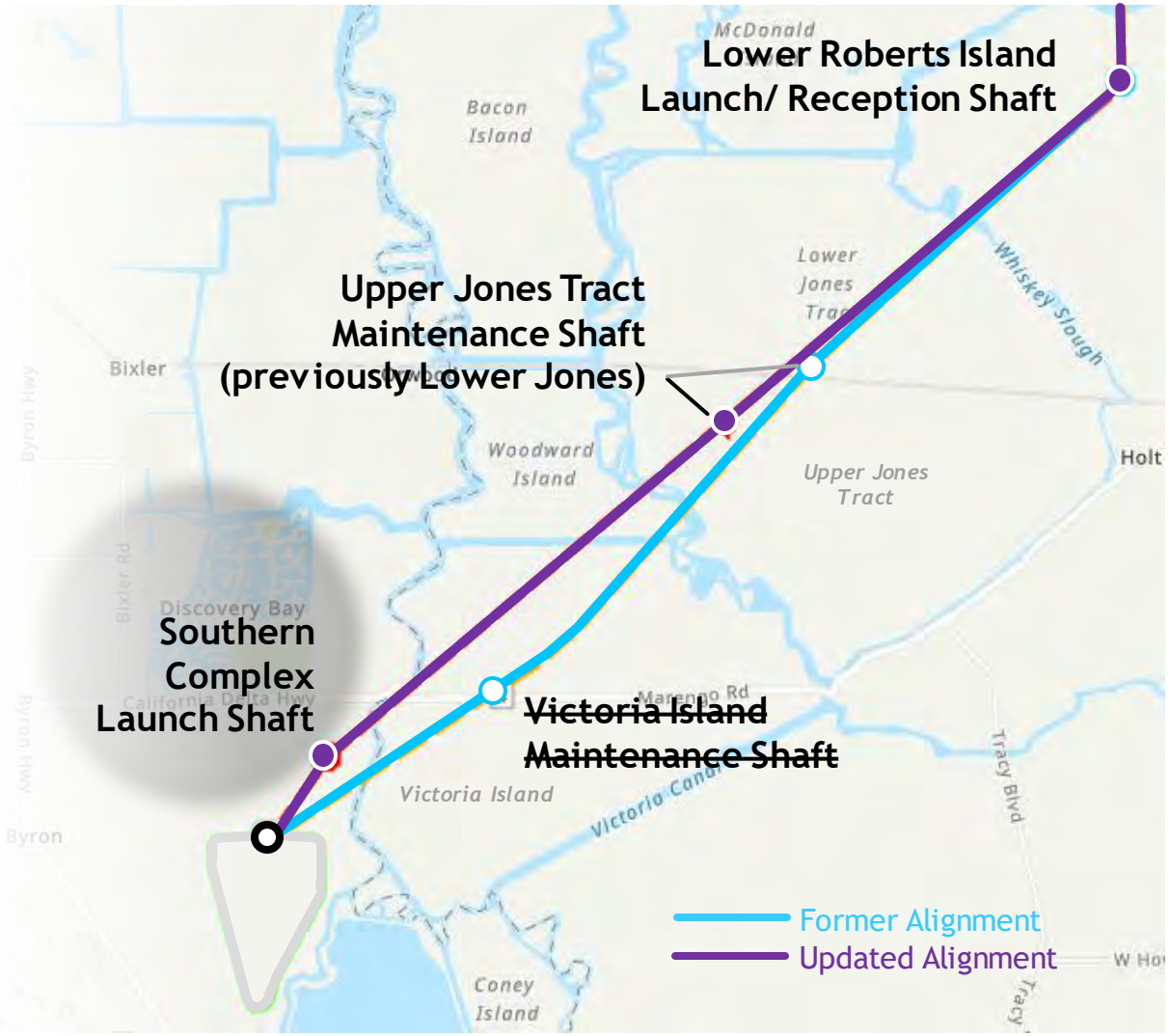
Benefits

- Eliminates Byron Tract Shaft on Central Alignment and Victoria Island Shaft on East Alignment
- Reduces construction truck traffic on Hwy 4
- Eliminates construction truck traffic on Victoria Island bridges

7. Eliminate Byron Tract Shaft (Central Alignment)



8. Eliminate Victoria Island Shaft (Eastern Alignment)



DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

JULY 22, 2020

Stakeholder Engagement Committee

Meeting Agenda

1	Welcome/Call to Order
2	Roll Call/Housekeeping
3	Minutes Review: June 24, 2020 Regular SEC Meeting
4a.	DWR General Updates and Alternatives Formulation
4b.	DCA Response to SEC Comments
4c.	SEC Questions or Comments on June 24th Presentation
4d.	Public Comment on Item 4
5a.	SEC Tour Updates
5b.	August 24th Meeting Topics
5c.	August 20th SEC Report to DCA Board
6	Non-Agendized SEC Questions or Comments
7	Public Comment on Non-Agendized Items

Item 3.

Minutes Review:

June 24, 2020 Regular SEC Meeting

Item 4a.

DWR General Updates and Alternatives Formulation

July
2020

Delta Conveyance Project: *Alternatives Selection Process and Status*

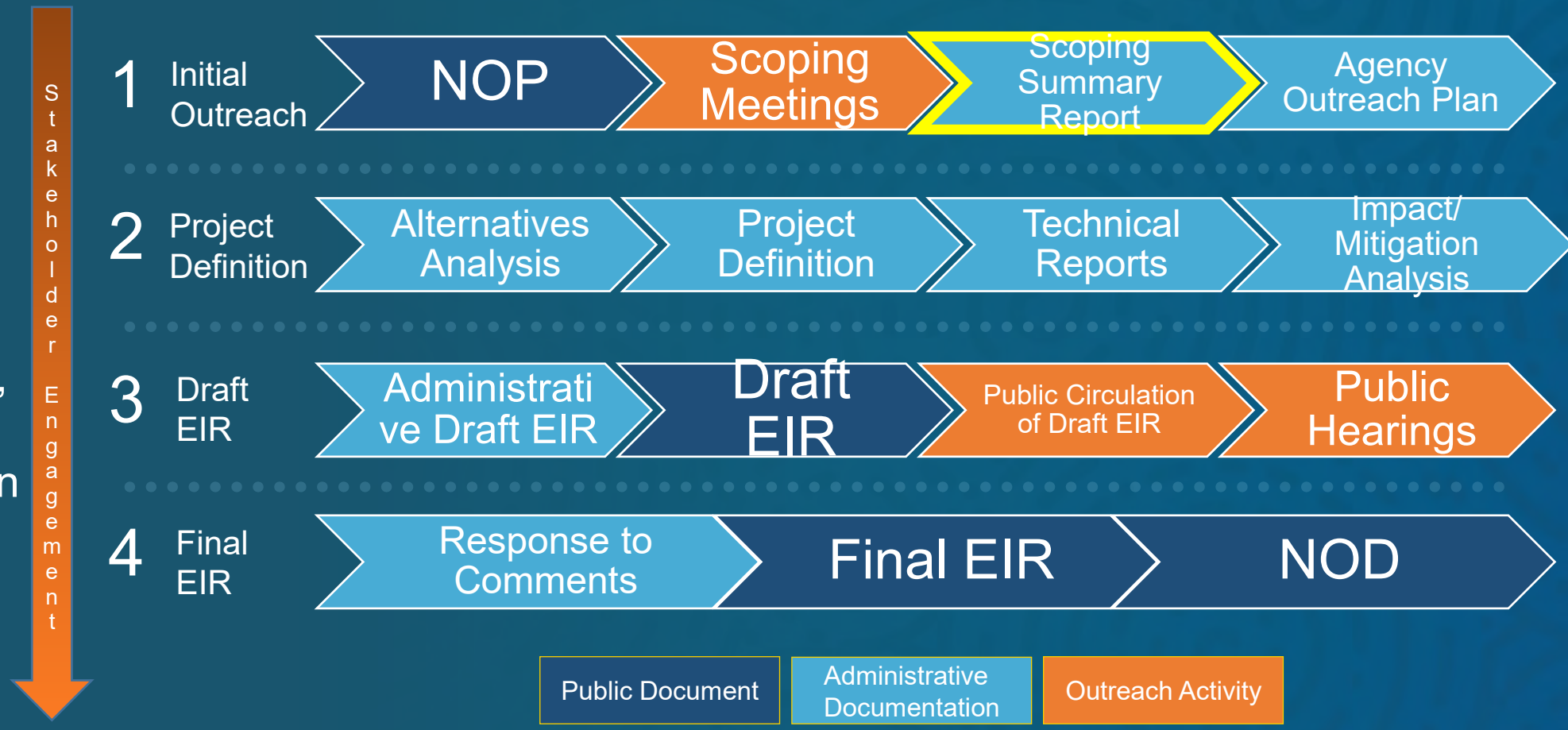
Carrie Buckman
Environmental Program Manager

Environmental Planning Update

- CEQA: Scoping Summary Report published; available online
- NEPA: USACE to prepare EIS; Notice of Intent and scoping expected late summer
- Soil Investigations: CEQA finalized; work will begin on publicly-owned sites this fall

Environmental Review Process

Identify, analyze and disclose the potential significant adverse environmental impacts of a proposed project, and provide feasible mitigation measures and alternatives to avoid or reduce such impacts.



Topics Today

Provide the SEC with:

- Information about CEQA requirements related to alternatives
- An overview of the in-progress alternatives screening purpose and process (specific to CEQA)
- A preview of preliminary screening results related to physical alternatives
- An opportunity to discuss and better understand the process and preliminary findings

Alternatives were suggested through scoping; new alternatives cannot be added today

Why Alternatives?

- Public agencies should not approve projects as proposed if there are feasible alternatives or mitigations that would meet project objectives but also substantially lessen significant environmental effects.
- As a part of the decision-making process, agencies are required to consider alternatives to the proposed project.

What Does CEQA Say?

- An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.
- An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. Alternatives formulation is guided by the "rule of reason." An EIR is not required to consider alternatives which are infeasible.

Alternative Screening Filters

Filter One:
Meets most of the basic project objectives

PASS

Filter Two:
Avoids or substantially lessens an expected significant environmental effect of the proposed project

Filter One Details

Addresses fundamental project purpose?

Restore and protect the reliability of SWP water deliveries in a cost-effective manner consistent with the State's Water Resilience Portfolio.

Meets most project objectives?

Climate resiliency
Seismic resiliency
Water supply reliability
Operational resiliency

These alternatives may then pass through to Filter 2.

Project Objectives Defined

- CLIMATE RESILIENCY – Addresses climate change, extreme weather, and rising sea levels in the Delta for the SWP
- SEISMIC RESILIENCY – Minimizes health/safety risk to public from earthquake-caused reductions in water delivery quality and quantity from the SWP
- WATER SUPPLY RELIABILITY – Restores and protects ability to deliver SWP water in compliance with regulatory and contractual constraints
- OPERATIONAL RESILIENCY – Provides SWP operational flexibility to improve aquatic conditions and manage risks of additional future constraints

Filter Two

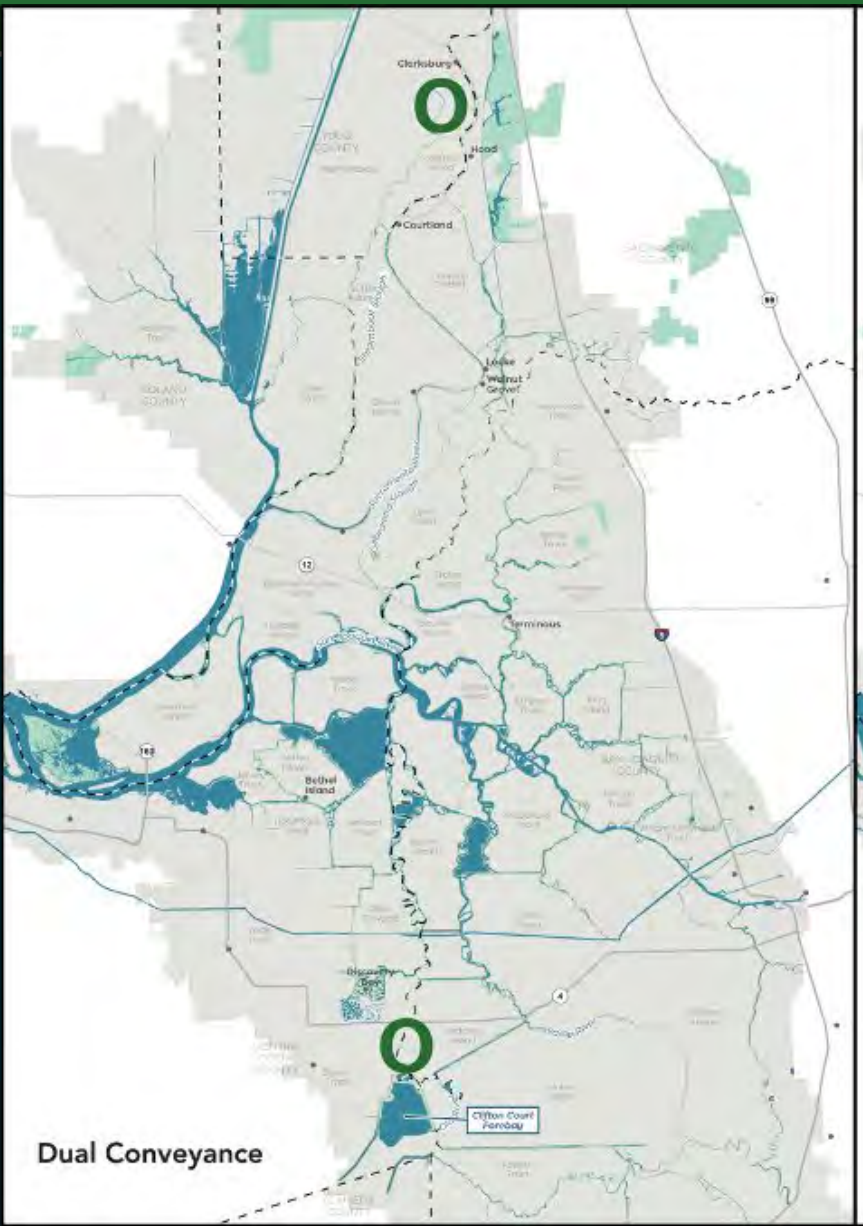
Filter 1 → Acceptable → **Filter 2**

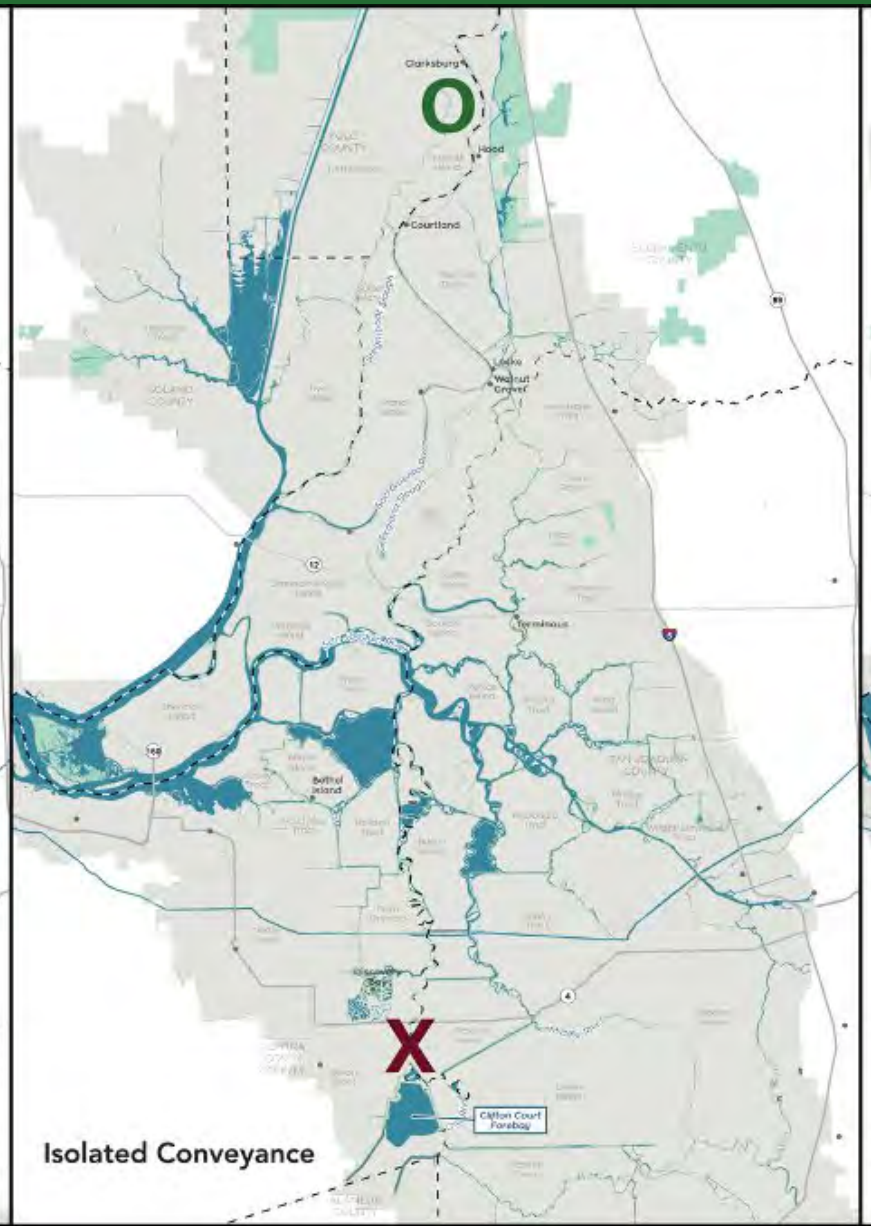
Does the alternative avoid or substantially lessen any of the expected significant environmental effects of, or potentially address one or more significant issues related to, the proposed project, without creating additional potentially significant environmental effects?

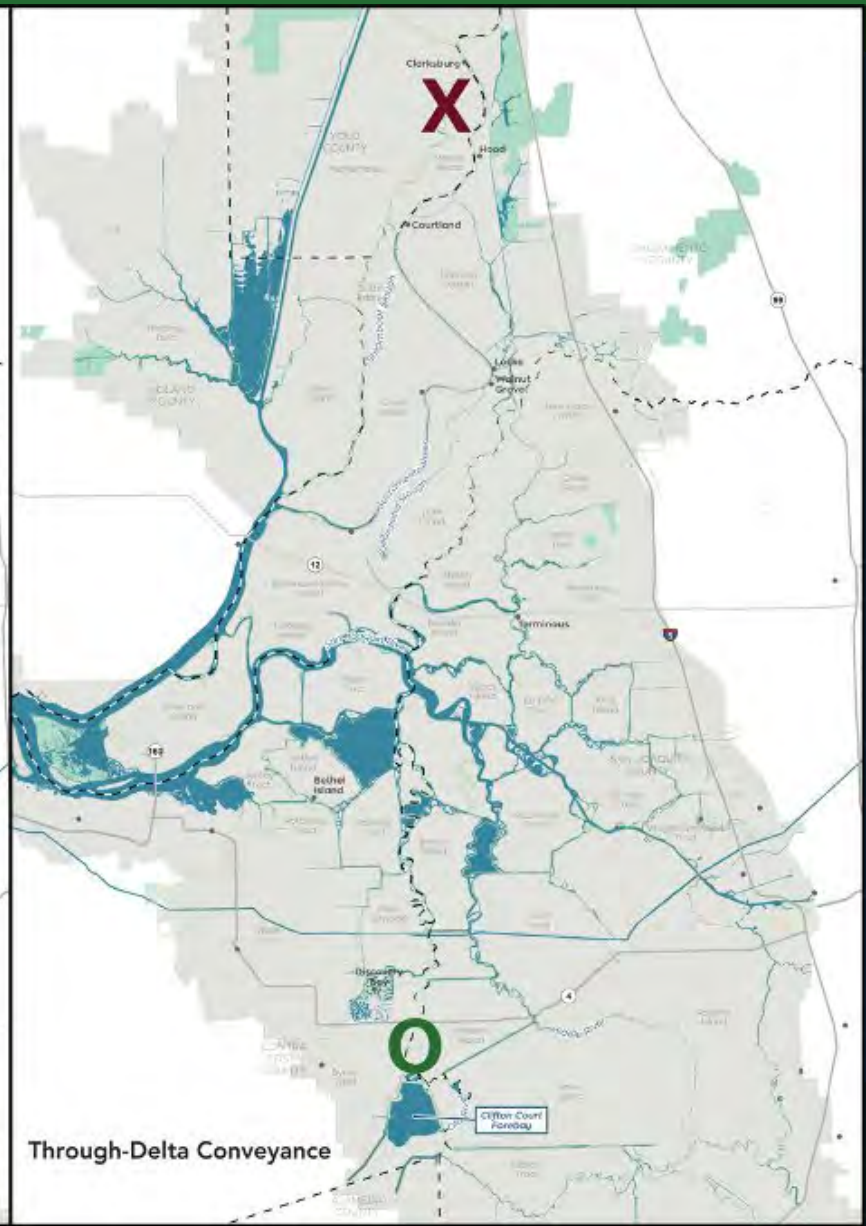
Categories of Alternatives

- **Dual conveyance** – Includes new points of diversion in the Delta and facilities to move water from those new points of diversion to the existing pumping facilities in the south Delta. Called “dual conveyance” because it would also continue use of existing diversions (intakes) in the south Delta—two ways of conveying water.
- **Isolated conveyance** – May include new points of diversion in the Delta but would not continue use of existing diversions in the south Delta.
- **Through-Delta conveyance** – No new intakes in the Delta but could include new infrastructure in the Delta to ensure continued/improved conveyance capacity through existing Delta waterways.

Categories of Alternatives







Alternatives Considered

Dual conveyance

- Central Tunnel
- East Tunnel
- East Canal
- West Canal
- West Tunnel
- New Sacramento Weir intakes
- New Fremont Weir intakes
- New Decker Island intakes
- Bethany Reservoir
- Alternative Points of Diversion

Isolated conveyance

- New Fremont Weir and Decker Island intakes
- Sacramento River intakes
- San Joaquin River intake

Through-Delta conveyance

- No tunnel
- No diversion facility
- Levee improvements and reduced reliance on exports

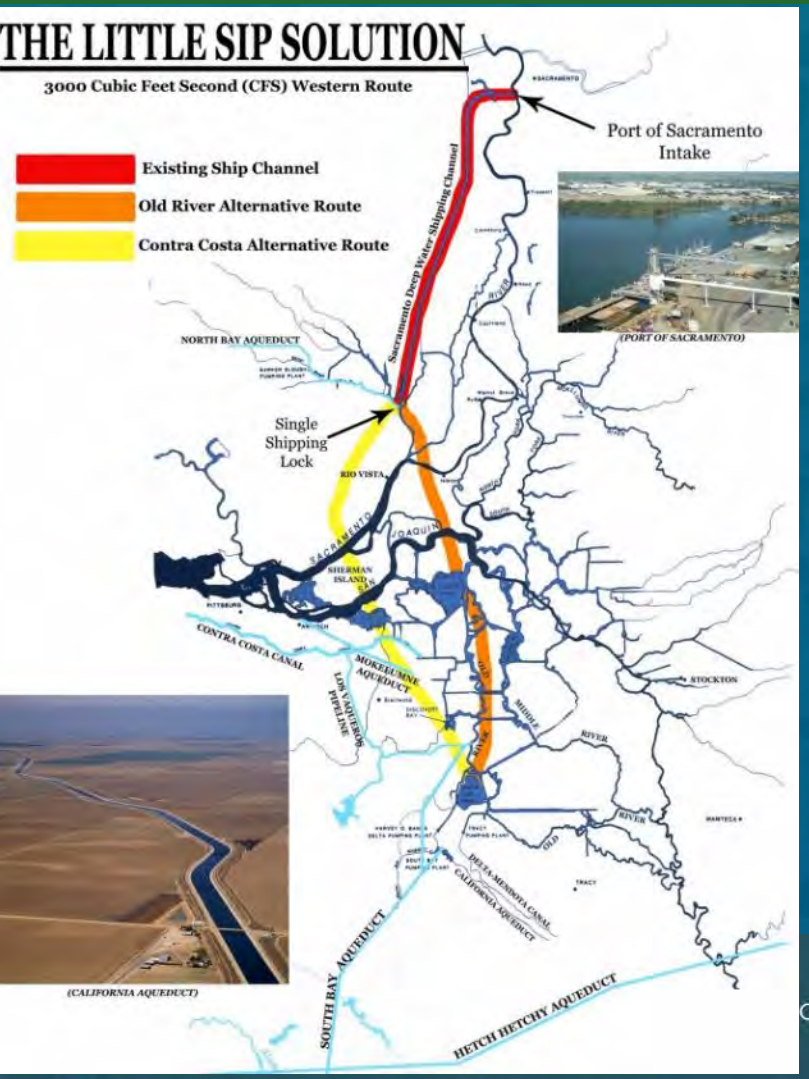
Other

- A Water Plan for All of California (Congressman Garamendi)
- Western Delta Intake Concept (Pyke proposal)
- SolAgra Water Solution
- Portfolio-based Conceptual Alternative
- Enclosure of existing California Aqueduct
- Novel technologies
- Alternate water supplies

Alternative Screening Results

- All alternatives suggested through the scoping process went through the screening filters
- Alternative formulation process will be documented in the Draft EIR
- The following slides describe example filtering process results for:
    1. Congressman Garamendi proposal
    2. Pyke proposal
    3. No-Tunnel and Through-Delta proposals
    4. Bethany Alternative

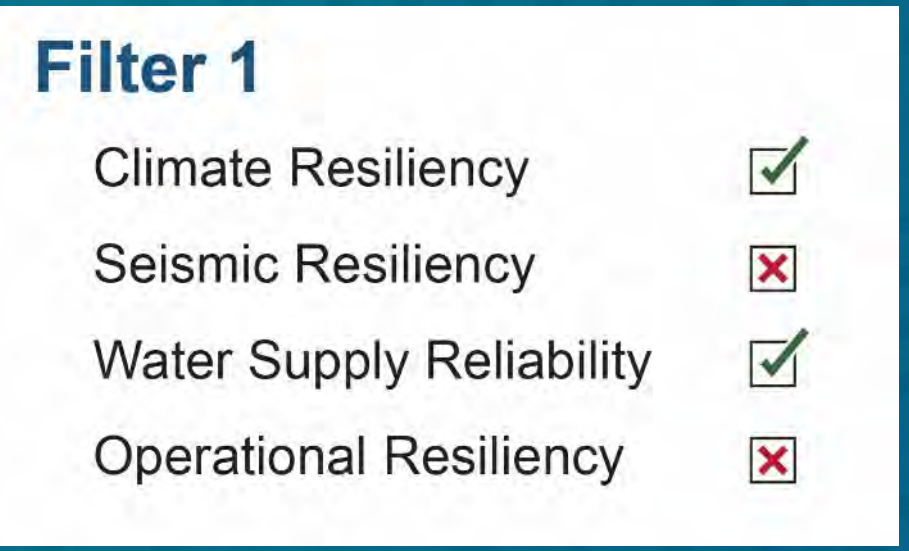
1. A Water Plan for All of California
(Congressman Garamendi plan)



Dual conveyance

- New 3,000 cfs north of Delta diversion structure on the Sacramento River near West Sacramento (including fish screen and low-head pump station)
- Use of the Sacramento Deep Water Ship Channel to convey water approximately 25 miles to a new intake near the southern end of the channel
- New boat lock near the southern end of the Deep Water Ship Channel to prevent water diverted from the Sacramento River from flowing into the Delta near Rio Vista
- New 12-mile pipeline to convey water through the western Delta and underneath the Sacramento and San Joaquin Rivers between the Deep Water Ship Channel and existing Delta channels leading to the existing SWP and CVP pumping plants in the south Delta.

A Water Plan for All California – Filter 1 Screening Discussion



Filter One – Meets Basic Project Objectives?

- Reliance on channels, canals, and levees provide limited seismic resilience
- Lower flow provides less operational flexibility between the existing and new facilities for the protection of species and capture of excess flows

A Water Plan for All California – Filter 2 Screening Discussion

Filter 1

Climate Resiliency	☑
Seismic Resiliency	☒
Water Supply Reliability	☑
Operational Resiliency	☒

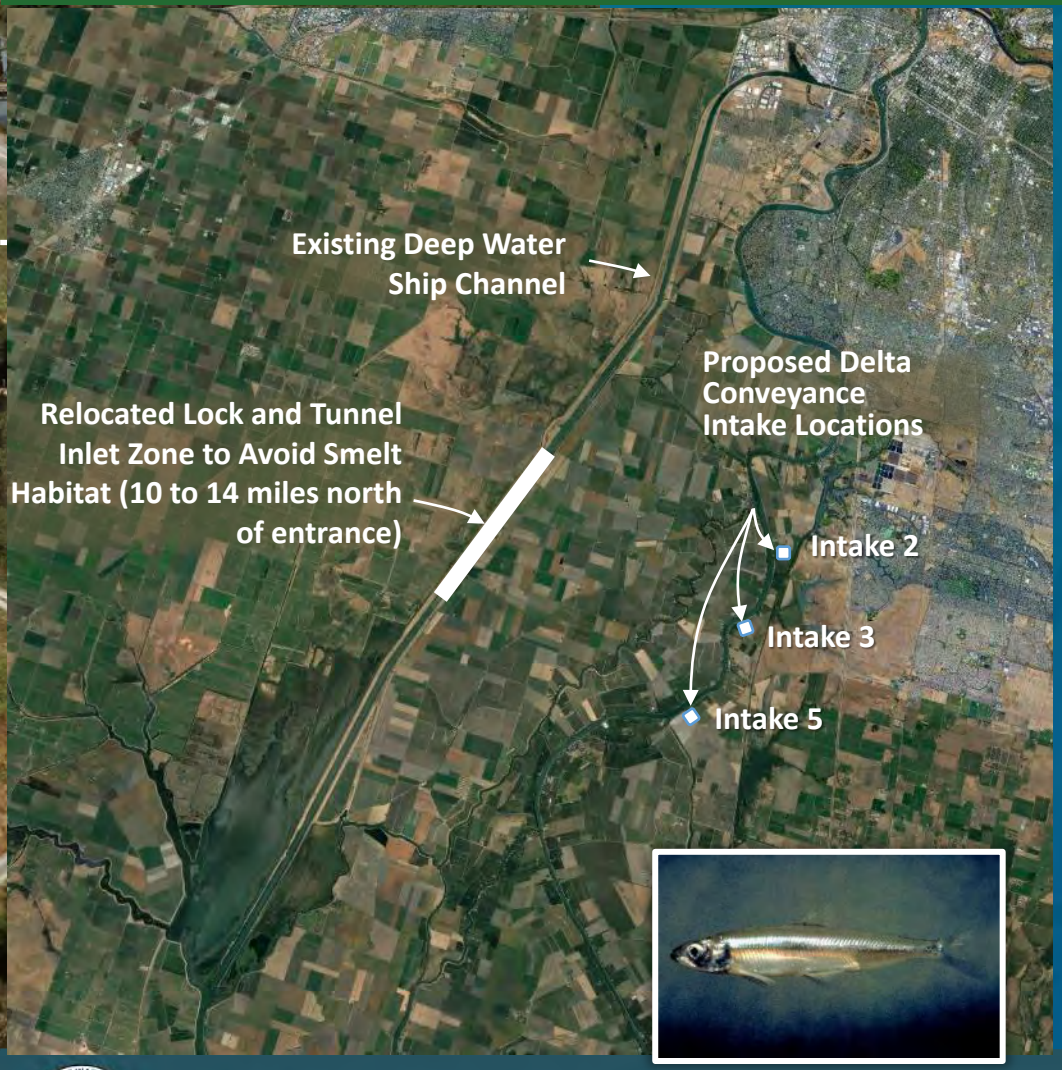
Filter 2

Avoids/lessens impacts	☒

Filter Two – Lessens Impacts?

- Substantial reconstruction of the Deep Water Ship Channel would be needed in order to use it.
- Significant construction impacts associated with working in West Sacramento to build a fish screen and low head pump station. Construction on the west bank of the Sacramento River would result in noise, transportation, visual, air quality, and other impacts related to construction activities through highly populated areas of West Sacramento.
- Fish screen protrudes into the Sacramento River and could be disruptive

A Water Plan for All California – Filter 2 Screening Discussion



Filter Two – Lessens Impacts?

- Lower reach of DWSC is core spawning and rearing habitat for Delta Smelt and unique habitat within the Cache Slough Complex supports some of the highest occurrence of native fish species in the Delta.
- Lock and tunnel inlet shaft would need to be moved about 10 to 14 miles north along the DWSC to avoid habitat disturbance.
- If moved north, the tunnel inlet shaft is nearly lateral to the location of the proposed intakes in the proposed project. This minimizes the difference in tunnel length between the alternatives.

2. Western Delta Intake Concept (Pyke Proposal)

Dual conveyance

- Use of Sherman Island as an intake forebay, facilitated by removal of the peat soils and modification of the levees to allow for water to infiltrate up to 15,000 cfs into the island forebay (water inflow into Sherman Island would occur when water elevation in Sherman Island is lower than water elevation in the surrounding rivers and sloughs).
- A pumping plant and one or more tunnels to convey water from Sherman Island to a new reservoir near Clifton Court Forebay (Brushy Creek Reservoir) with connections to existing south Delta pumping plants and an enlarged Los Vaqueros Reservoir.
- Continued use of existing south Delta intakes with new fish screens and a boat lock at the Delta Cross Channel.

Western Delta Intake Concept
Filter 1 Screening Discussion

Filter 1

Climate Resiliency	☒
Seismic Resiliency	☒
Water Supply Reliability	☒
Operational Resiliency	☒

Filter 2

Avoids/lessens impacts	NA

Filter One – Meets Basic Project Objectives?

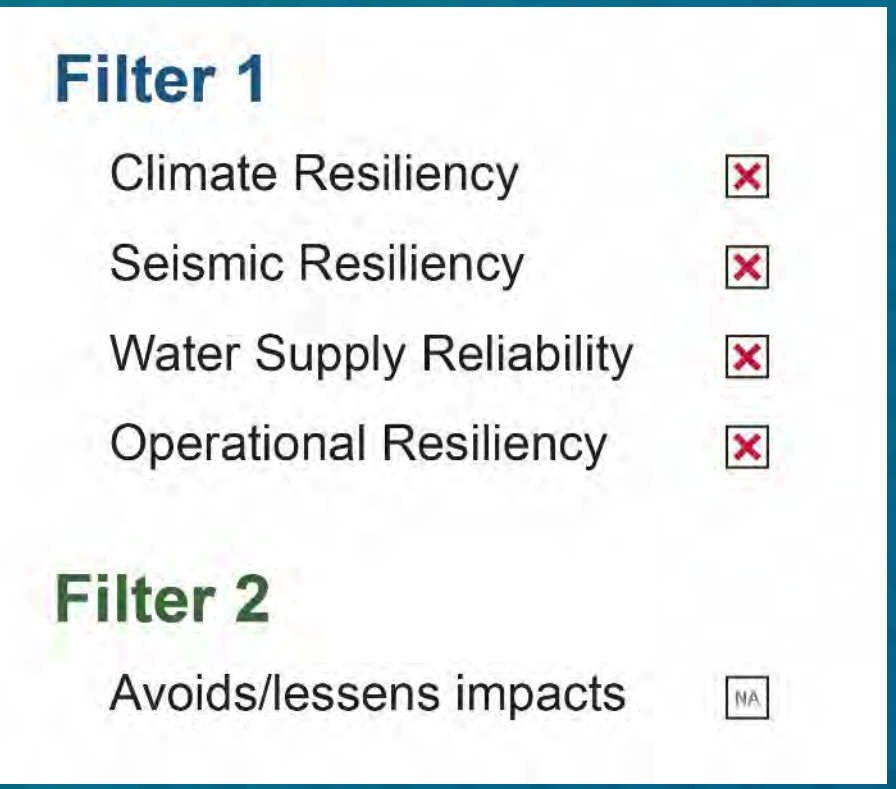
- Delta water quality may limit the use of the Sherman Island reservoir – this condition would worsen with sea level rise
- No SWP water supply reliability or operational resiliency
- Water quantities could be limited due to SWRCB water quality and water rights decisions, and other regulatory limitations imposed by USFWS and NMFS.

3. No Tunnel and Through-Delta Alternatives

Ideas proposed include some combination of:

- Increase water recycling and conservation efforts
- Desalination facilities
- Continued through-Delta conveyance (use of existing facilities) with improvement to Delta levees (Mokelumne, San Joaquin, and Middle rivers; along Snodgrass, Deadhorse Island, Beaver, Hog, Sycamore, Little Potato, White, Little Connection, Latham, and Trapper sloughs; Columbia and Empire cuts; Victoria Canal)

Through-Delta Screening Discussion



Filter One – Meets Basic Project Objectives?

- Improving levees and through-Delta conveyance would not address the water quality component of the project objectives of climate change and sea level rise for the SWP
- Continued use of the existing system (even with upgrades) as a long-term plan does not address seismic resiliency and the associated water supply reliability concerns

No Tunnel Screening Discussion

Filter One – Meets Basic Project Objectives?

- Alternatives that rely on water agencies to implement additional projects (such as water recycling, conservation, or desalination) provide alternate supplies instead of the SWP
- Alternate supplies do not meet the fundamental project purpose of enabling the SWP to continue to function through challenges such as climate change, sea level rise, and earthquake risk

No Project Alternative

Some alternatives proposed in scoping comments do not meet the project objectives but may be considered in the No Project Alternative

- No Project Alternative (required under CEQA) describes likely conditions if the project is not implemented, including potential actions that may be taken absent a project
- Alternate water supply options may be incorporated to address water shortages

4. Bethany Reservoir Alternative

Filter 1

- Climate Resiliency ☑
- Seismic Resiliency ☑
- Water Supply Reliability ☑
- Operational Resiliency ☑

Filter 2

- Avoids/lessens impacts ☑

Worth Further Exploration Because…

- Fewer surface impacts because no construction of a new terminal forebay
- No additional south delta conveyance facilities needed

Screening and Intake 2

Intake 2 has been removed from further consideration for the Proposed Project but will still be considered for alternatives with capacity greater than 6,000 cfs.

- Preliminary screening indicates greatest potential for cultural and historic resources (based on known resources)
- Preliminary screening found increased potential for construction-related effects to sensitive receptors in Clarksburg
- Distance to Twin Cities requires an additional maintenance shaft, which would increase construction-related effects
- Shallower river depth results in longer fish screen and increased fish exposure

Item 4b.

Response to SEC Comments and Questions

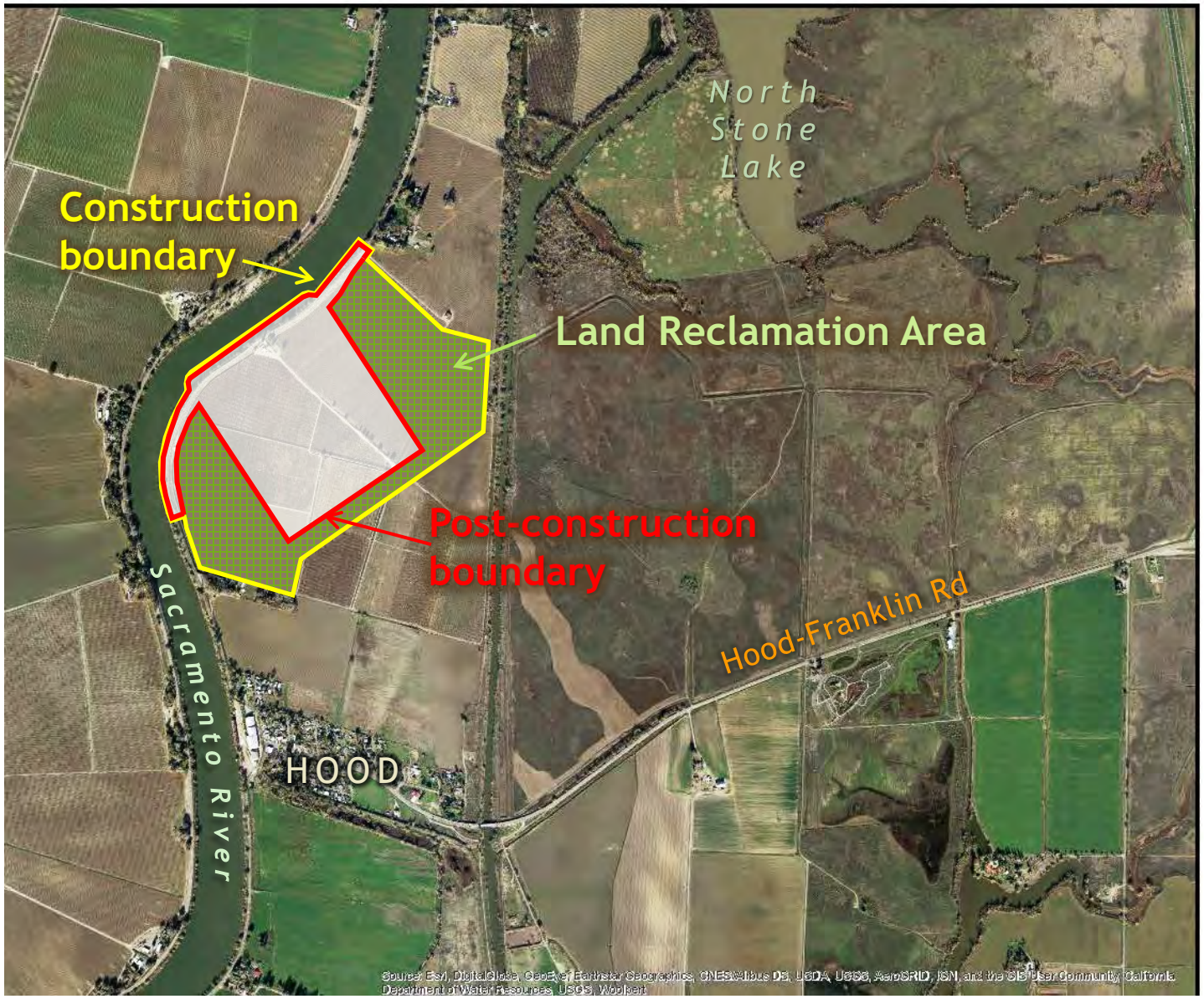
Items for Discussion

1.	Maximize restoration of agricultural land
2.	Reduce shaft diameter and shaft pad size (Reduce truck traffic)
3.	Minimize site footprints and optimize siting
4.	Minimize construction activity in and around Stone Lakes Refuge
5.	Tunnel Boring Machine Soil Conditioners

1. Maximize Agricultural Land Restoration

Land Reclamation

- **Up-front commitment to site rehabilitation**
- **Initial Assessment**
  - Understand current conditions
  - Consider potential construction impacts – primary impact will be from RTM storage
  - Include effort in Environmental Document
- **Site Reclamation**
  - Comprehensive approach
  - Includes pre-, during, and post-construction actions
  - Incorporate elements into construction documents



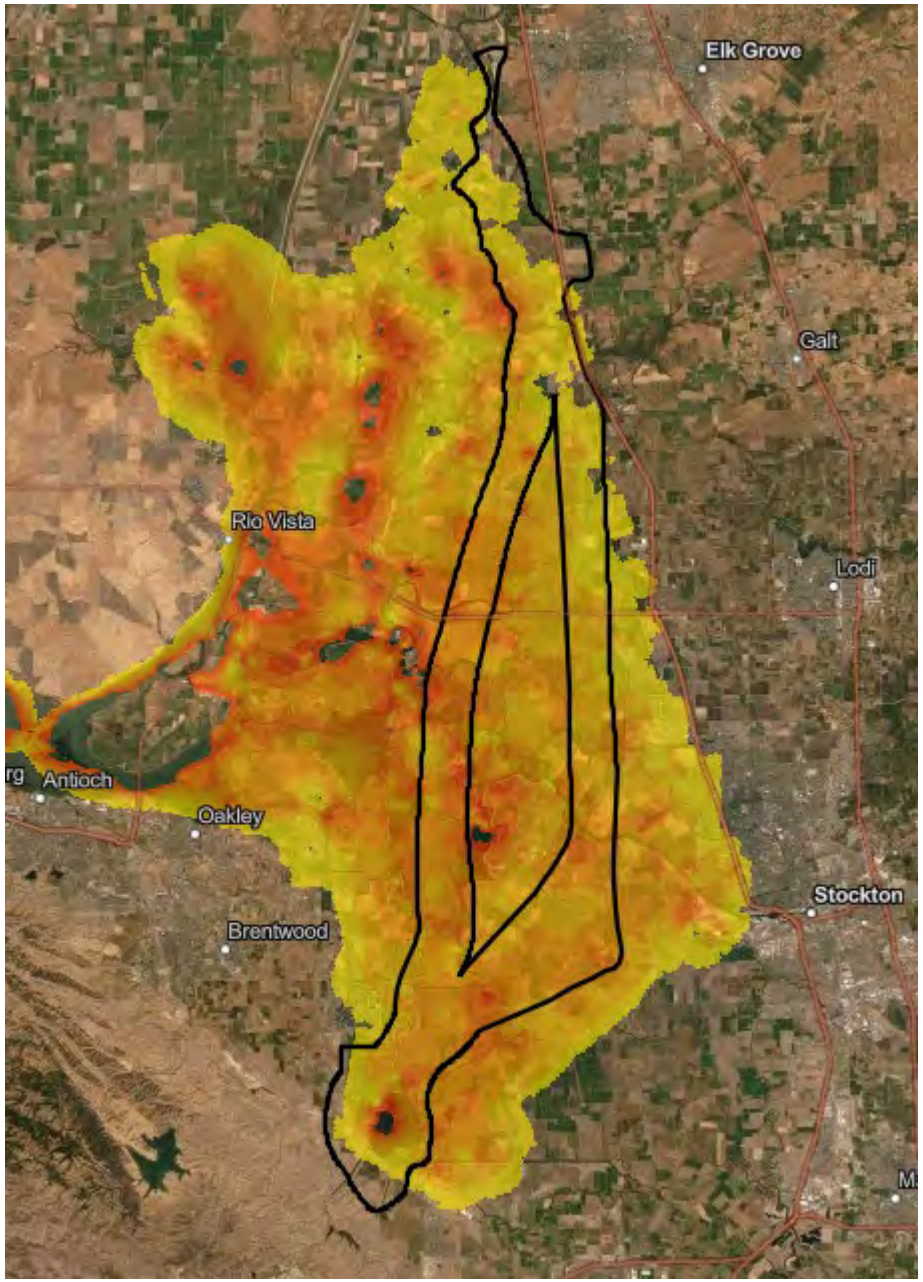
Types of Sites

- **All sites:** material/equipment laydown & staging, materials stockpiles, topsoil/peat stockpiles, retention ponds/desilting basins, access roads, construction trailers & parking
- **Intakes & Southern Complex:**
  Slurry batch plants
- **Launch shafts:**
  Segment storage, RTM processing & storage, some have railroad spurs

Level of impact will vary depending on the mix of temporary construction uses on the site

Anticipated Site Conditions

- **Size range** from maintenance/ reception shafts (<10 acres) to tunnel launch sites w/ materials depots (~450 acres)
- **Existing agricultural uses** range from irrigated pasture to vineyards and orchards
- **Ground conditions** vary from soft peat/organics to older consolidated deposits
- **Preliminary estimates of settlements** up to ~4 feet depending on ground conditions, loading, and duration
- **Some sites or elements require ground improvement** to support loads



Site Reclamation Activities

Pre-Construction Actions

- ✓ Soil Sampling and Analysis
- ✓ Save Topsoil
- ✓ Surface Treatments
- ✓ Water Infrastructure

During Construction Actions

- ✓ Soil Handling
- ✓ Reducing Compaction
- ✓ Spills Containment
- ✓ Water Infrastructure Maintenance

Post-Construction Actions

- ✓ Remove Construction Materials
- ✓ Soil Sampling and Analysis
- ✓ Refine Site Rehabilitation Strategy
  - ✓ Tillage
  - ✓ Topsoil
  - ✓ Amendments
  - ✓ Leveling/Grading

Post-Construction Conditions

- **Post-construction treatments**
  - Native soil base
  - RTM base
  - RTM stockpile
- **Long-term uses**
  - Agriculture
  - Natural/ habitat
  - RTM stockpile (not considered land reclamation)

General post-construction treatments will be based on site conditions and post-construction use

Post-Construction Treatments

Native Soil Base

- Conduct soil testing and analysis
- Rip up to 3-feet depth
- Add amendments to address compaction (e.g., gypsum)
- Incorporate amendments by cross-ripping
- Respread topsoil
- Cross-disc
- Grade/level
- Wind/water erosion cover (unless future land user is ready to plant)

RTM Base

- Conduct soil testing and analysis
- Rip up to 3-feet depth
- Add amendments to address compaction (e.g., gypsum)
- Incorporate amendments by cross-ripping
- Respread topsoil & add amendments to address soil fertility (e.g., compost, peat)
- Cross-disc
- Grade/level
- Wind/water erosion cover (unless future land user is ready to plant)

RTM Stockpiles

- Respread topsoil
- Cross-disc
- Wind/water erosion cover (likely hydroseed with native grasses)
- Establish access road to stockpile
- Implement SWPPP (erosion berm around perimeter, stabilized exit)

**For Agricultural or Natural/Habitat Uses*

**Stockpile for Future Borrow*

Long-Term Use (following Post-Construction Activities)

Agricultural Sites

- **The grower would prepare the field based on crop type:**
  - Laser-level the fields
  - Re-establish water supply and drainage
  - Add additional amendments
  - Plant cover crops to build soil fertility
- **Recognition that the site may initially have sub-optimal yields would be reflected in reduced land cost**

Natural Areas

- **The site would be prepared based on habitat use:**
  - Natural contouring
  - Mixture of plant materials

Long-term use would dictate final site preparations to be completed by end user

Initial Coordination with Agricultural Community

Reviewed draft approach
with Sacramento County Farm Bureau

Preliminary feedback on restoration approach

- Compaction is major concern, shallow groundwater exacerbates the issue
- Account for existing drainage and irrigation in the site layouts
- Consider deep stripping, if needed, to collect sufficient local, organic material for on-site restoration activities
- Consider adjacent land use when evaluating potential end use of reclaimed areas
- Grass for grazing is possible in many proposed locations, but permanent crops will be more difficult

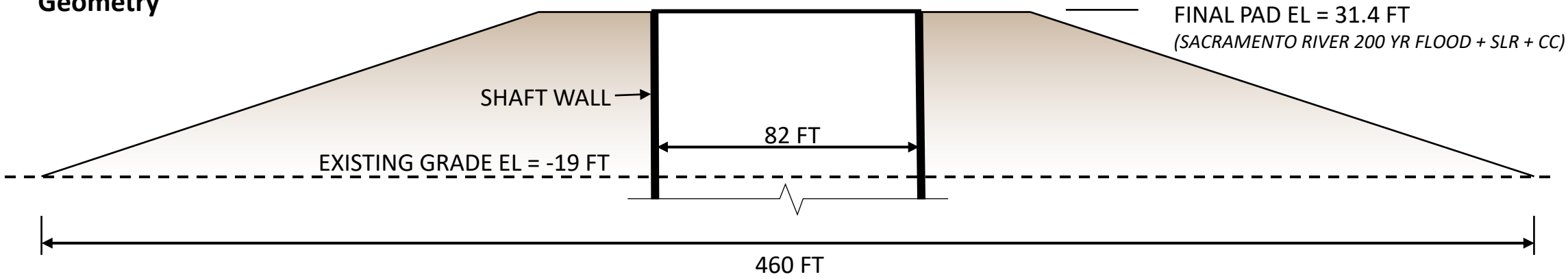
Other comments

- Traffic concerns that could affect agricultural business operations
- Effects of RTM processing and drying on surrounding land and groundwater conditions

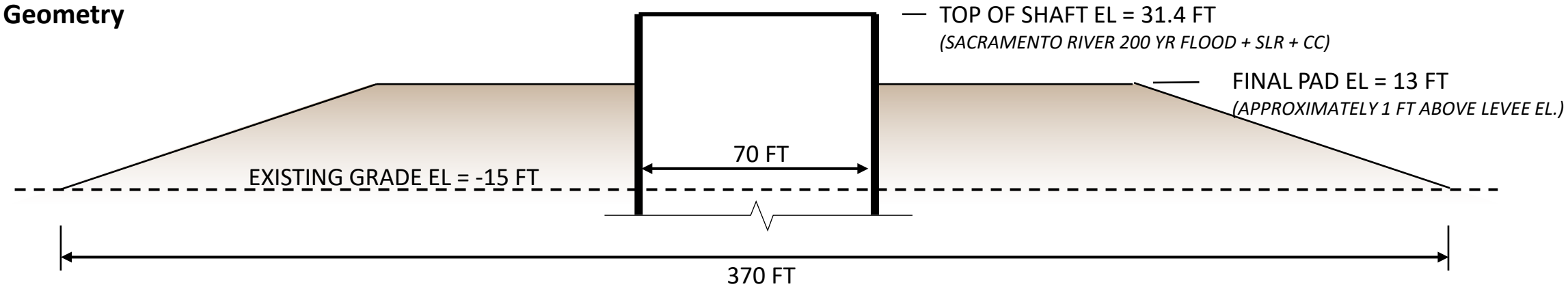
2. Reduce Shaft Diameter and Shaft Pad Size

Mandeville Island Maintenance Shaft (Example)

Previous Geometry



Updated Geometry



Mandeville Maintenance Shaft

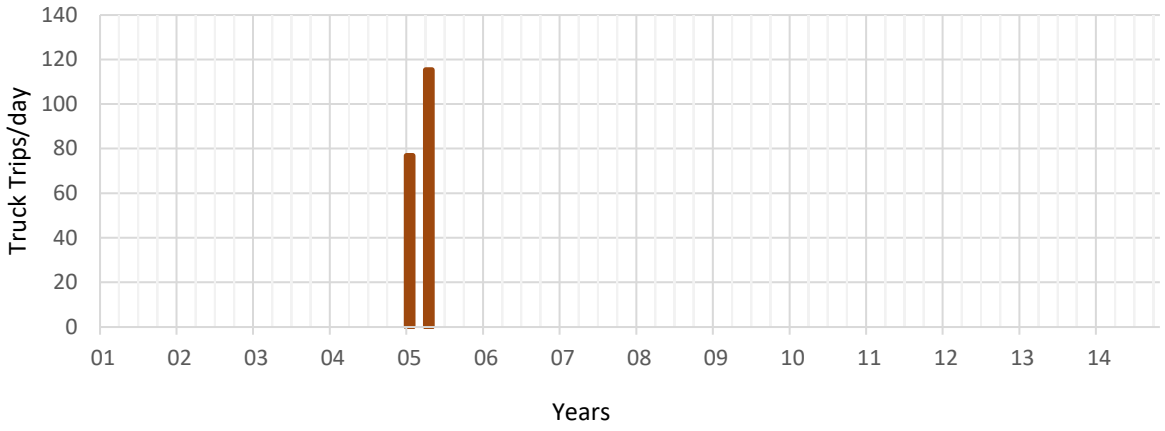
As Presented at June 2020 SEC

Description	Volume (CCY)	Source/Haul
NEEDED	**211,000**	
IMPORT	**200,000**	**TCC RTM**
ON-SITE	11,000	Mandeville Shaft Excavation
EXCESS	*23,000*	*To Southern Forebay*

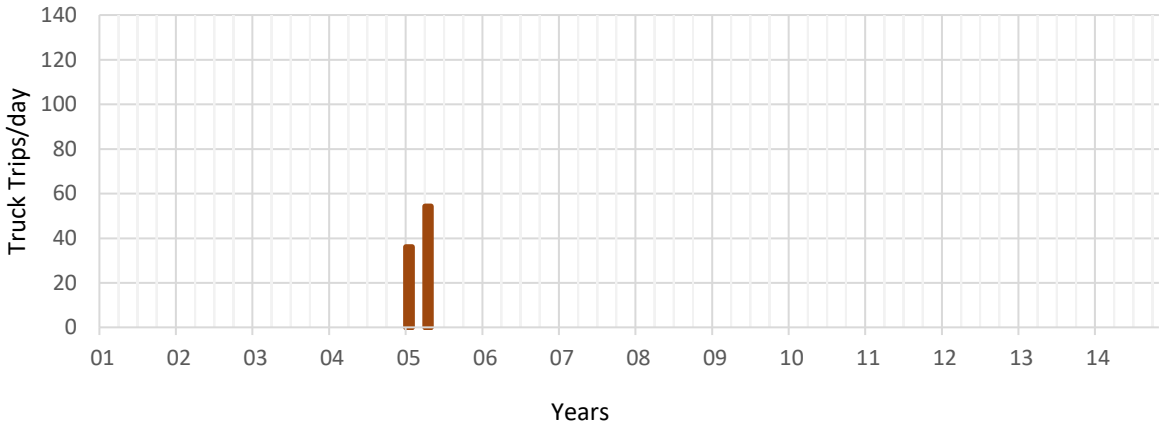
UPDATED July 2020

Description	Volume (CCY)	Source/Haul
NEEDED	**94,000**	
IMPORT	**94,000**	**TCC RTM/Borrow**
ON-SITE	0	
EXCESS	*24,000*	*Spread on-site (from Mandeville shaft excavation)*

Truck Hauling Schedule



Truck Hauling Schedule



3. Reduced Site Footprints

Summary of Site Acreages

	CONSTRUCTION FOOTPRINT *(Yellow)*			PERMANENT FOOTPRINT		
	Previous *5/4/2020*	**Current** *7/15/2020*	***Reduction***	**Previous** *5/4/2020*	**Current** *7/15/2020*	***Reduction***
NORTHERN SHARED SITES						
Intake 3 – Tee	245	244	1	131	124	7
Intake 5 – Tee	242	240	2	113	109	4
Lambert Shaft	5	0	5	5	0	5
Glanville now Twin Cities Launch Shaft	669	507	162	669	111	558
EASTERN ALIGNMENT OPTION						
New Hope Tract Maintenance Shaft	6	11	-5	6	11	-5
Brack, now Canal Ranch Tract Maintenance Shaft	11	11	0	11	11	0
Terminous Tract Reception Shaft	15	13	2	15	13	2
King Island Maintenance Shaft	11	12	-1	11	12	-1
Lower Roberts Island Launch/ Reception Shaft	472	438	34	337	406	-69
Lower Jones now Upper Jones Tract Maint. Shaft	16	13	3	16	13	3
Victoria Island Maintenance Shaft	12	0	12	12	0	12
CENTRAL ALIGNMENT OPTION						
New Hope Tract Maintenance Shaft	7	11	-4	7	11	-4
Staten Island Maintenance Shaft	15	12	3	15	12	3
Bouldin Island Launch Shaft	424	592	-168	423	577	-154
Mandeville Island Maintenance Shaft	16	14	2	16	14	2
Bacon Island Reception Shaft	27	16	11	27	16	11
SOUTHERN COMPLEX						
Southern Forebay and Launch Shaft	1705	1666	39	1327	1293	34
South Delta Conveyance Control Facilities	180	168	12	125	105	20

Twin Cities Launch Shaft Site *(Formerly Glanville Tract)*

CHANGES

- **Emphasis on mechanical drying**
- **More robust assessment of soil borrow, backfill, and storage logistics needs**

ACREAGE

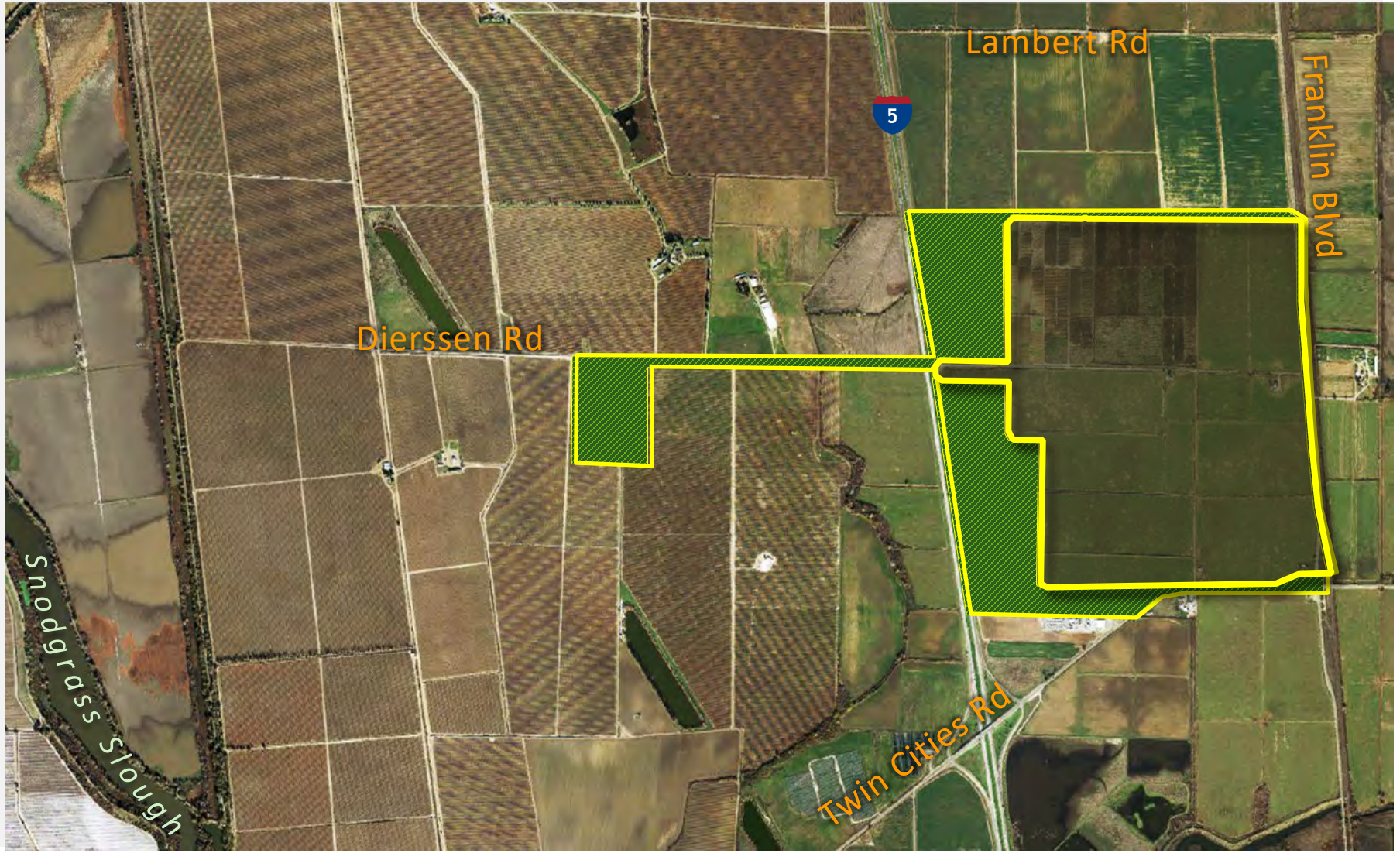
Previous 5/4/2020	Current 7/15/2020	*Difference*
CONSTRUCTION FOOTPRINT		
669	507	162
PERMANENT FOOTPRINT		
669	111	558

LEGEND

Initial and Revised Construction Footprint

Reduction

Addition



Staten Island Maintenance Shaft Site

CHANGES

- **Reduced peat excavation and stockpile**
- **Decreased pad dimensions and adjusted layout**

ACREAGE

Previous 5/4/2020	Current 7/15/2020	*Difference*
CONSTRUCTION FOOTPRINT		
15	12	3
PERMANENT FOOTPRINT		
15	12	3

LEGEND

Initial and Revised Construction Footprint

Reduction

Addition

Bouldin Island Launch Shaft Site

CHANGES

- **Removed barge landing**
- **Increased on-site RTM storage area for simplified natural drying *(permanent RTM storage)***

ACREAGE

Previous 5/4/2020	Current 7/15/2020	*Difference*
CONSTRUCTION FOOTPRINT		
424	**592**	**-168**
PERMANENT FOOTPRINT		
423	**577**	**-154**

CONSTRUCTION FOOTPRINT KEY

Initial and Revised Construction Footprint

Reduction

Addition

Mandeville Island Maintenance Shaft Site

CHANGES

- Moved to higher El. site
- Reduced peat excavation and stockpile
- Decreased pad dimensions and adjusted layout

ACREAGE

Previous 5/4/2020	Current 7/15/2020	*Difference*
CONSTRUCTION FOOTPRINT		
16	14	2
PERMANENT FOOTPRINT		
16	14	2

CONSTRUCTION FOOTPRINT KEY

Initial and Revised Construction Footprint

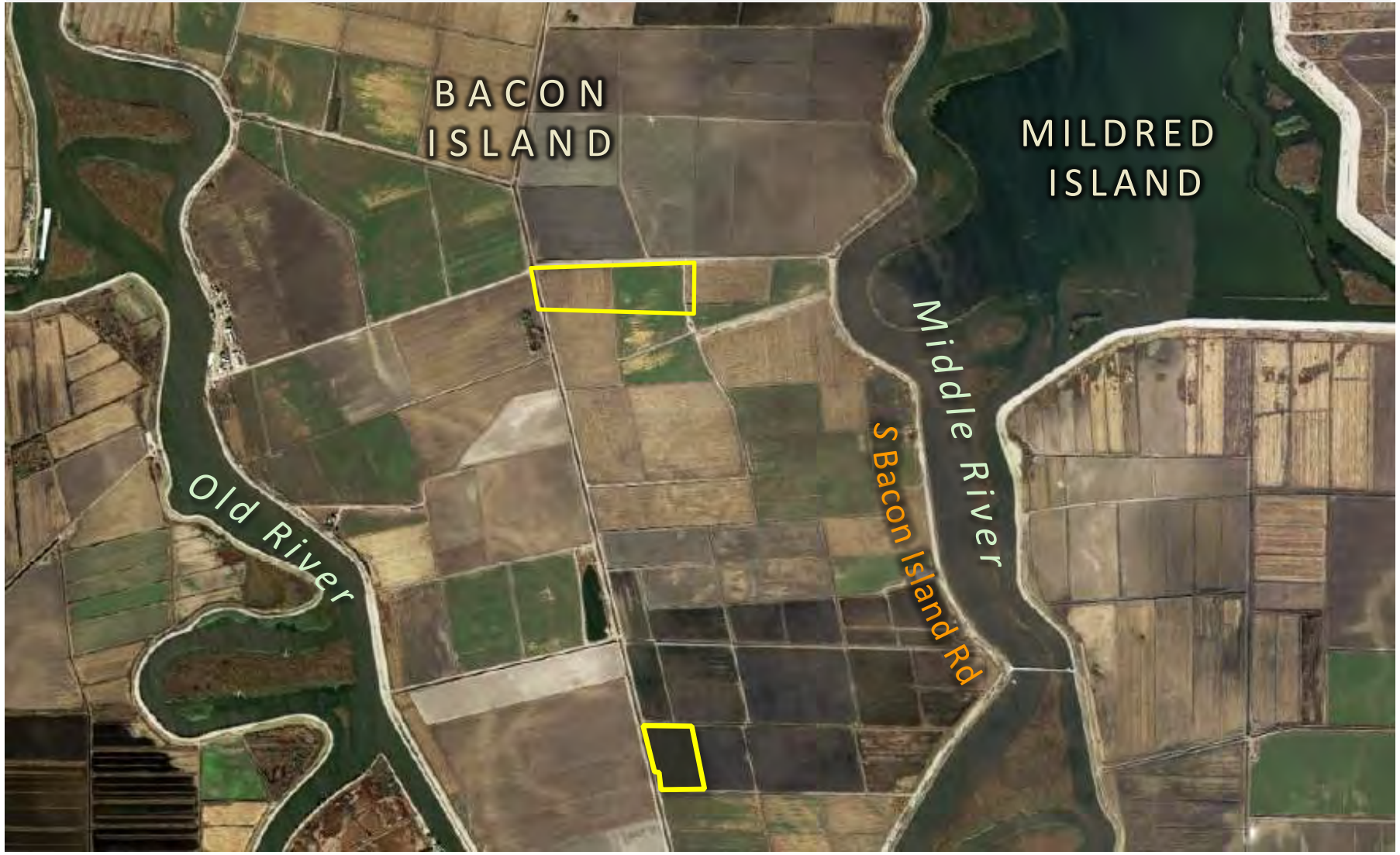
Reduction

Addition

Bacon Island Reception Shaft Site

CHANGES

- **Reduced peat excavation and stockpile**
- **Decreased pad dimensions and adjusted layout**



ACREAGE

Previous 5/4/2020	Current 7/15/2020	*Difference*
CONSTRUCTION FOOTPRINT		
27	16	11
PERMANENT FOOTPRINT		
27	16	11

CONSTRUCTION FOOTPRINT KEY

Initial and Revised Construction Footprint

Reduction

Addition

Canal Ranch Maintenance Shaft Site *(formerly Brack Tract Shaft)*

CHANGES

- **Moved to avoid Woodbridge Preserve Units and improve access**
- **Decreased pad dimensions and adjusted layout**

ACREAGE

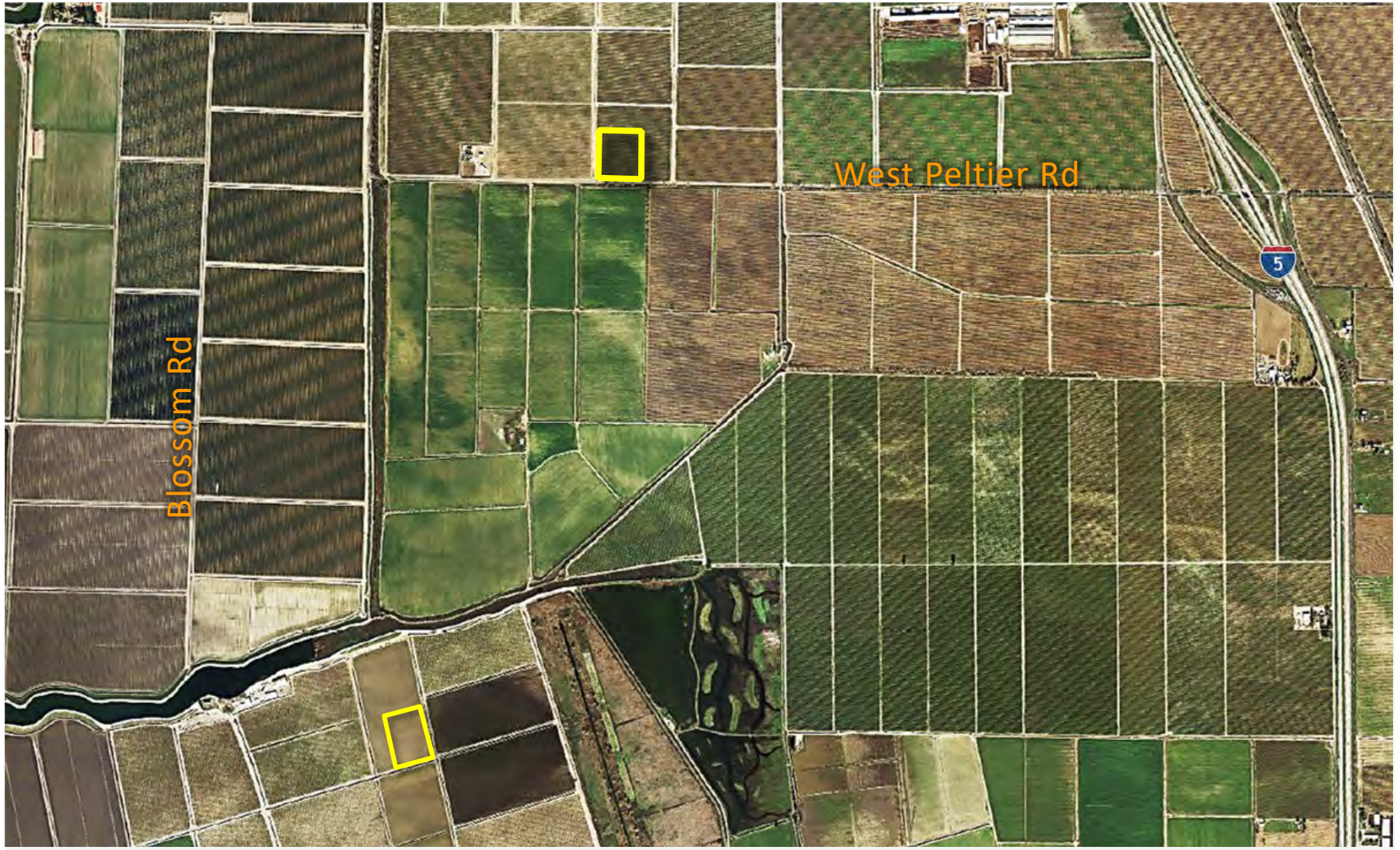
Previous 5/4/2020	Current 7/15/2020	*Difference*
CONSTRUCTION FOOTPRINT		
11	11	0
PERMANENT FOOTPRINT		
11	11	0

CONSTRUCTION FOOTPRINT KEY

Initial and Revised Construction Footprint

Reduction

Addition



Lower Roberts Island Launch Shaft Site

CHANGES

- Removed barge landing
- Reduced peat excavation and stockpile
- Increased RTM storage area
- Avoid wetland areas

ACREAGE

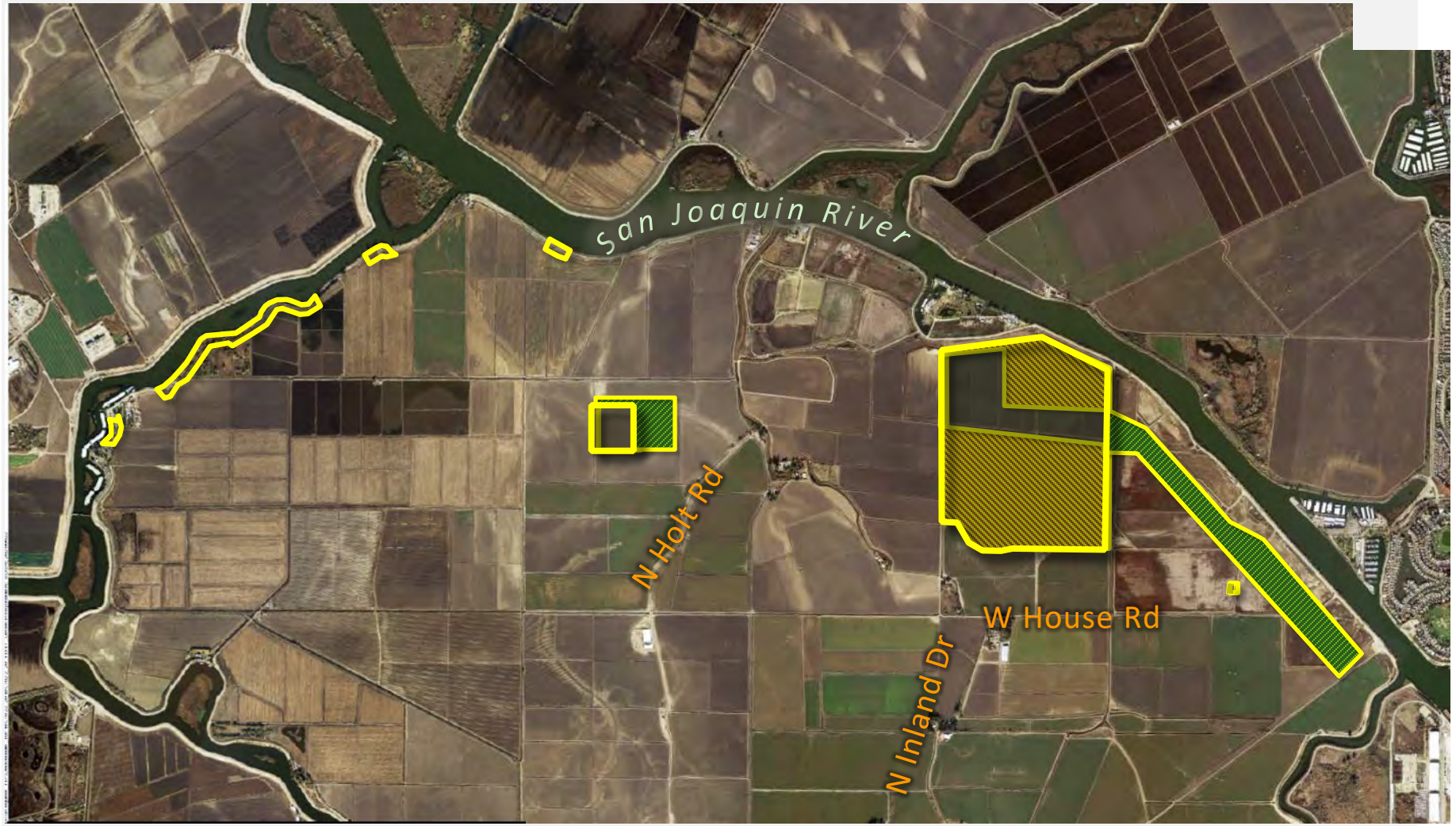
Previous 5/4/2020	Current 7/15/2020	*Difference*
CONSTRUCTION FOOTPRINT		
472	438	34
PERMANENT FOOTPRINT		
337	406	-69

CONSTRUCTION FOOTPRINT KEY

Initial and Revised Construction Footprint

Reduction

Addition



Upper Jones Island Maintenance Shaft Site *(formerly Lower Jones Island Shaft)*

CHANGES

- **Reduced peat excavation and stockpile**
- **Decreased pad dimensions and adjusted layout**

ACREAGE

Previous 5/4/2020	Current 7/15/2020	*Difference*
CONSTRUCTION FOOTPRINT		
16	13	3
PERMANENT FOOTPRINT		
16	13	3

CONSTRUCTION FOOTPRINT KEY

Initial and Revised Construction Footprint

Reduction

Addition

4. Minimize Construction Activity in and Around Stone Lakes Refuge

Prioritize Intakes 3 and 5 for < 6,000 CFS Alternatives

Original Plan Considered

Option A: Intakes 3 and 5 (6,000 cfs; 3,000 cfs ea)

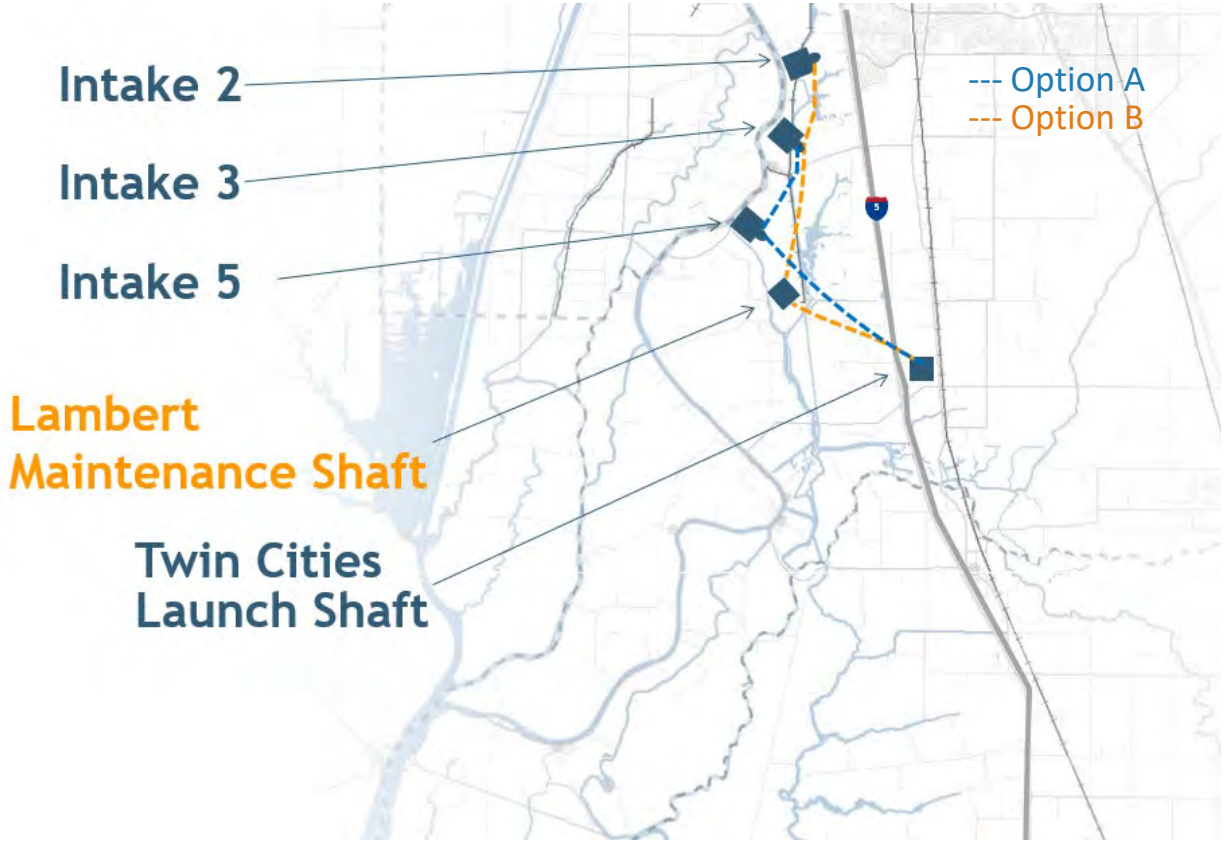
Option B: Intakes 2 and 3 (6,000 cfs; 3,000 cfs ea)

Current Plan

Eliminate Option B

Benefits

- Shorter logistics travel route from I-5 to intakes sites
- Increases separation of construction activities to sensitive receptors in Courtland and Elk Grove
- Shorter tunnel length
- Eliminates need for Lambert Shaft
- Intake 2 site had shallowest river depth and thus the longest intake structure



Eliminate Lambert Maintenance Shaft

Current Plan

Lambert Maintenance Shaft required to span tunnel drive from Glanville Shaft to Intake 3 (Option B)

Updated Plan

Lambert shaft not needed to drive from Glanville Shaft to Intake 5

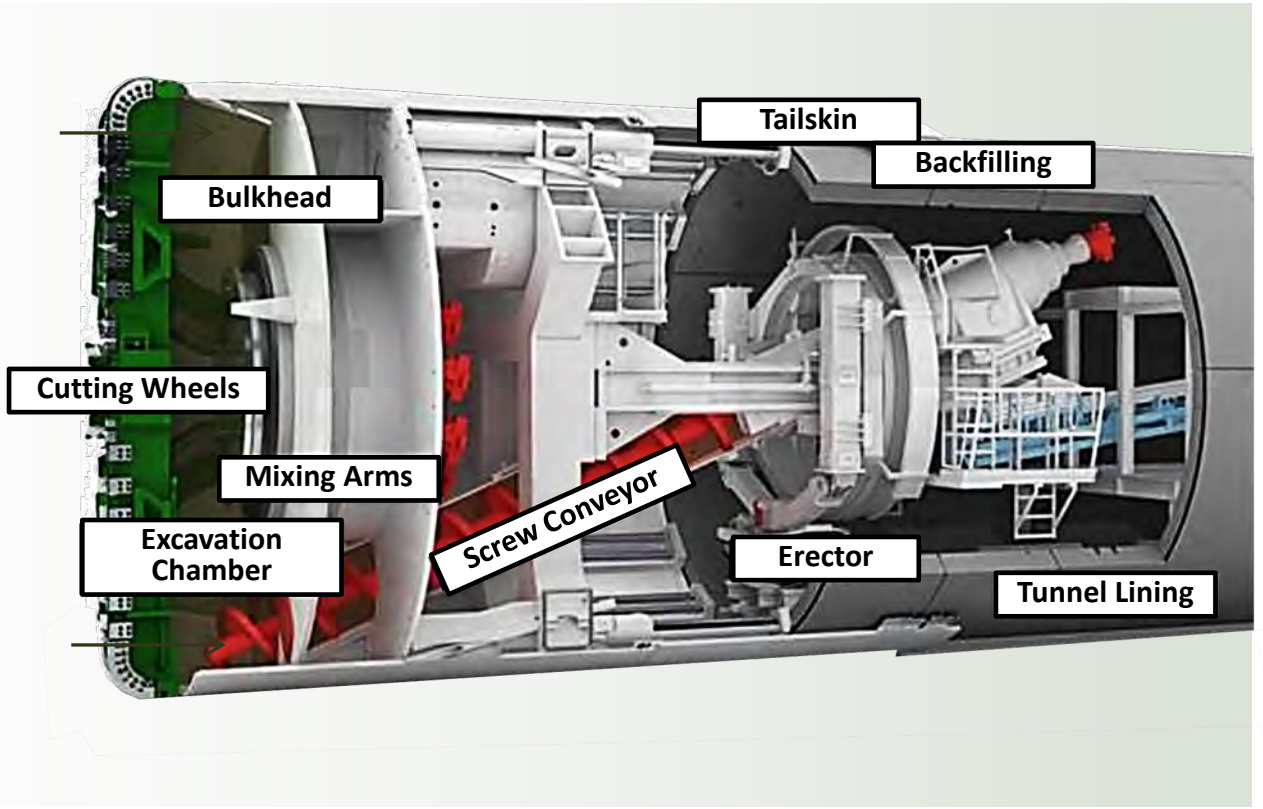
Benefits

- Eliminates construction site adjacent to Stone Lakes National Wildlife Refuge
- Reduced truck traffic

5. TBM Conditioners

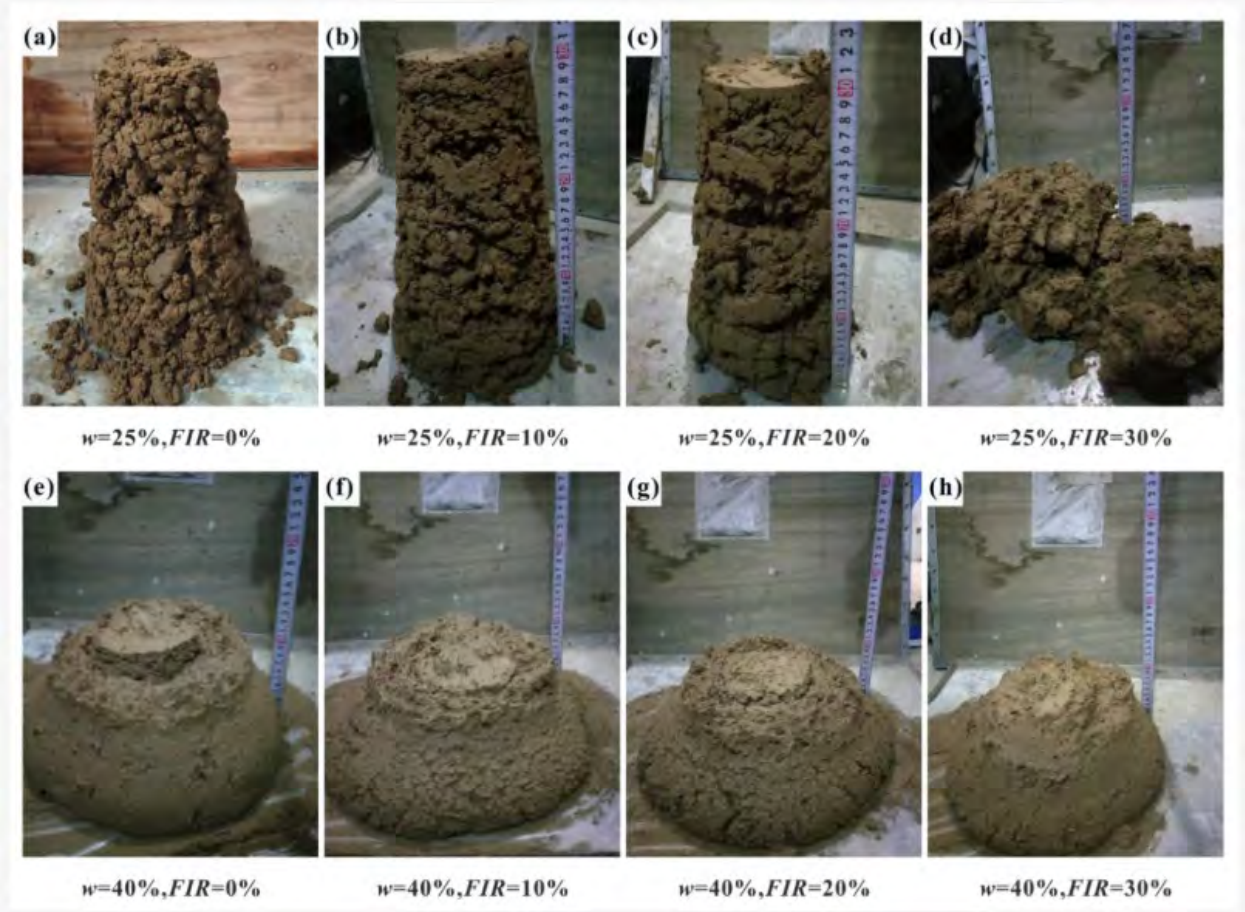
Earth Pressure Balance TBM (EPB)

"Earth pressure balance (EPB) tunneling machines are commonly used for the construction of tunnels in soft soils. These machines use the excavated soil in a pressurized head chamber to apply a support pressure to the tunnel face during excavation. ***Conditioning the excavated material is one of the most important components in the operation of an EPB TBM."***



Modified from images provided by Herrenknecht & Robbins

Why is Soil Conditioning Important?



Photos showing the effect of water content and foam injection rate (FIR) on soil properties.

- Improves the workability of the soil to help balance the pressure against the face
- Reduces the “clumping” and abrasiveness of the soil to reduce energy, reduce maintenance, and improve speed
- Easier to transport soil through the face and convey out of the tunnel
- Better control of groundwater inflow by reducing permeability and increasing sealing of the face
- Improves safety of personnel during maintenance of the cutterhead

Conditioning Agent = Water & Foam

Soil

Addition of water

Soil with foam

Conditioner added at the point of "cut" to achieve maximum benefit.

Conditioning agent is injected into the mixing chamber and along the screw conveyor during tunnel excavation

Foam addition rate adjusted based on soil conditions to achieve optimal affect

Characteristics and Selection of Soil Conditioners to be Used

Conditioners have improved over the years migrating toward more eco-friendly constitutions

Latest conditioners are rapidly biodegradable and nonhazardous formulations.

During biodedgradation, conditioner is converted into water, CO2, and biomass through the action of existing, naturally occurring microbes.

Natural or vegetable polymers used; no glycols, alcohols, or other low biodegradable solvents used

Conditioner Manufacturers:

- ***CONDAT (USA)***
- ***NORMET (Finland)***
- ***BASF (Germany)***
- ***MAPEI (Italy)***

Selection of Conditioner:

DCA contract specifications will require use of:

- **highly biodegradable**
- **minimum toxicity and persistence**
- **natural-based polymers only**
- **no glycols or other low biodegradable solvents**

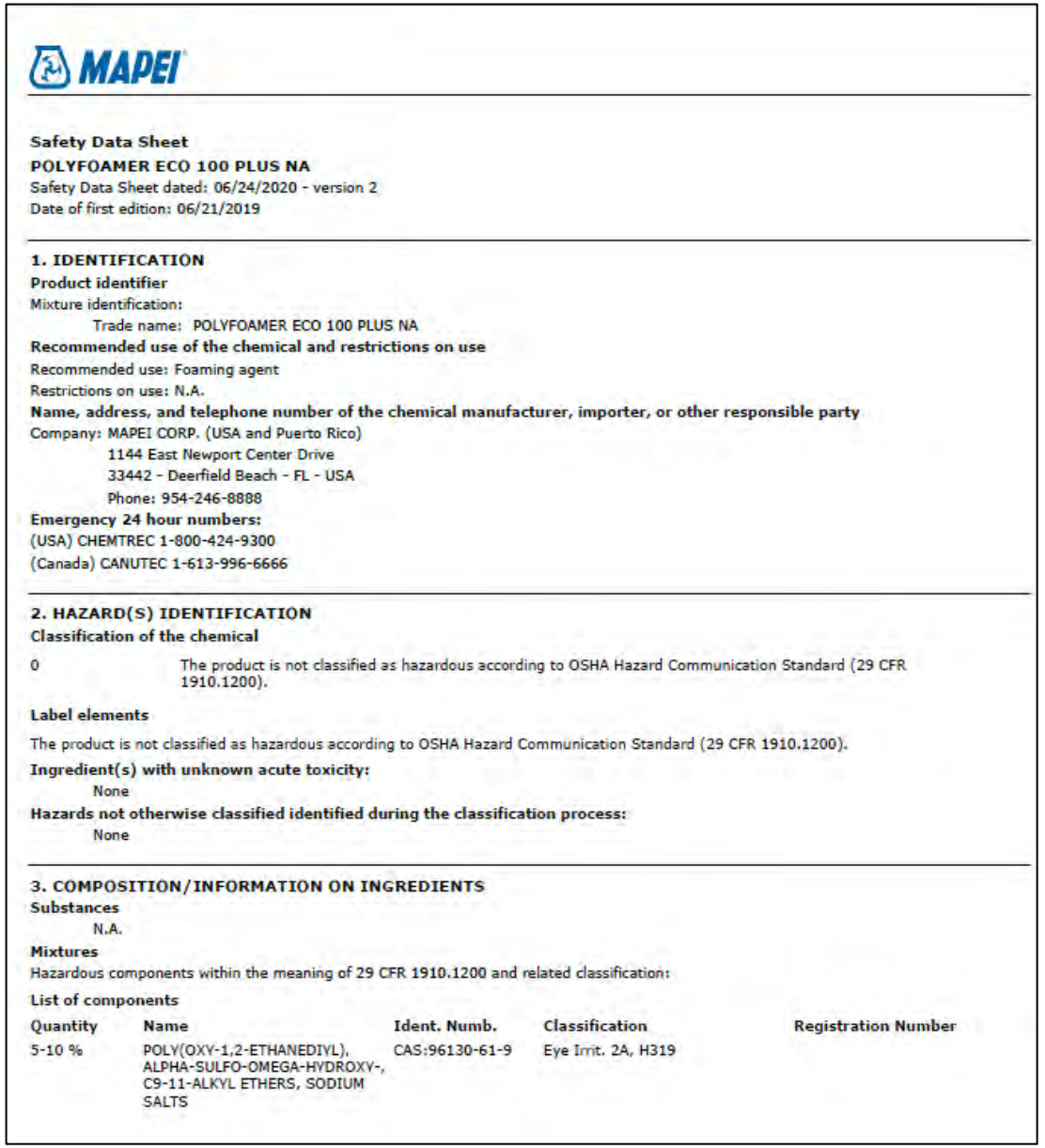
Conditioner will be submitted for testing and approval prior to use.

DCA will conduct studies prior to finalizing specifications to validate requirements

Material Safety Data Sheet (MSDS)

*A **Material Safety Data Sheet** (**MSDS**) is a document that contains information on the potential hazards and how to work safely with a chemical product.*

- All TBM conditioners must have an MSDS Sheet
- The MSDS identifies:
  - Hazards
  - Composition *(Note: Excludes trade secrets)*
  - Toxicology information
  - Disposal considerations
  - Transport information
  - Other information
- MSDS sheets along with independent testing will be used to verify product meets DCA Specifications



MAPEI

Safety Data Sheet
POLYFOAMER ECO 100 PLUS NA
Safety Data Sheet dated: 06/24/2020 - version 2
Date of first edition: 06/21/2019

1. IDENTIFICATION
Product identifier
Mixture identification:
Trade name: POLYFOAMER ECO 100 PLUS NA
Recommended use of the chemical and restrictions on use
Recommended use: Foaming agent
Restrictions on use: N.A.
Name, address, and telephone number of the chemical manufacturer, importer, or other responsible party
Company: MAPEI CORP. (USA and Puerto Rico)
1144 East Newport Center Drive
33442 - Deerfield Beach - FL - USA
Phone: 954-246-8888
Emergency 24 hour numbers:
(USA) CHEMTREC 1-800-424-9300
(Canada) CANUTEC 1-613-996-6666

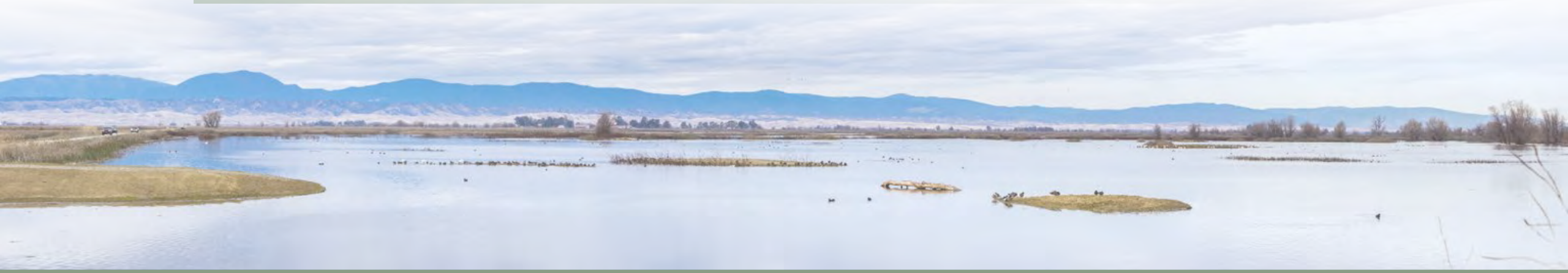
2. HAZARD(S) IDENTIFICATION
Classification of the chemical
0 The product is not classified as hazardous according to OSHA Hazard Communication Standard (29 CFR 1910.1200).
Label elements
The product is not classified as hazardous according to OSHA Hazard Communication Standard (29 CFR 1910.1200).
Ingredient(s) with unknown acute toxicity:
None
Hazards not otherwise classified identified during the classification process:
None

3. COMPOSITION/INFORMATION ON INGREDIENTS
Substances
N.A.
Mixtures
Hazardous components within the meaning of 29 CFR 1910.1200 and related classification:
List of components

Quantity	Name	Ident. Numb.	Classification	Registration Number
5-10 %	POLY(OXY-1,2-ETHANEDIYL), ALPHA-SULFO-OMEGA-HYDROXY-, C9-11-ALKYL ETHERS, SODIUM SALTS	CAS:96130-61-9	Eye Irrit. 2A, H319	

Example Safety Sheet from Mapei for Polyfoamer Eco 100 Plus.

Thank You



Item 4c.

SEC Questions or Comments on June 24th Presentation

Item 4d.

Public Comment on Item 4

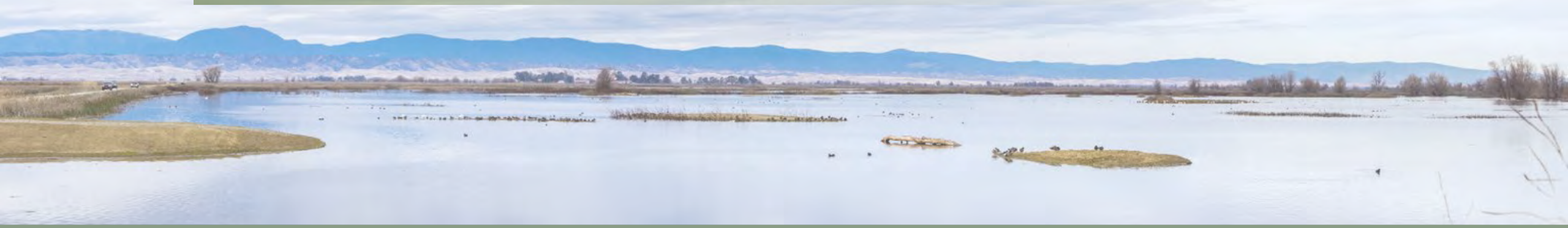
Item 5a.

SEC Tour Updates

Item 5b.

August 26th SEC Meeting Topics

- *Updated Traffic Histograms*
- *Update on Intakes Design*
- *Briefing on New Alternative*



Item 5c.

August 20th
SEC Report to DCA Board

Item 6.

Non-Agendized SEC Questions or Comments

Item 7.

Public Comment

Non-Agendized Items

Next SEC Meeting

- *Date: August 26, 2020*
- *Time: 3-6 PM*
- *Topics**
  - *Updated Traffic Histograms*
  - *Update on Intakes Design*
  - *Briefing on New Alternative*

**(subject to change)*

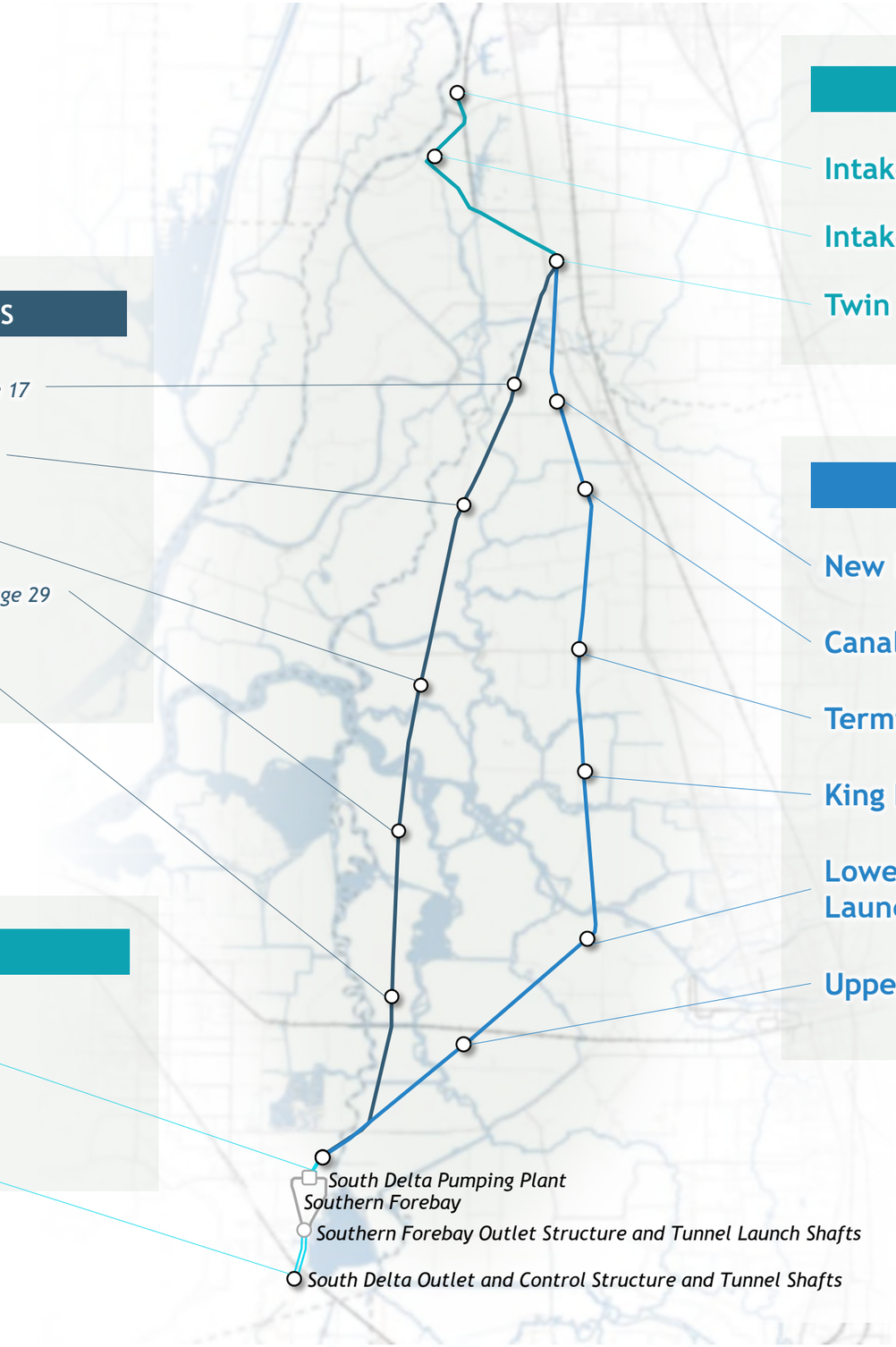
DELTA CONVEYANCE DESIGN
& CONSTRUCTION AUTHORITY

JULY 2020

Revised Delta Conveyance Site Book

NORTH INTAKES & SHAFTS | CENTRAL ALIGNMENT | EASTERN ALIGNMENT | SOUTHERN COMPLEX

Delta Conveyance Map



NORTHERN SITES

- Intake 3 *page 4*
- Intake 5 *page 8*
- Twin Cities Launch Shaft *page 12*

CENTRAL ALIGNMENT SITES

- New Hope Tract Maintenance Shaft *page 17*
- Staten Island Maintenance Shaft *page 21*
- Bouldin Island Launch Shaft *page 25*
- Mandeville Island Maintenance Shaft *page 29*
- Bacon Island Reception Shaft *page 33*

EASTERN ALIGNMENT SITES

- New Hope Tract Maintenance Shaft *page 38*
- Canal Ranch Tract Maintenance Shaft *page 42*
- Terminous Tract Reception Shaft *page 46*
- King Island Maintenance Shaft *page 50*
- Lower Roberts Island Launch/ Reception Shaft *page 54*
- Upper Jones Tract Maintenance Shaft *page 58*

SOUTHERN COMPLEX

- Southern Forebay Facilities *page 64*
- South Delta Outlet & Control Structure *page 65*

Northern Intakes & Shaft Sites

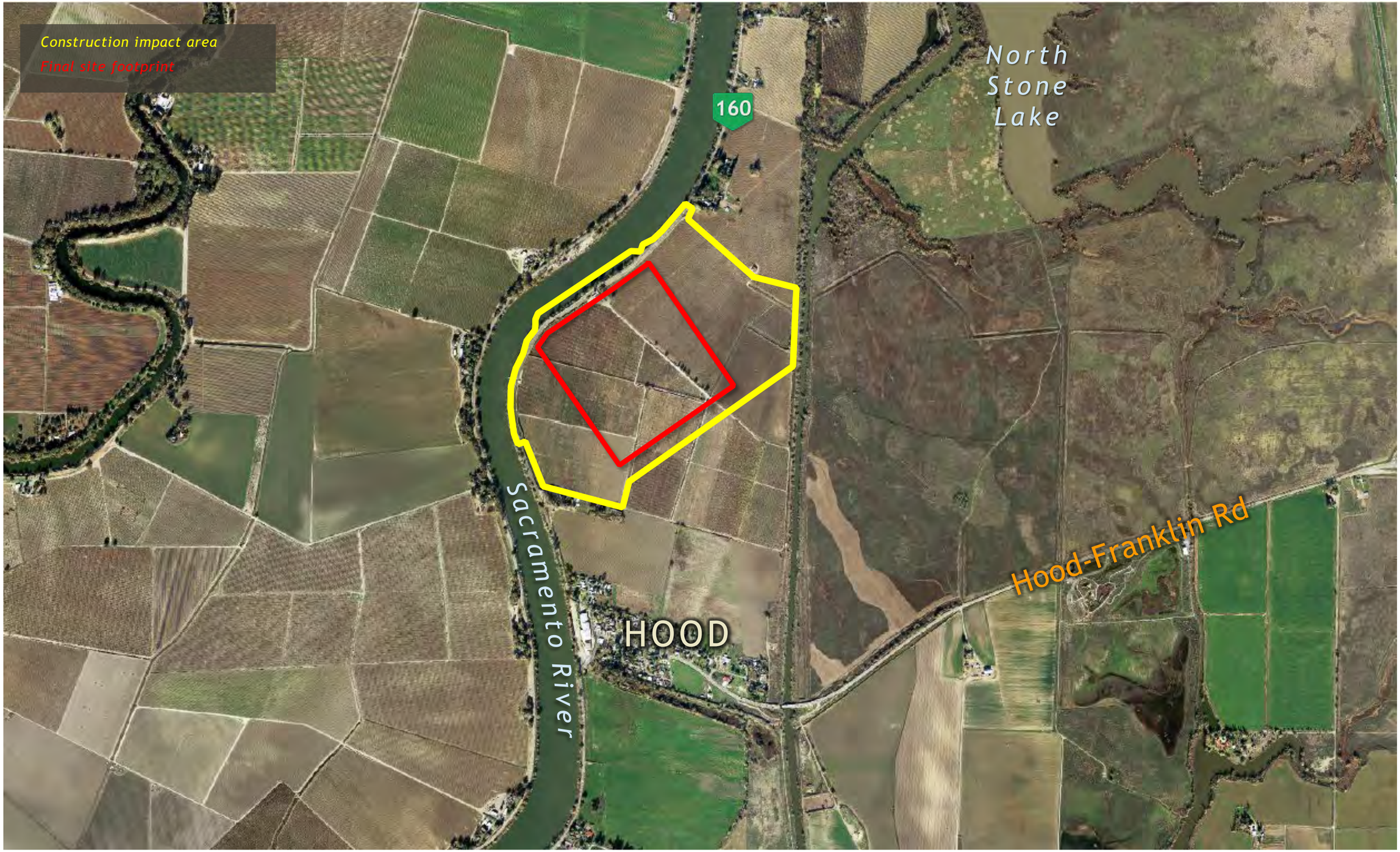
NORTHERN SITES

CENTRAL ALIGNMENT SITES

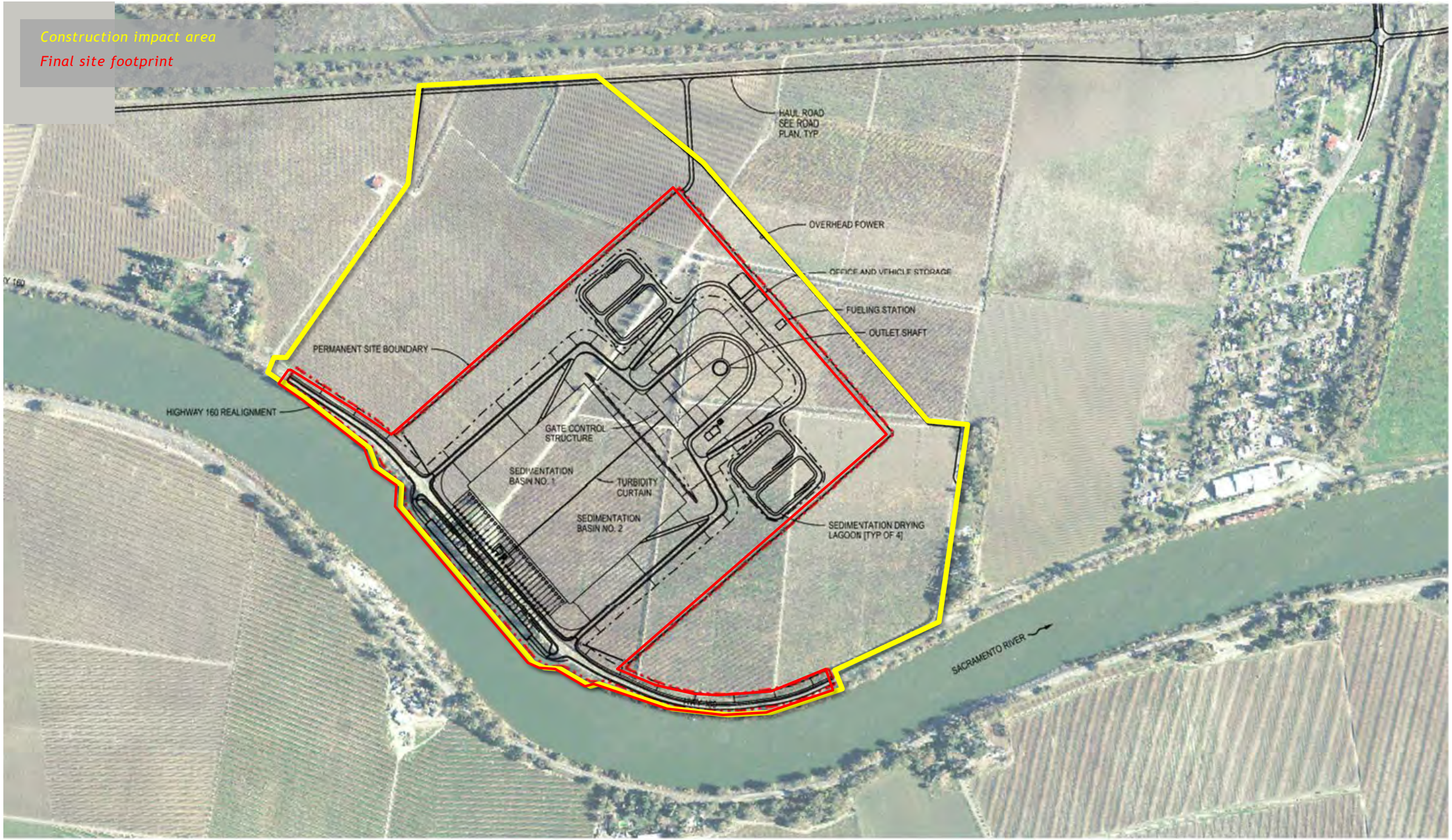
SOUTHERN COMPLEX

EASTERN ALIGNMENT SITES

Intake 3 Site Aerial, Construction Impact Area

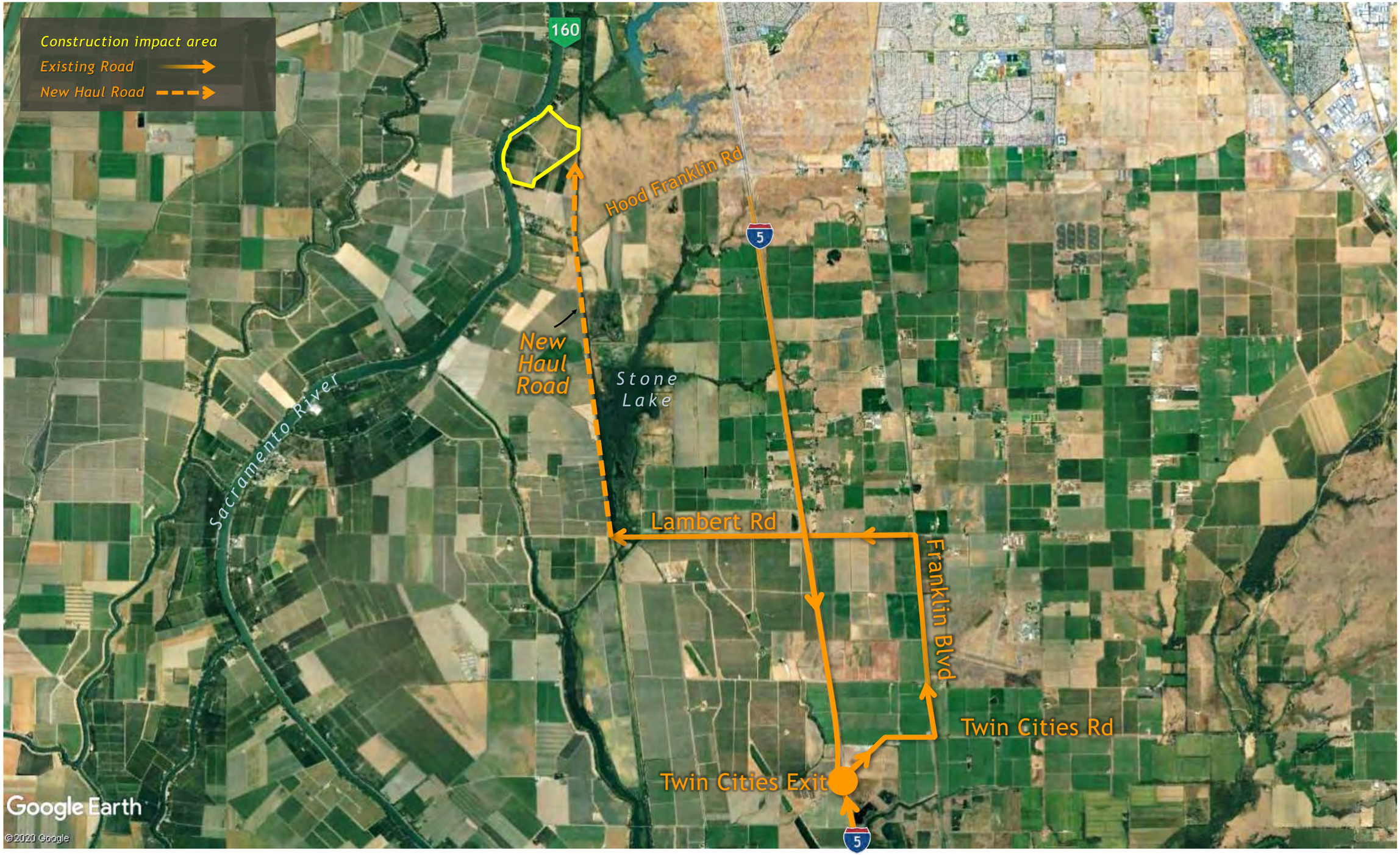


Intake 3 Site Layout, Construction Impact Area



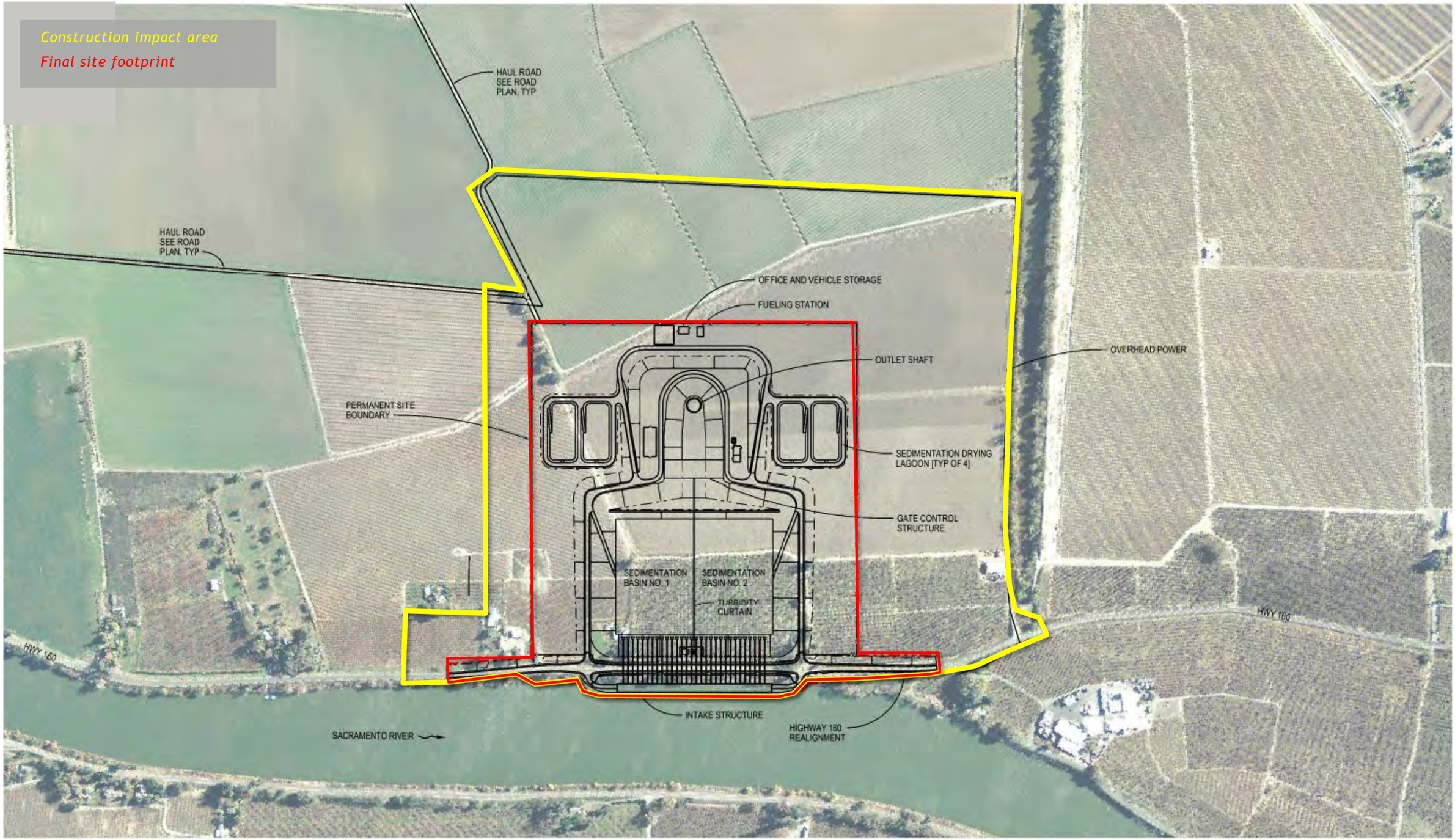
Intake 3 Site Photos

Intake 3 Site Access Routes



Intake 5 Site Aerial, Construction Impact Area

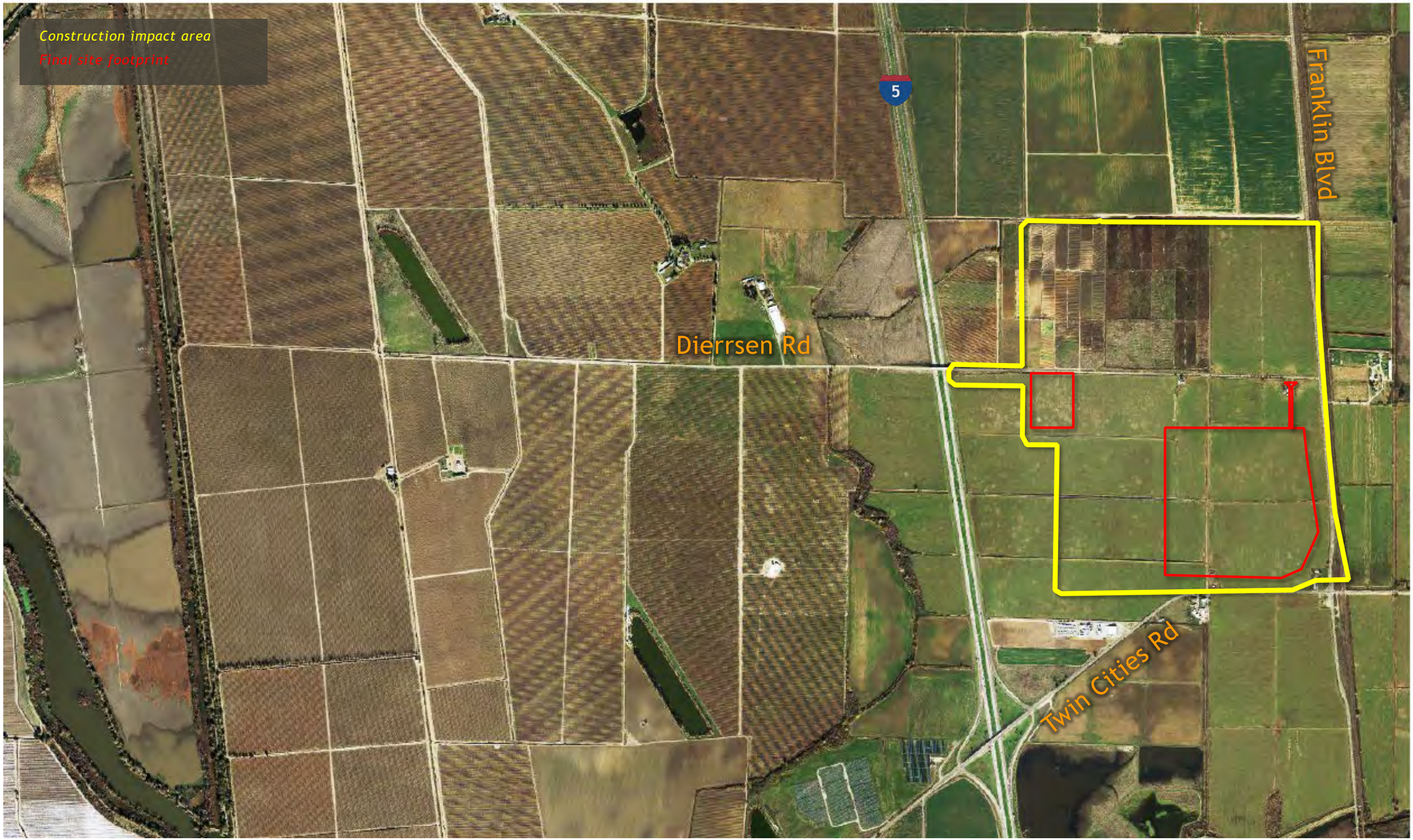
Intake 5 Site Layout, Construction Impact Area



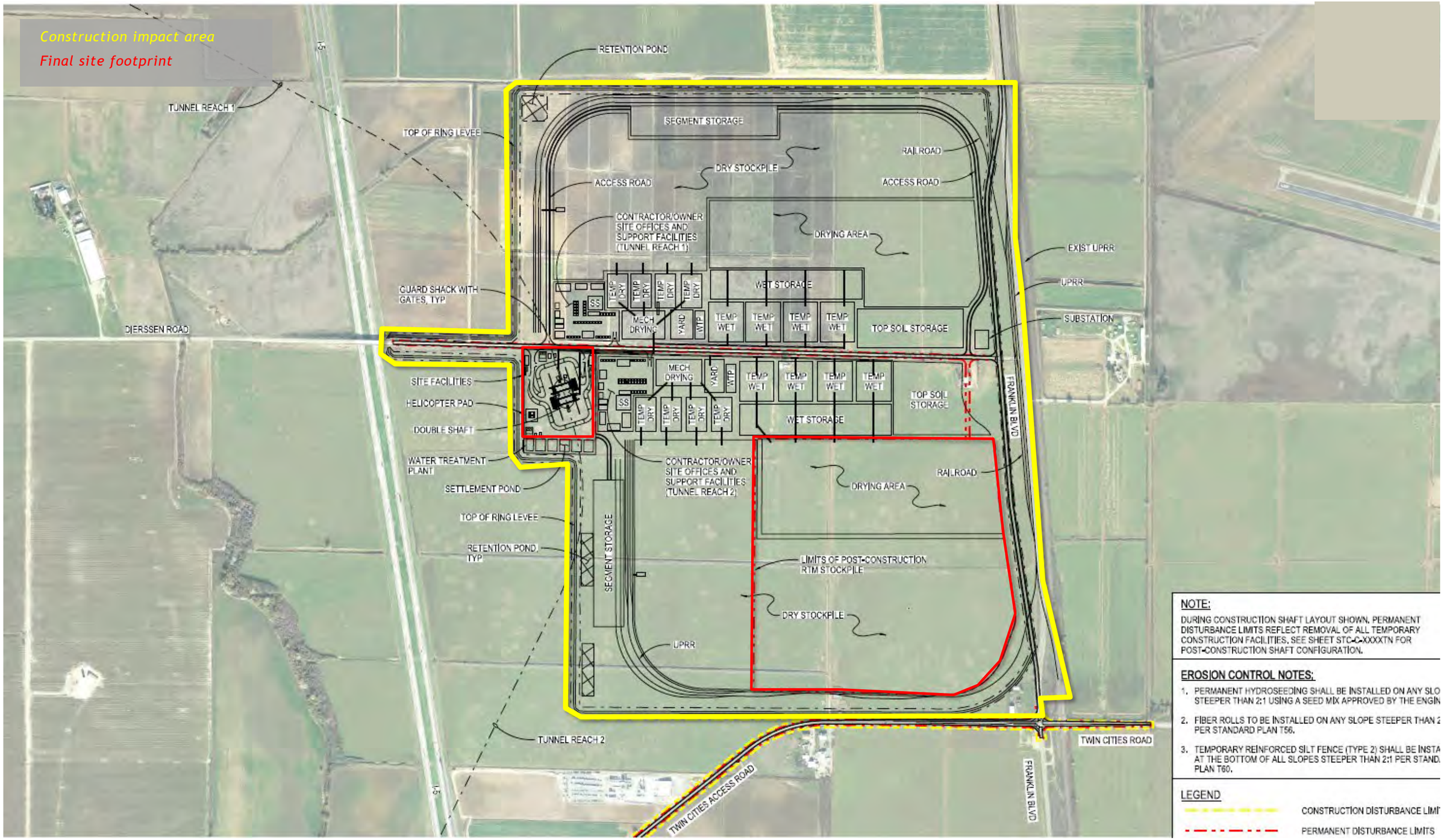
Intake 5 Site Photos

Intake 5 Site Access Routes

Twin Cities Launch Shaft Site Aerial, Construction Impact Area



Twin Cities Launch Shaft Site Layout, Construction Impact Area

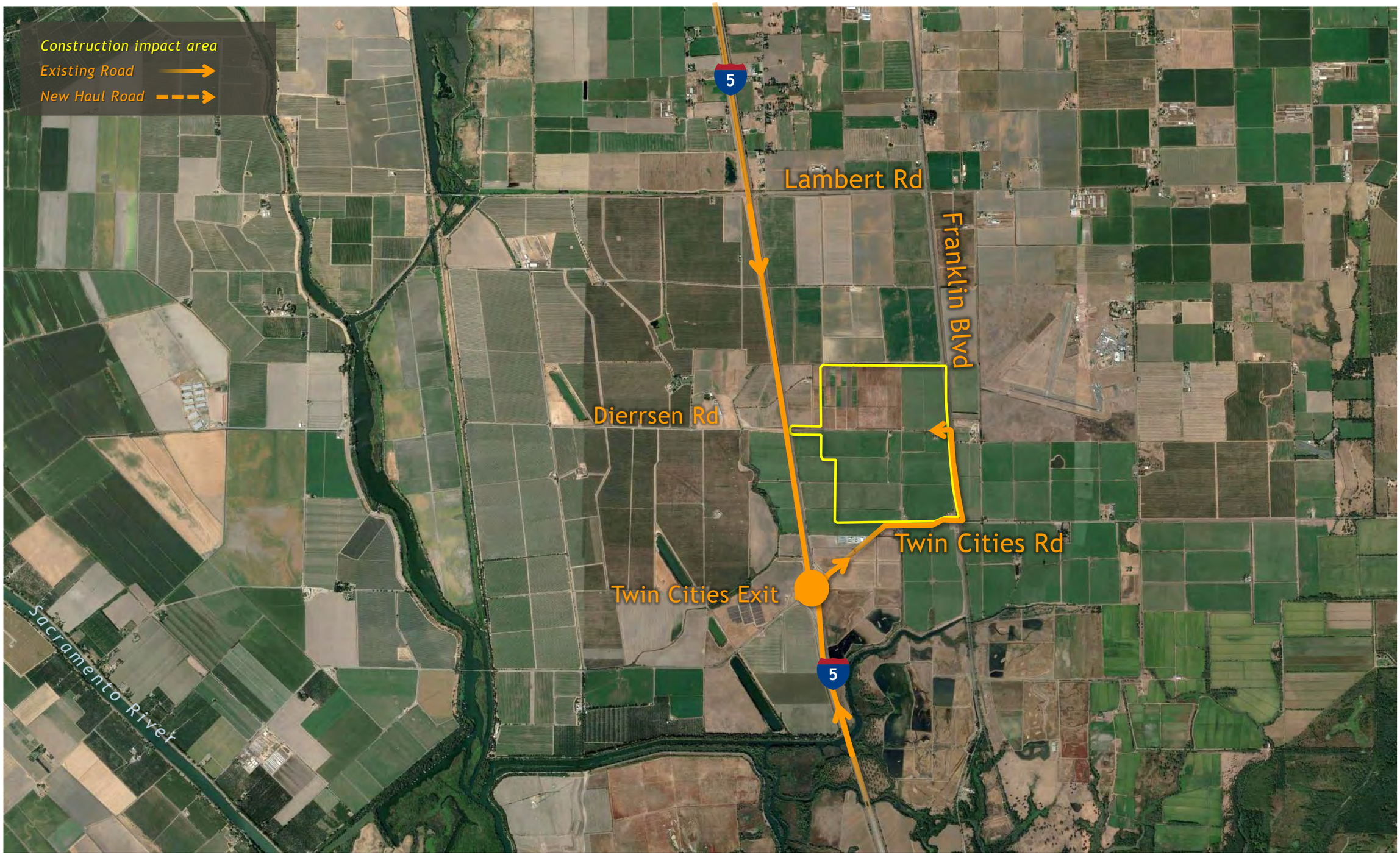


Twin Cities Launch Shaft Site Photos

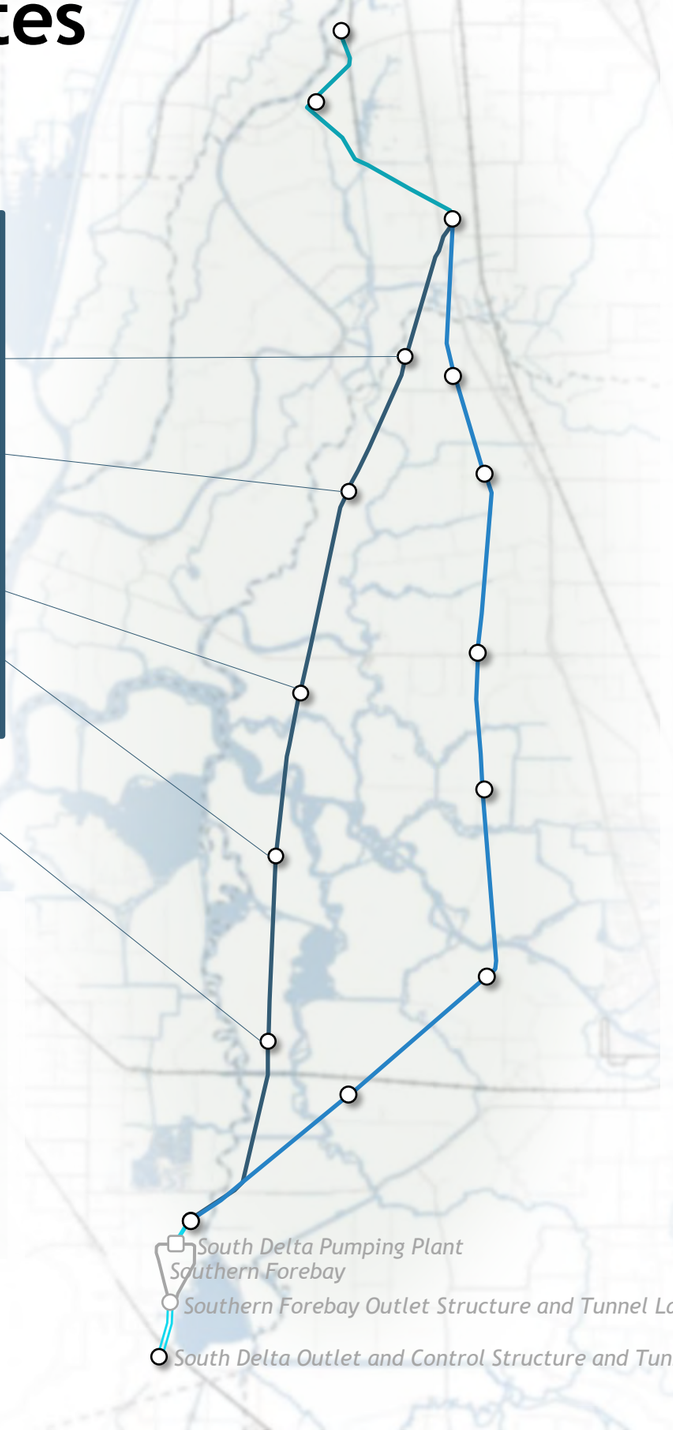
Photo taken from East side Dierssen looking southeast

Photo taken from East side Dierssen looking northeast

Twin Cities Launch Shaft Site Access Routes



Central Alignment Shaft Sites



CENTRAL ALIGNMENT SITES

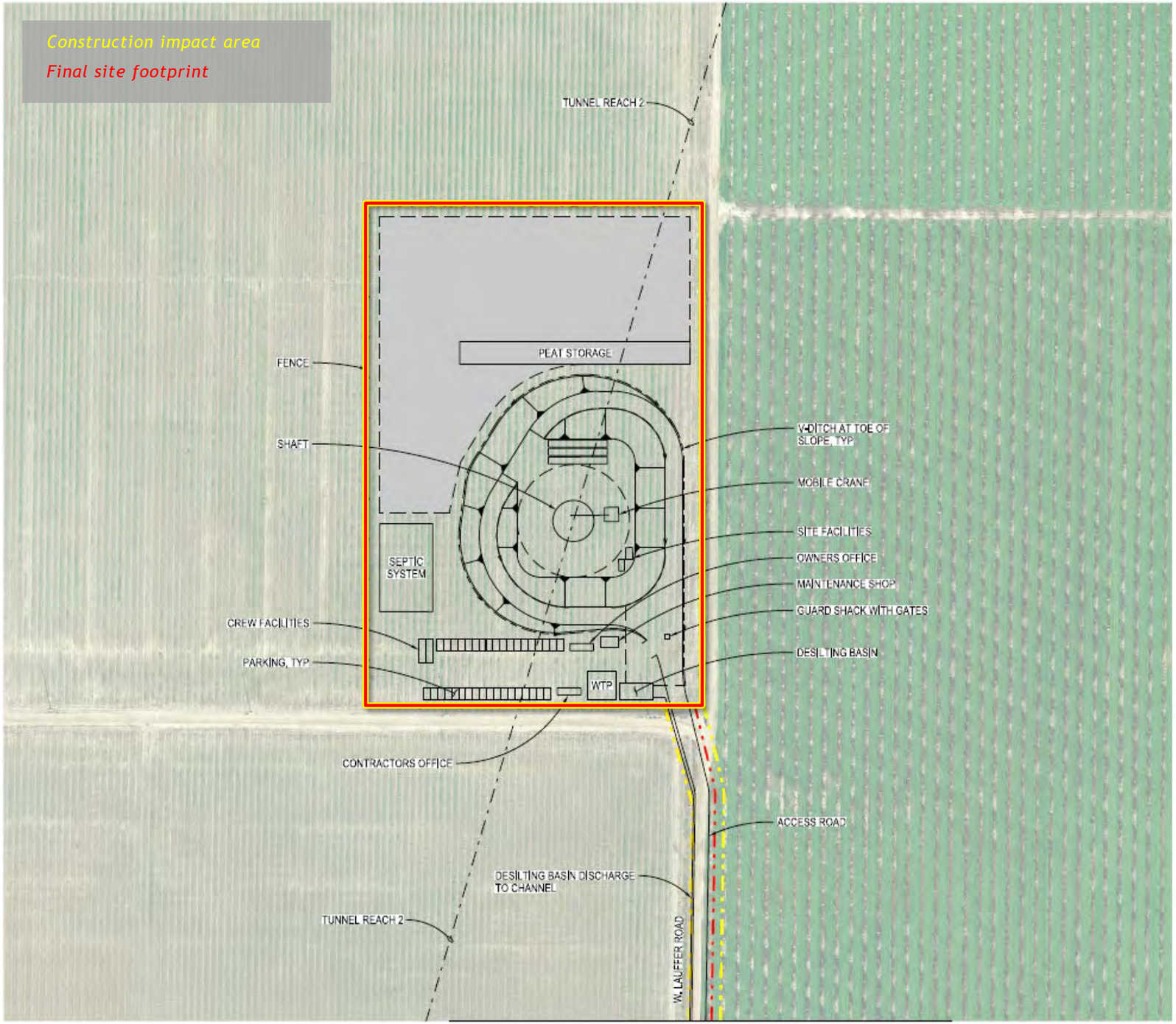
NORTHERN SITES

EASTERN ALIGNMENT SITES

SOUTHERN COMPLEX

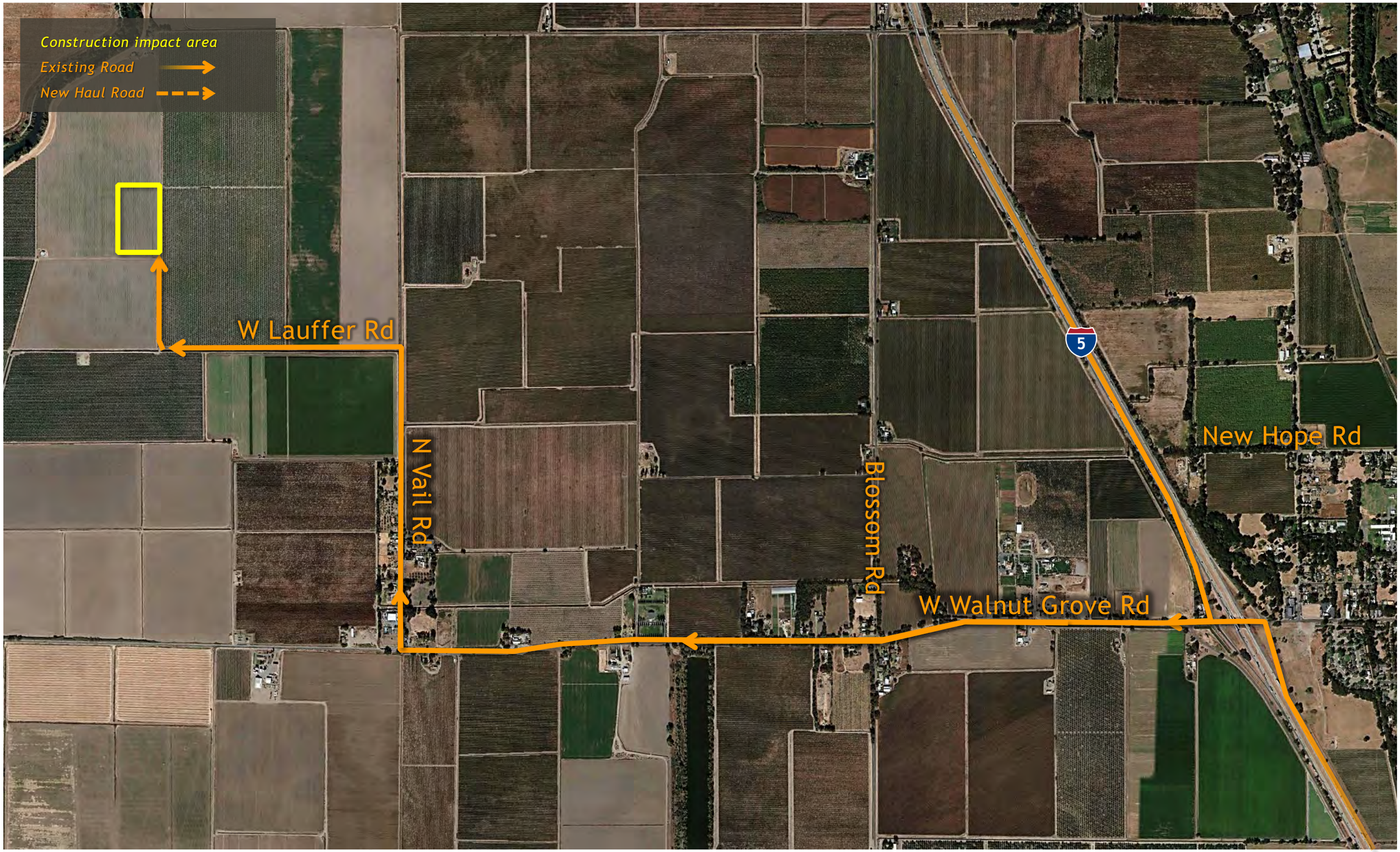
New Hope Tract Maintenance Shaft Site Aerial, Construction Impact Area

New Hope Tract Maintenance Shaft Site Layout, Construction Impact Area



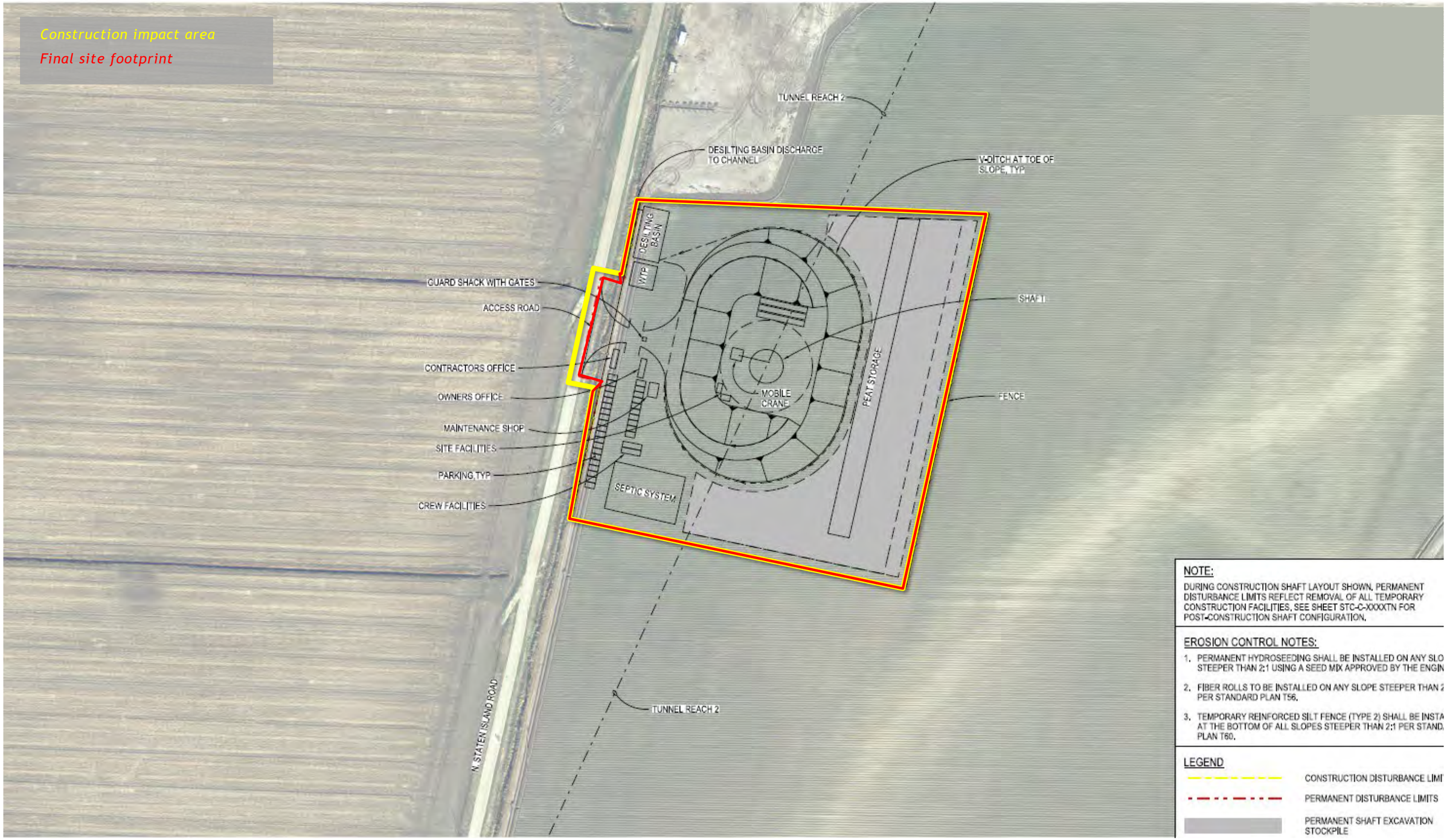
New Hope Tract Maintenance Shaft Site Photos

New Hope Tract Maintenance Shaft Site Access Routes



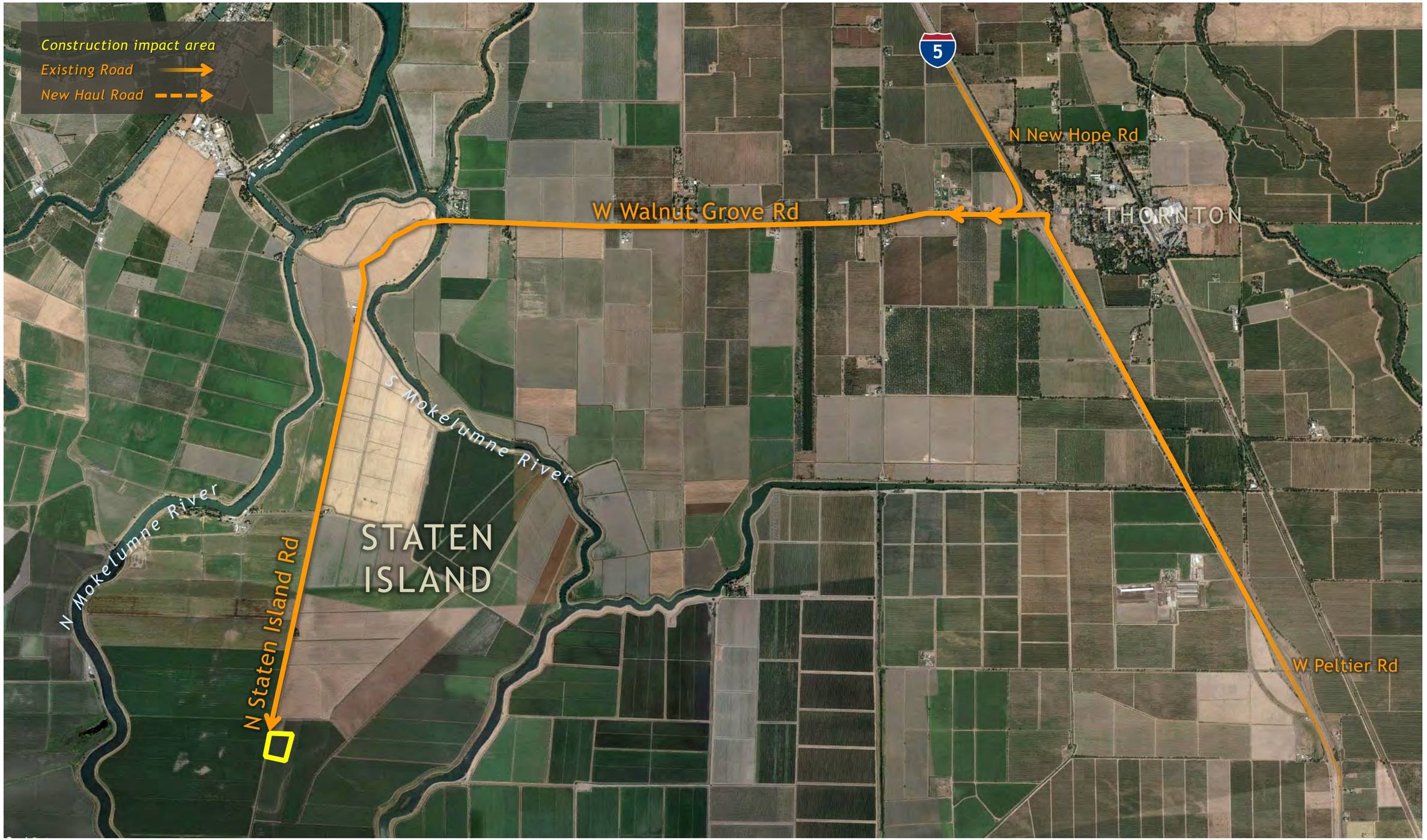
Staten Island Maintenance Shaft Site Aerial, Construction Impact Area

Staten Island Maintenance Shaft Site Layout, Construction Impact Area



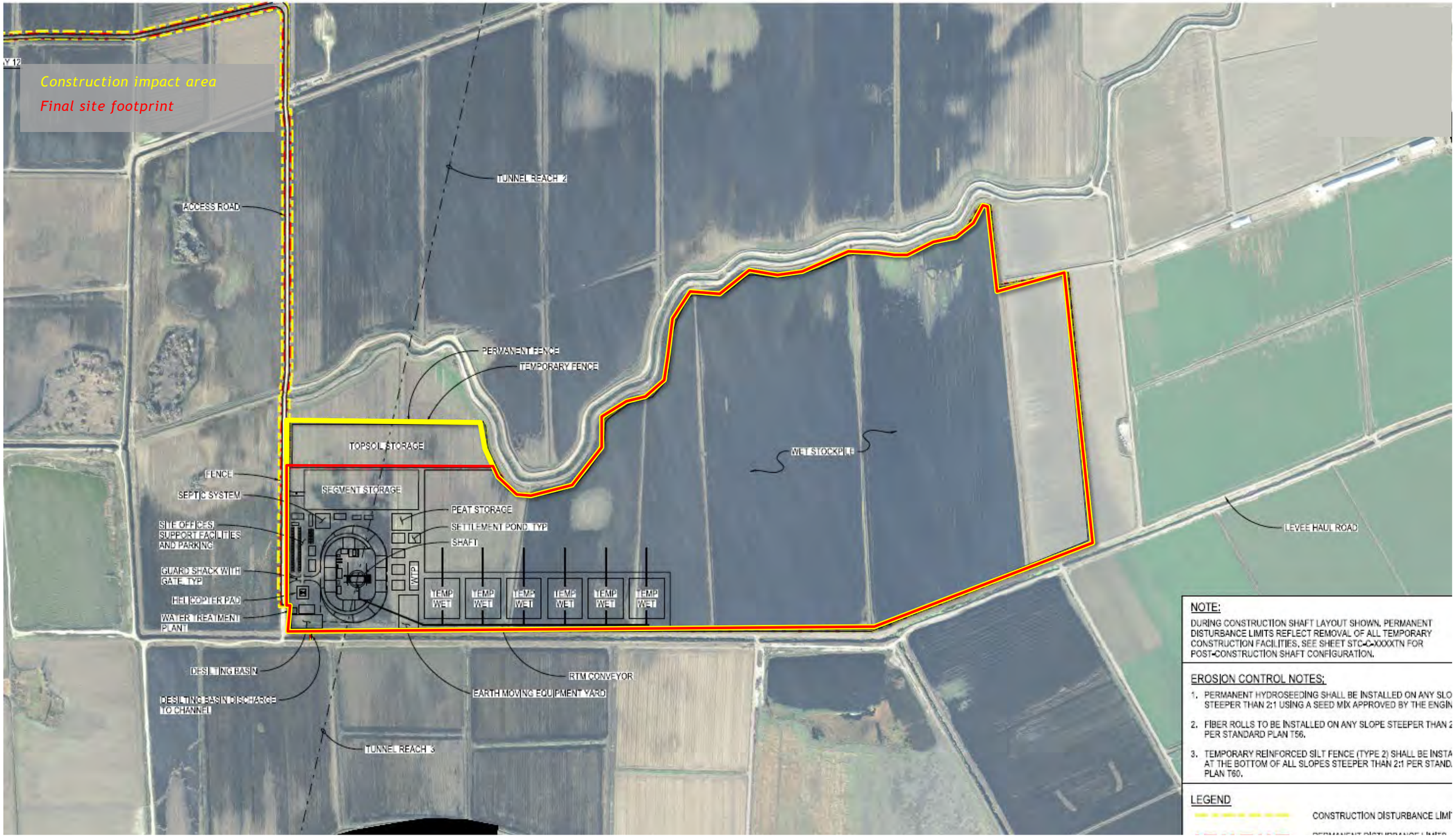
Staten Island Maintenance Shaft Site Photos

Staten Island Maintenance Shaft Site Access Routes



Bouldin Island Launch Shaft Site Aerial, Construction Impact Area

Bouldin Island Launch Shaft Site Aerial, Construction Impact Area

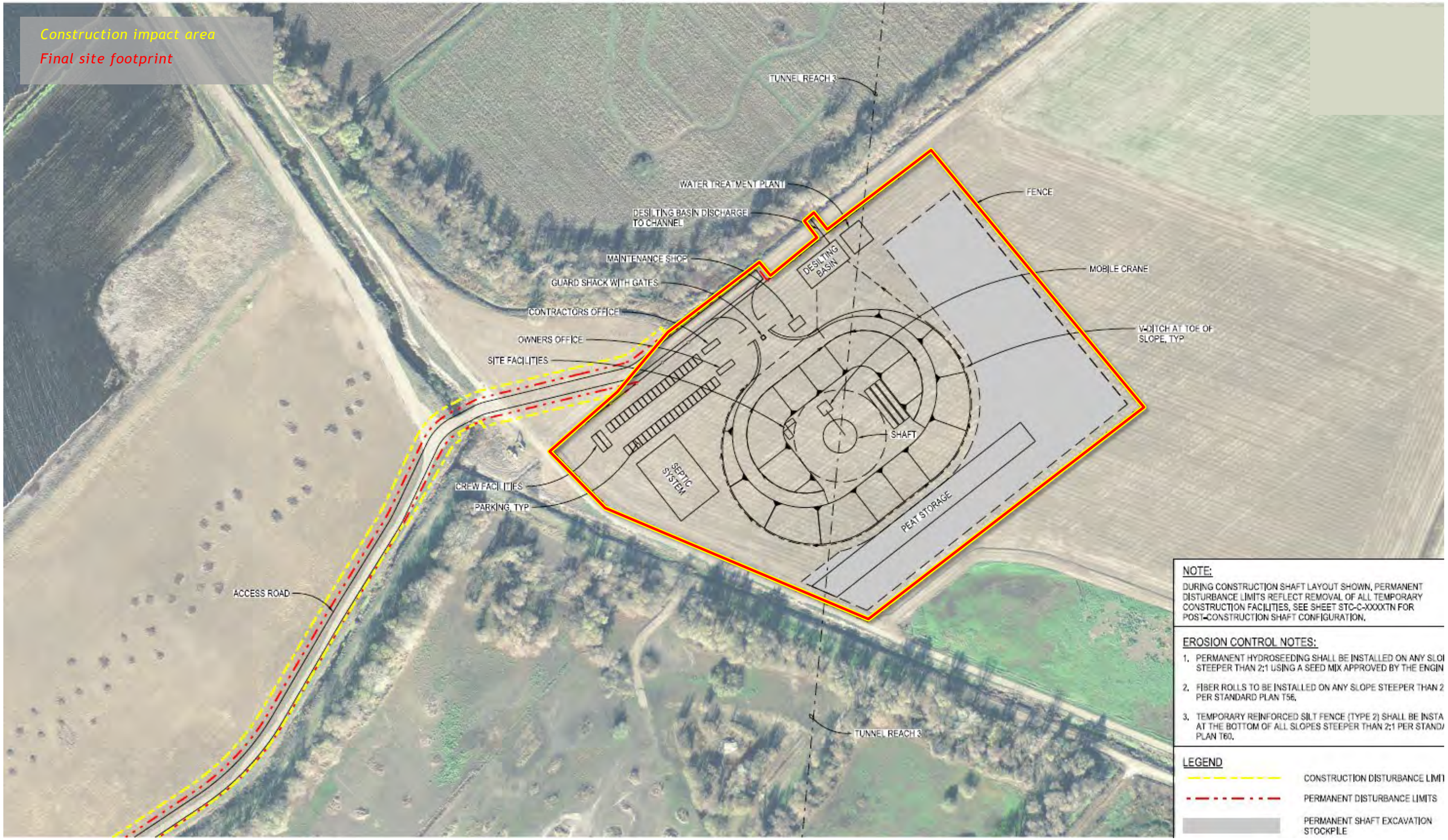


Bouldin Island Launch Shaft Site Photos

Bouldin Island Launch Shaft Site Access Routes

Mandeville Island Maintenance Shaft Site Aerial, Construction Impact Area

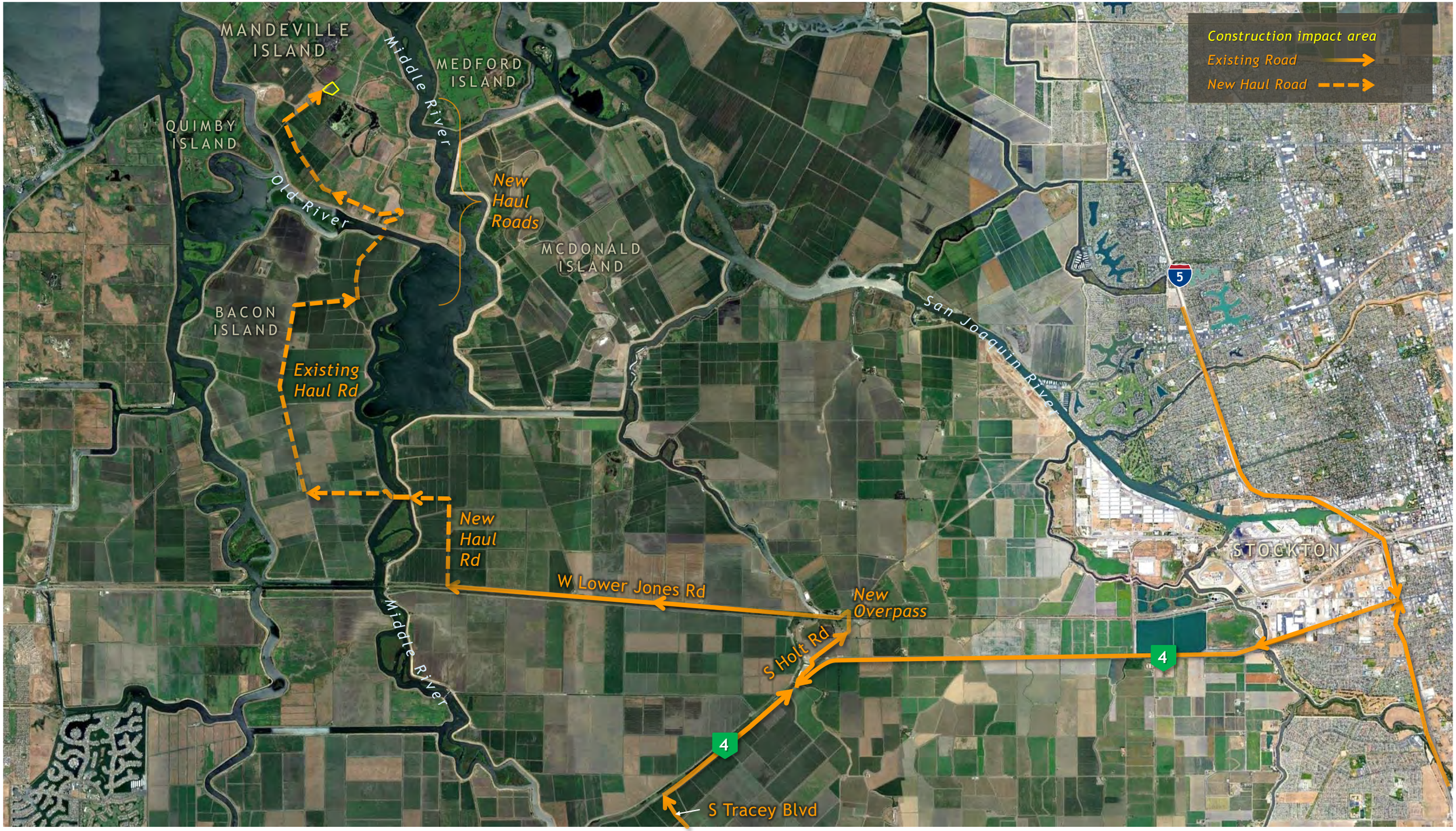
Mandeville Island Maintenance Shaft Site Layout, Construction Impact Area



Mandeville Island Maintenance Shaft Site

Google Map imagery provided due to site inaccessibility.

Mandeville Island Maintenance Shaft Site Access Routes

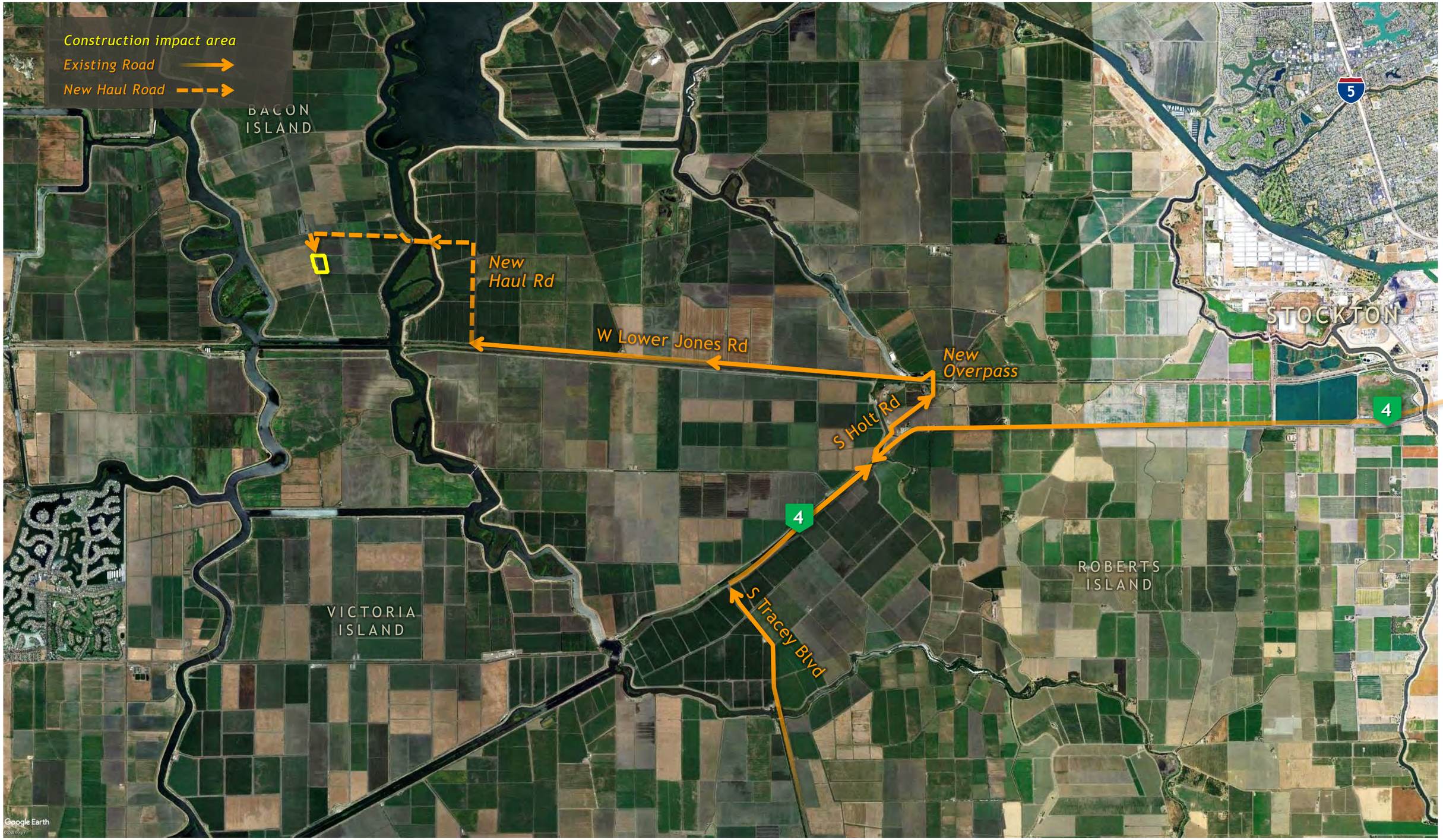


Bacon Island Reception Shaft Site Aerial, Construction Impact Area

Bacon Island Reception Shaft Site Layout, Construction Impact Area

Bacon Island Reception Shaft Site Photos

Bacon Island Reception Shaft Site Access Routes



Eastern Alignment Shaft Sites

NORTHERN SITES

Intake 3 *page 4*

Intake 5 *page 8*

Twin Cities Launch Shaft *page 12*

CENTRAL ALIGNMENT SITES

New Hope Tract Maintenance Shaft *page 17*

Staten Island Maintenance Shaft *page 21*

Bouldin Island Launch Shaft *page 25*

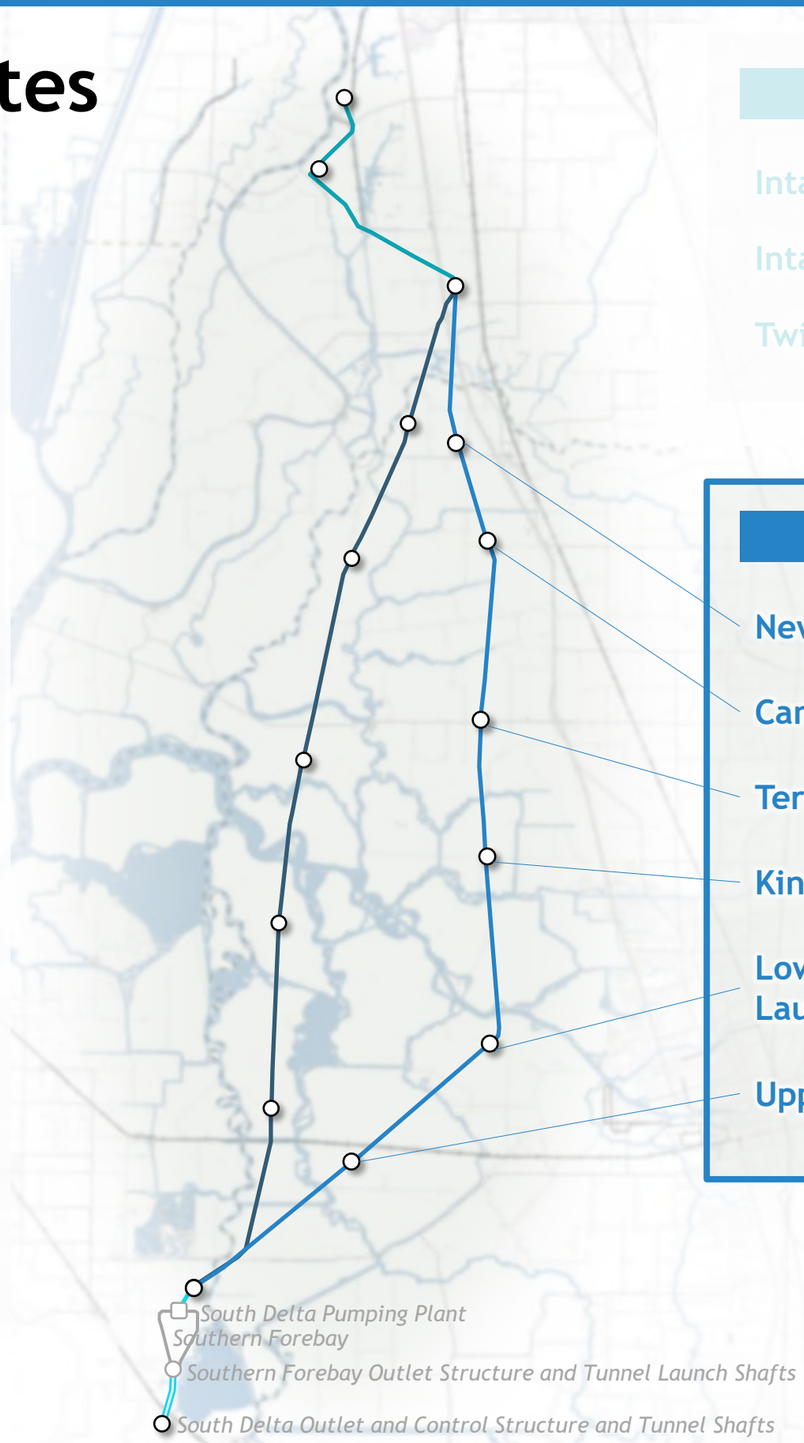
Mandeville Island Maintenance Shaft *page 29*

Bacon Island Reception Shaft *page 33*

SOUTHERN COMPLEX

Southern Forebay Facilities *page 64*

South Delta Outlet &
Control Structure *page 65*



EASTERN ALIGNMENT SITES

New Hope Tract Maintenance Shaft *page 38*

Canal Ranch Tract Maintenance Shaft *page 42*

Terminous Tract Reception Shaft *page 46*

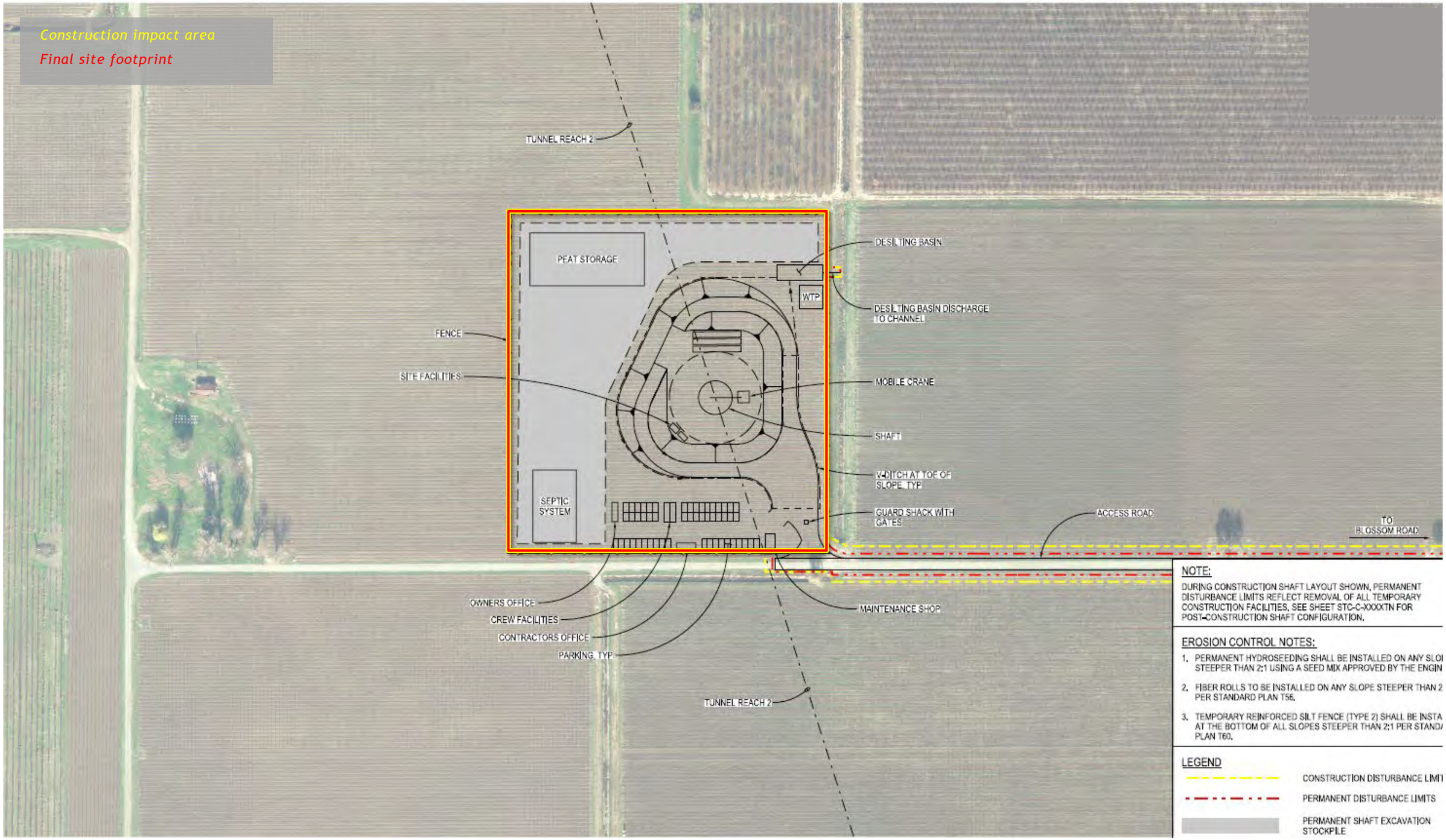
King Island Maintenance Shaft *page 50*

Lower Roberts Island
Launch/ Reception Shaft *page 54*

Upper Jones Tract Maintenance Shaft *page 58*

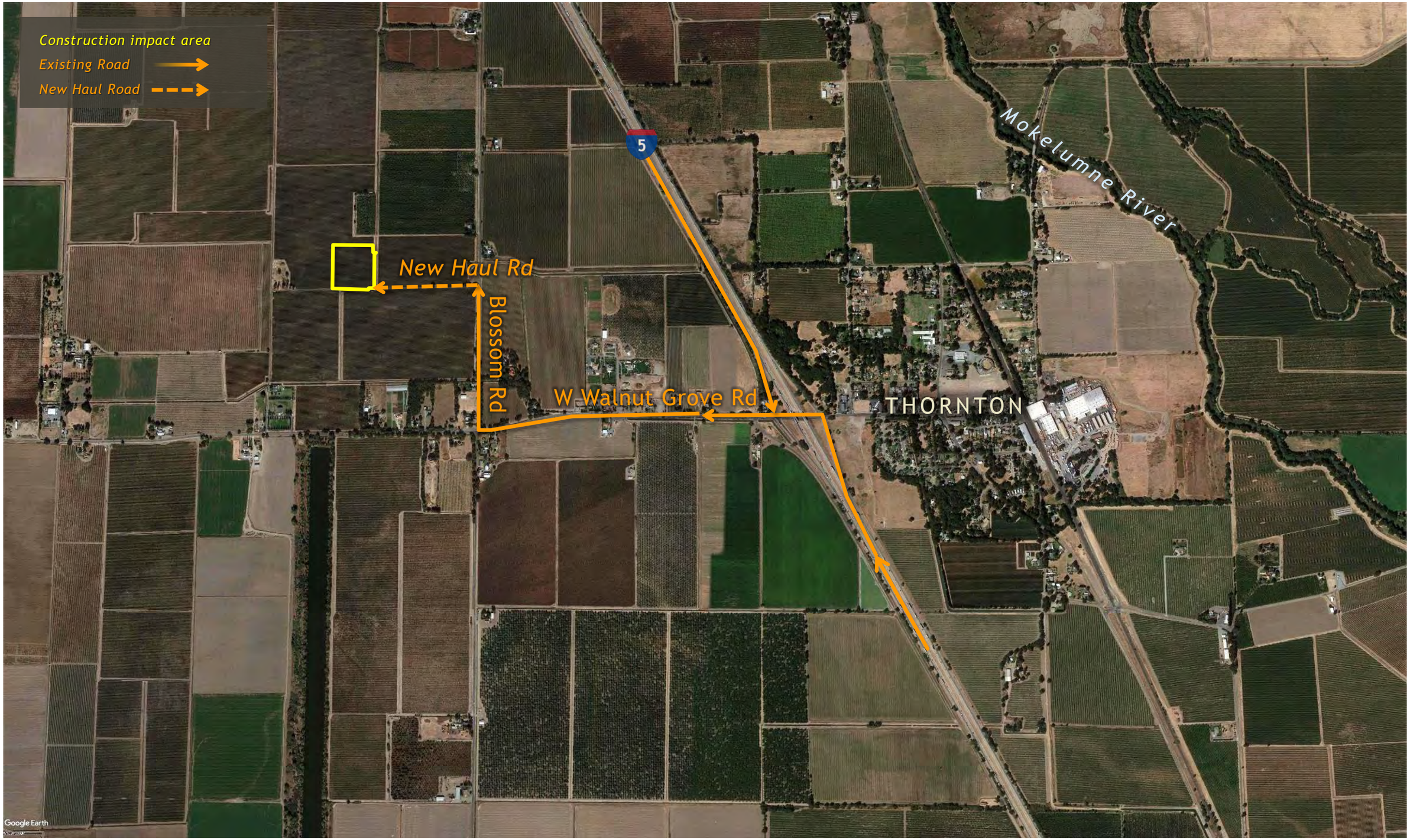
New Hope Tract Maintenance Shaft Site Aerial, Construction Impact Area

New Hope Tract Maintenance Shaft Site Layout, Construction Impact Area



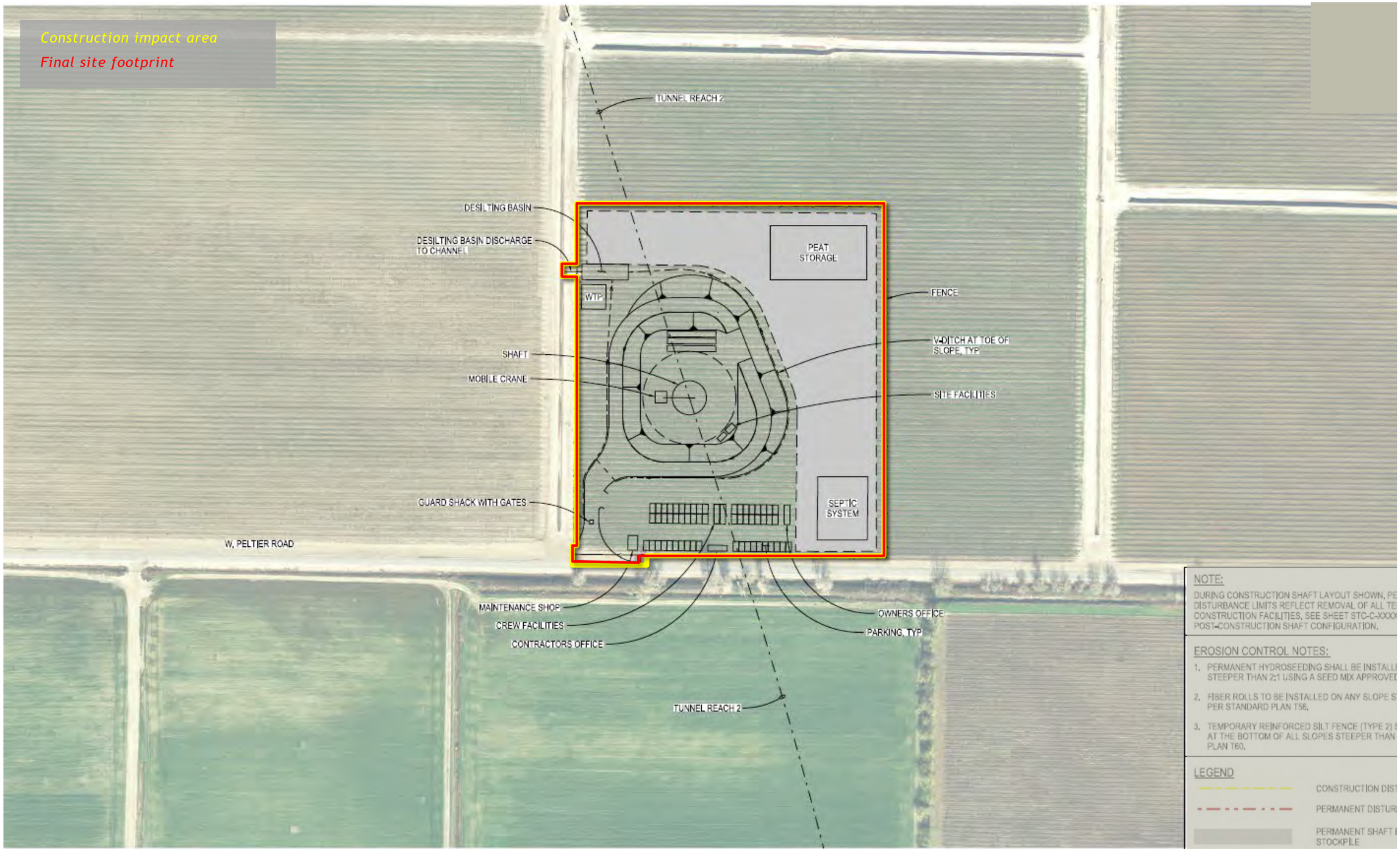
New Hope Tract Maintenance Shaft Site Photos

New Hope Tract Maintenance Shaft Site



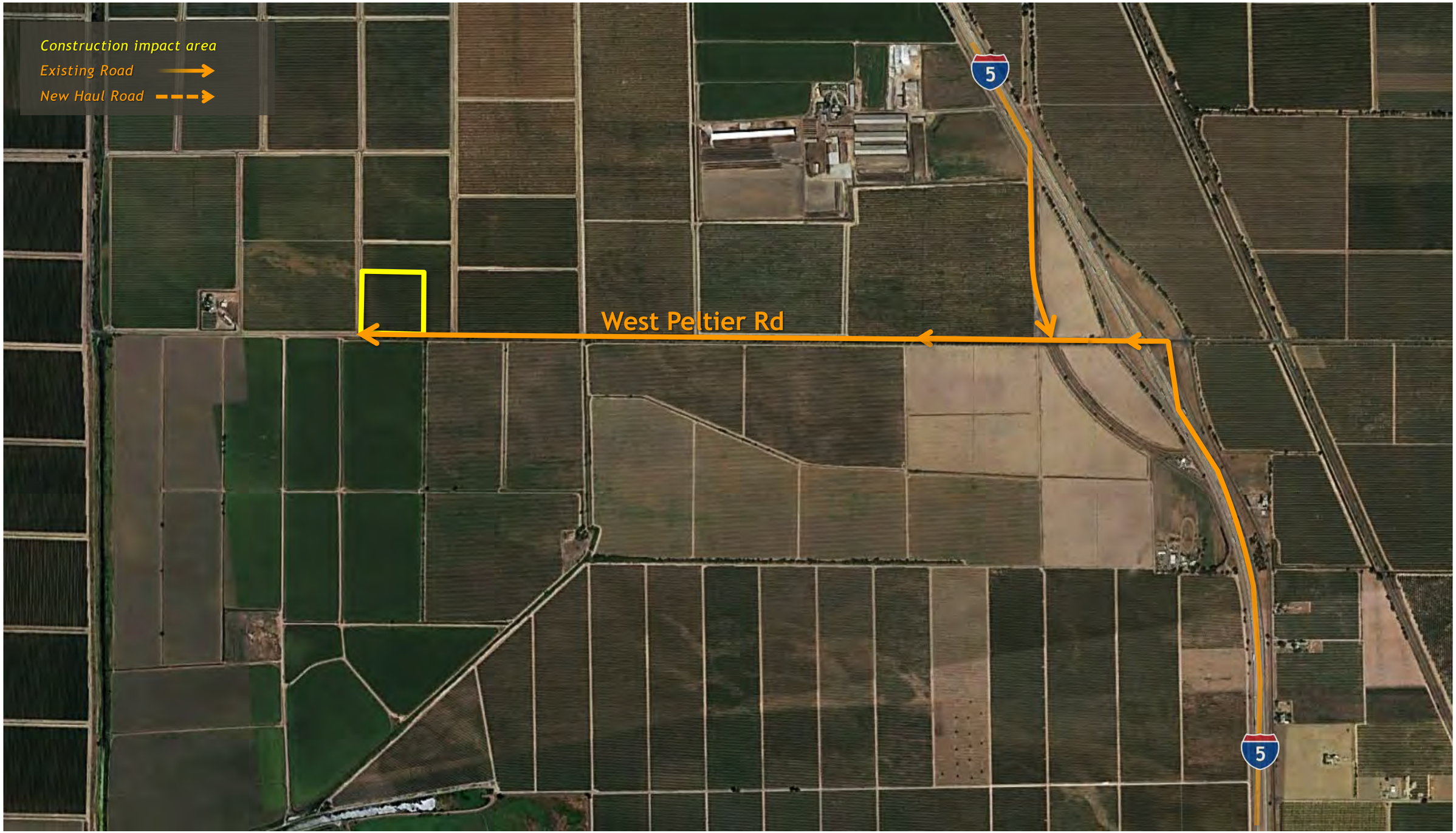
Canal Ranch Maintenance Shaft Site Aerial, Construction Impact Area

Canal Ranch Maintenance Shaft Site Layout, Construction Impact Area



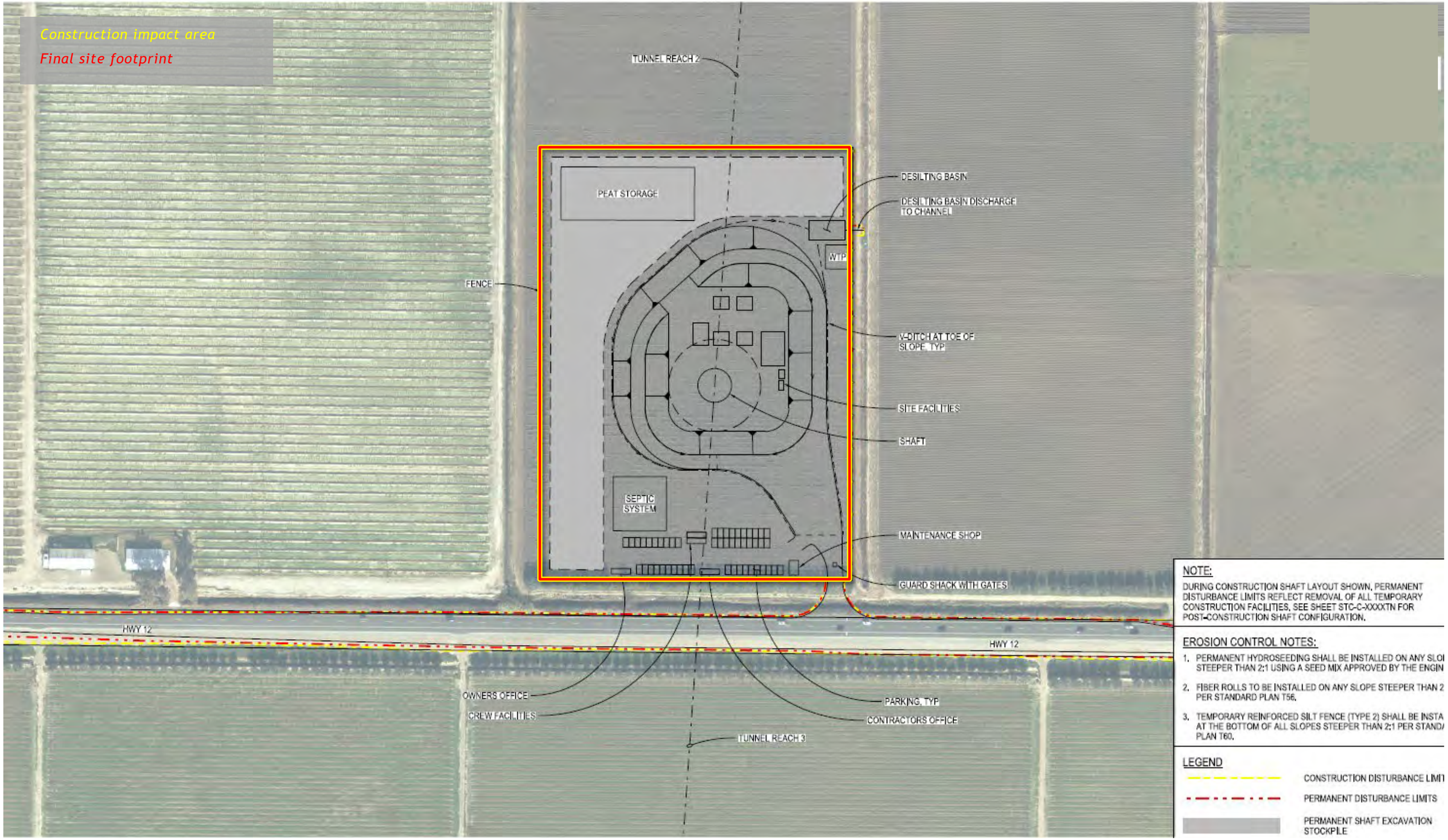
Canal Ranch Maintenance Shaft Site Photos

Canal Ranch Maintenance Shaft Site Access Routes



Terminous Tract Reception Shaft Site Aerial, Construction Impact Area

Terminous Tract Reception Shaft Site Layout, Construction Impact Area

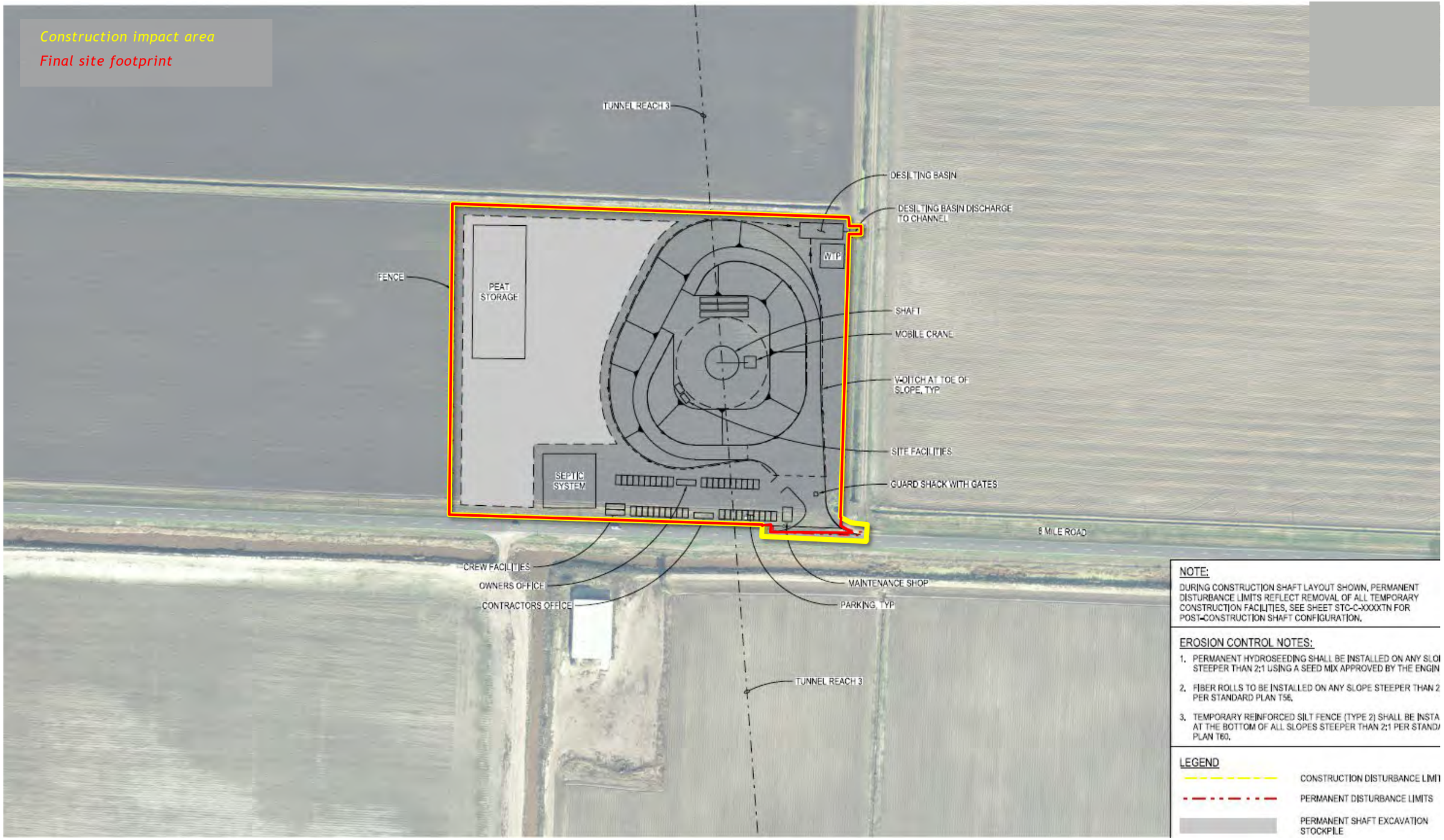


Terminous Tract Reception Shaft Site Photos

Terminous Tract Reception Shaft Site Access Routes

King Island Maintenance Shaft Site Aerial, Construction Impact Area

King Island Maintenance Shaft Site Layout, Construction Impact Area

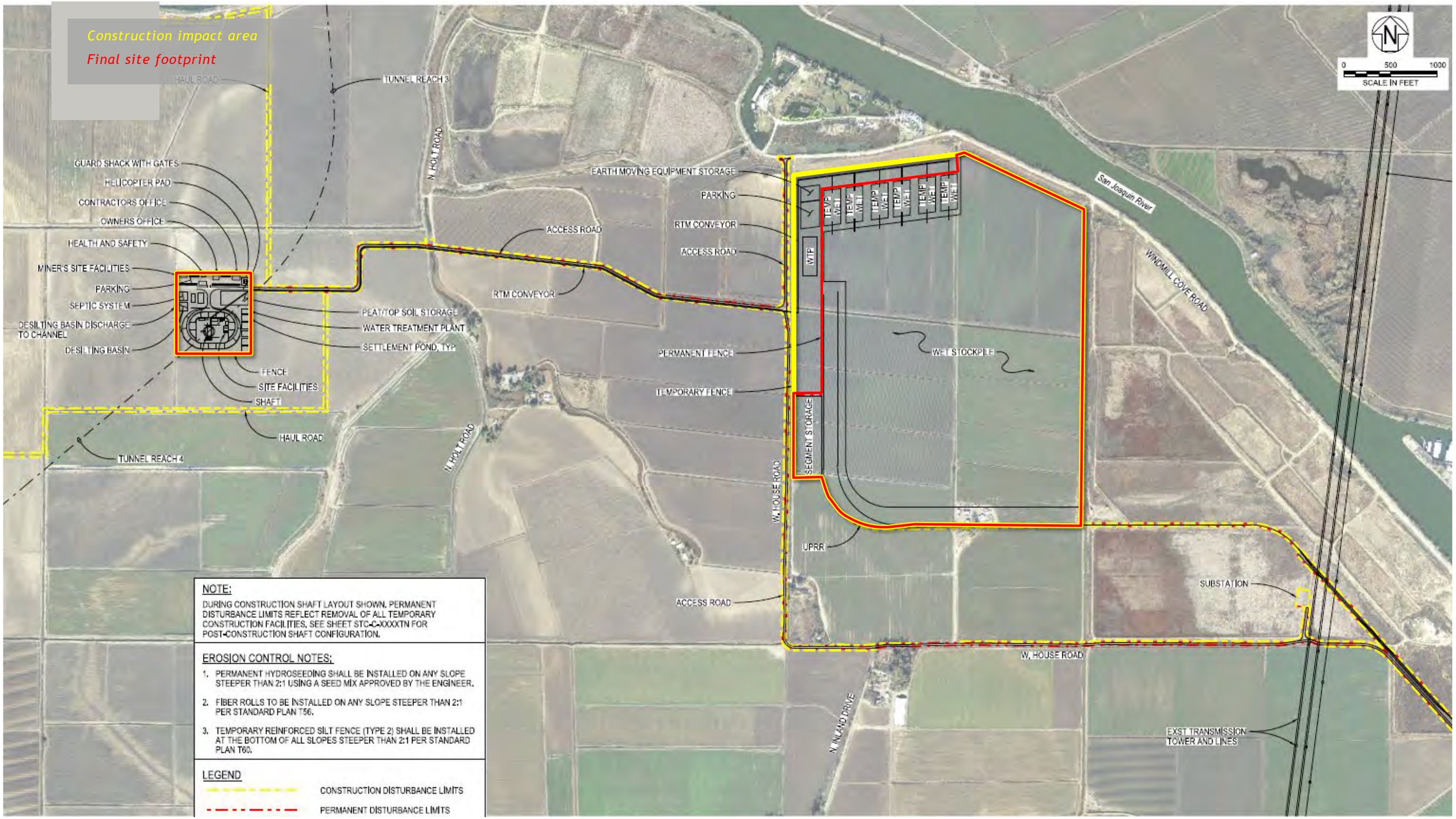


King Island Maintenance Shaft Site Photos

King Island Maintenance Shaft Site Access Routes

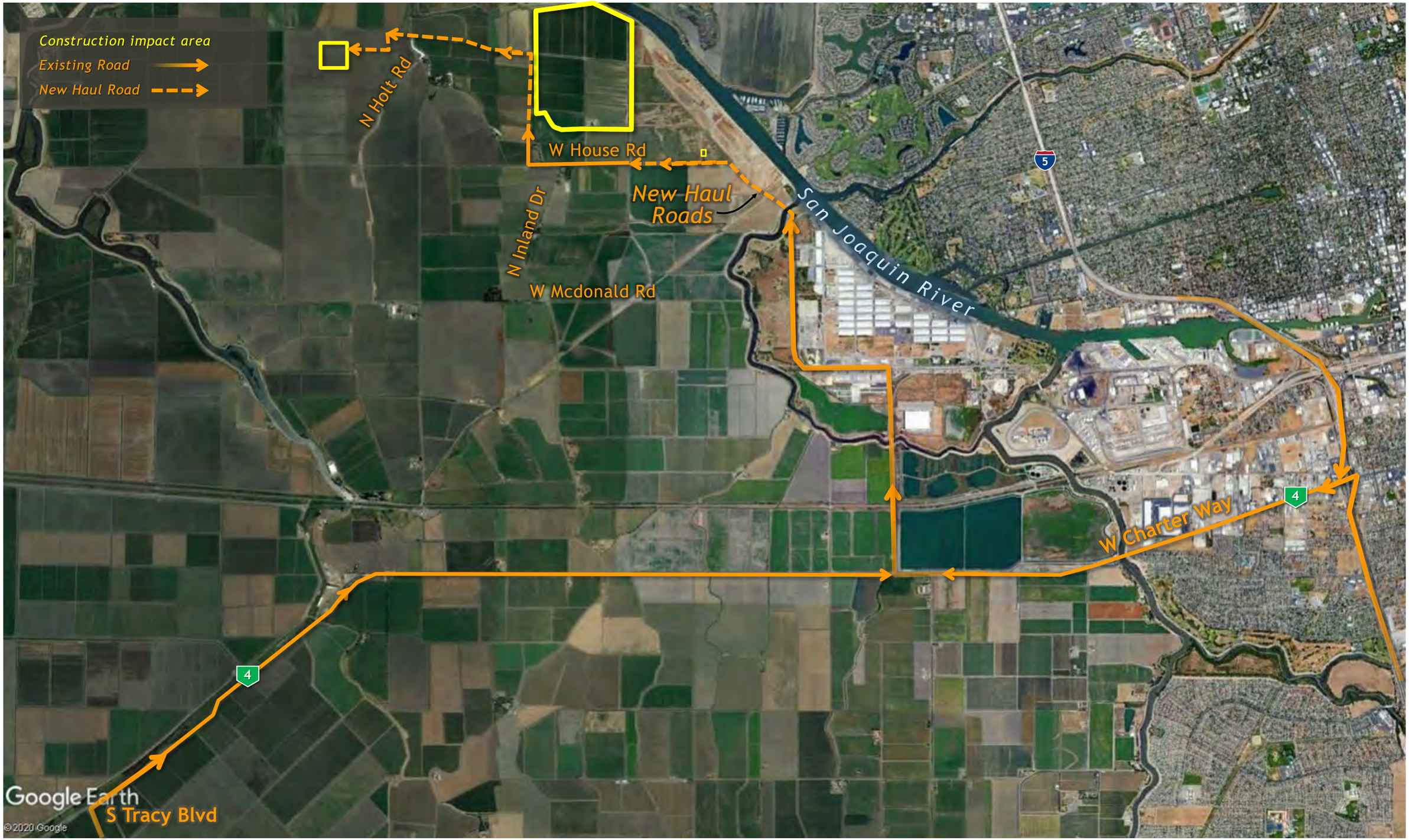
Lower Roberts Island Launch Shaft Site Aerial, Construction Impact Area

Lower Roberts Island Launch Shaft Site Layout, Construction Impact Area



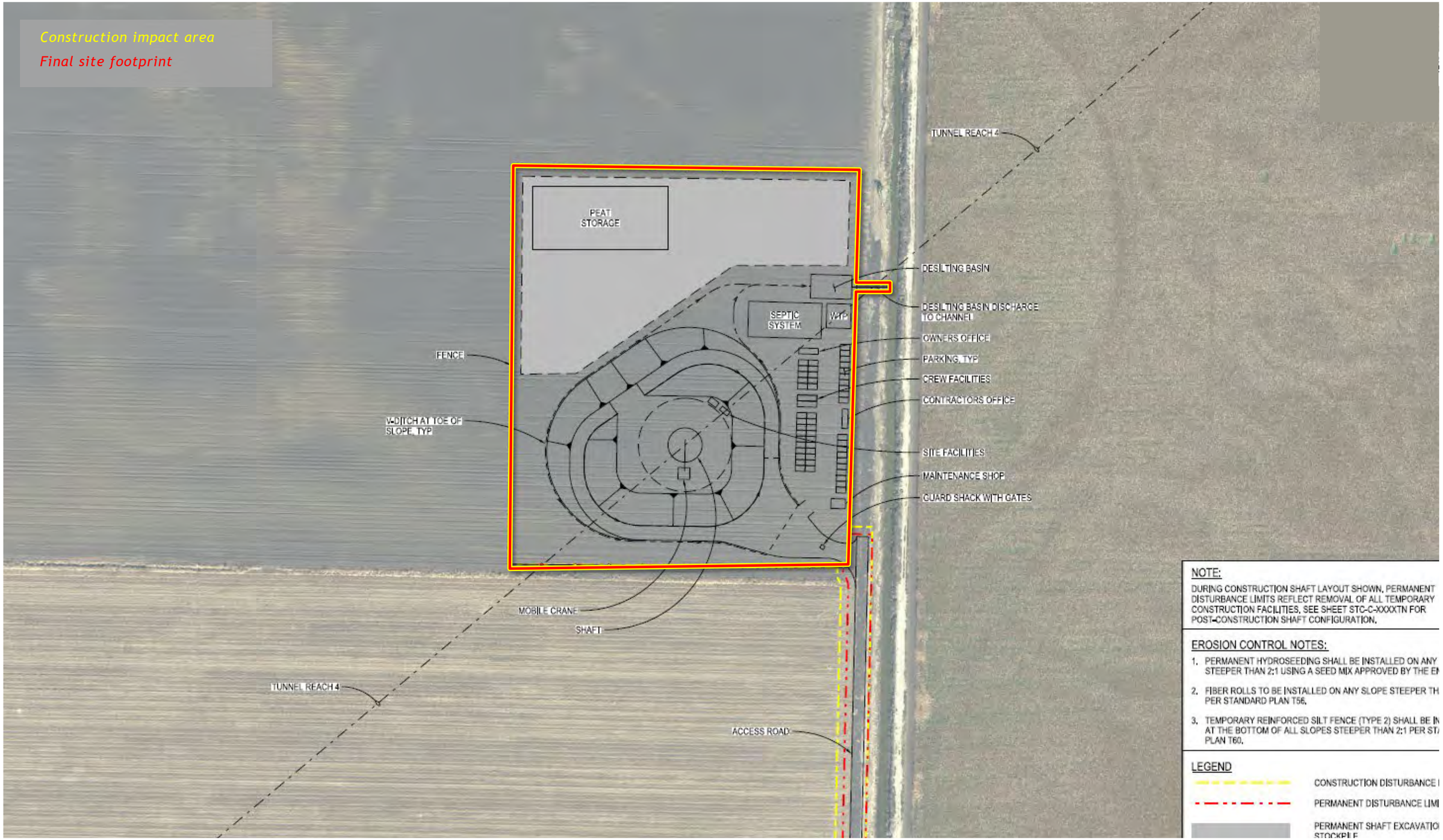
Lower Roberts Island Launch Shaft Site Photos

Lower Roberts Island Launch Shaft Site Access Routes



Upper Jones Launch Shaft Site Aerial, Construction Impact Area

Upper Jones Launch Shaft Site Layout, Construction Impact Area



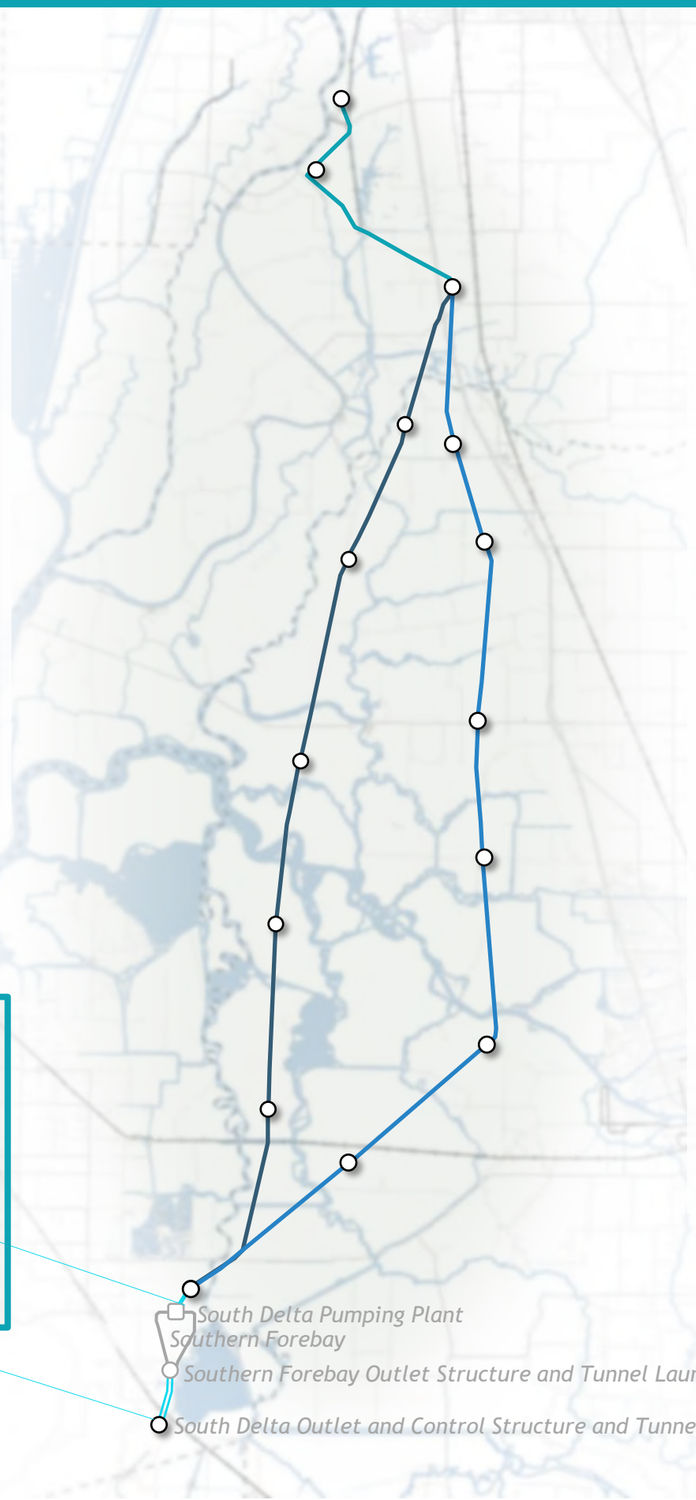
Upper Jones Launch Shaft Site Photos

Upper Jones Launch Shaft Site Access Routes

Southern Complex

CENTRAL ALIGNMENT SITES

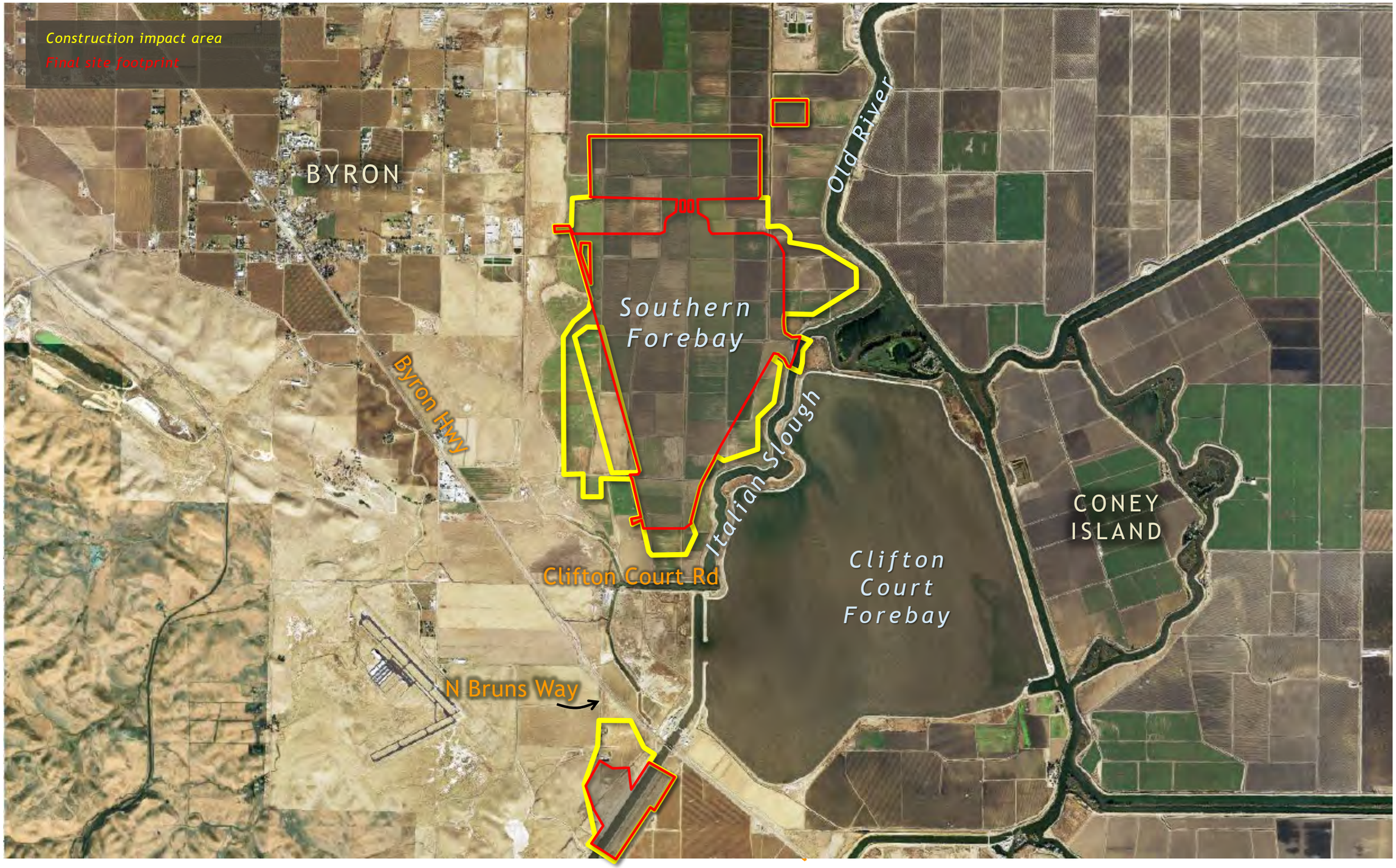
SOUTHERN COMPLEX



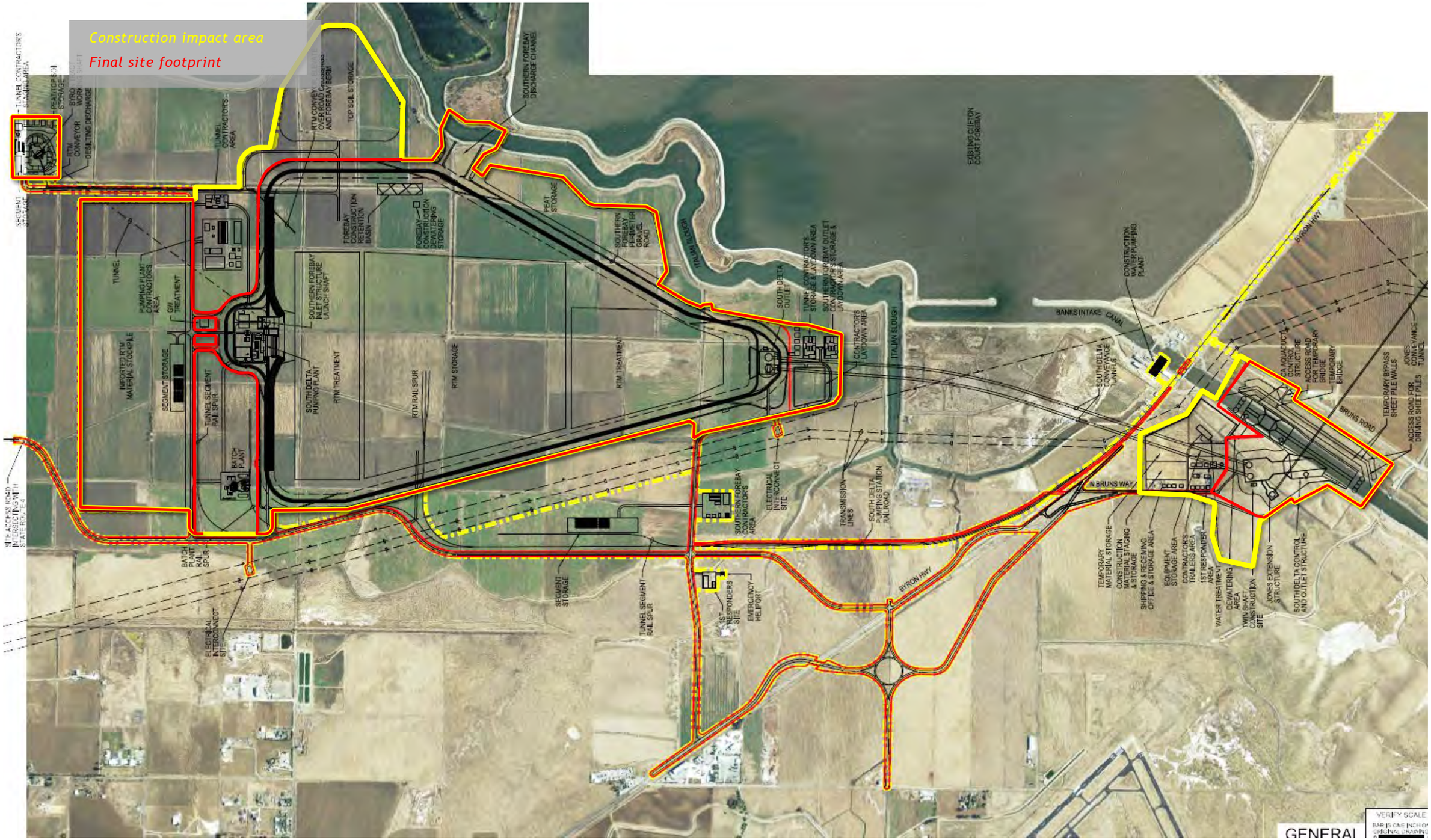
NORTHERN SITES

EASTERN ALIGNMENT SITES

Southern Forebay Facilities & S Delta Flow Control Facilities Site Aerial, Construction Impact Area



Southern Forebay Facilities Site Layout, Construction Impact Area



South Delta Outlet & Control Structure Site Layout, Construction Impact Area

Construction impact area

Final site footprint

SAFETY/FIRST AID TRAILER
SHOP BUILDING
FUELING AREA
FIRE PROTECTION WATER TANK

CONTRACTOR TRAILERS (3)
SWP TRAILER
SECURITY TRAILER
SUBCONTRACTOR TRAILERS (2)
PARKING

CONSTRUCTION IMPACT AREA BOUNDARY

N. BURNS WAY

SITE
ACESS ROUTE

SOUTHERN PACIFIC
RAILROAD

BYRON HWY

SOUTH DELTA
DUAL CONVEYANCE
TUNNELS

SOUTH DELTA OUTLET
AND CONTROL STRUCTURE

SHIPPING/RECEIVING OFFICE
COVERED MATERIAL STORAGE (3)

30' WIDE
INTERIOR ACCESS ROUTE
CONTRUCTION MARERIAL/STAGING
AND STORAGE/PARKING

TEMPORARY MATERIAL STORAGE

TRANSMISSION LINES

EQUIPMENT STORAGE

WATER
TREATMENT

EXCAVATED MATERIALS
HANDELING

PERMENANT
SITE BOUNDARY

PERMANENT
GATE

DEWATERING
STAGING AREA

PERMANENT
GATE

CA AQUEDUCT
CONTROL STRUCTURE

CELLULAR
COFFERDAM

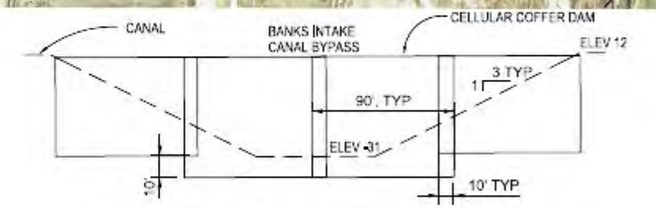
BANKS INTAKE
CANAL

ACCESS ROAD FOR
DRIVING SHEET PILES

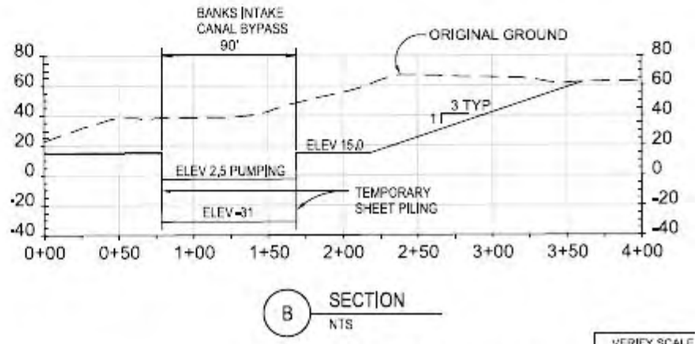
TEMPORARY
BRIDGE

TEMPORARY BYPASS
SHEET PILE WALLS

ACCESS ROAD
(FILL/REMOVE POST CONSTRUCITON)



A SECTION
NTS



B SECTION
NTS

SOUTH DELTA CONVEYANCE

VERIFY SCALE
BAR IS ONE INCH O
ORIGINAL DRAWIN

Southern Forebay Facilities Site Photos

Photo taken from Clifton Court Rd looking north

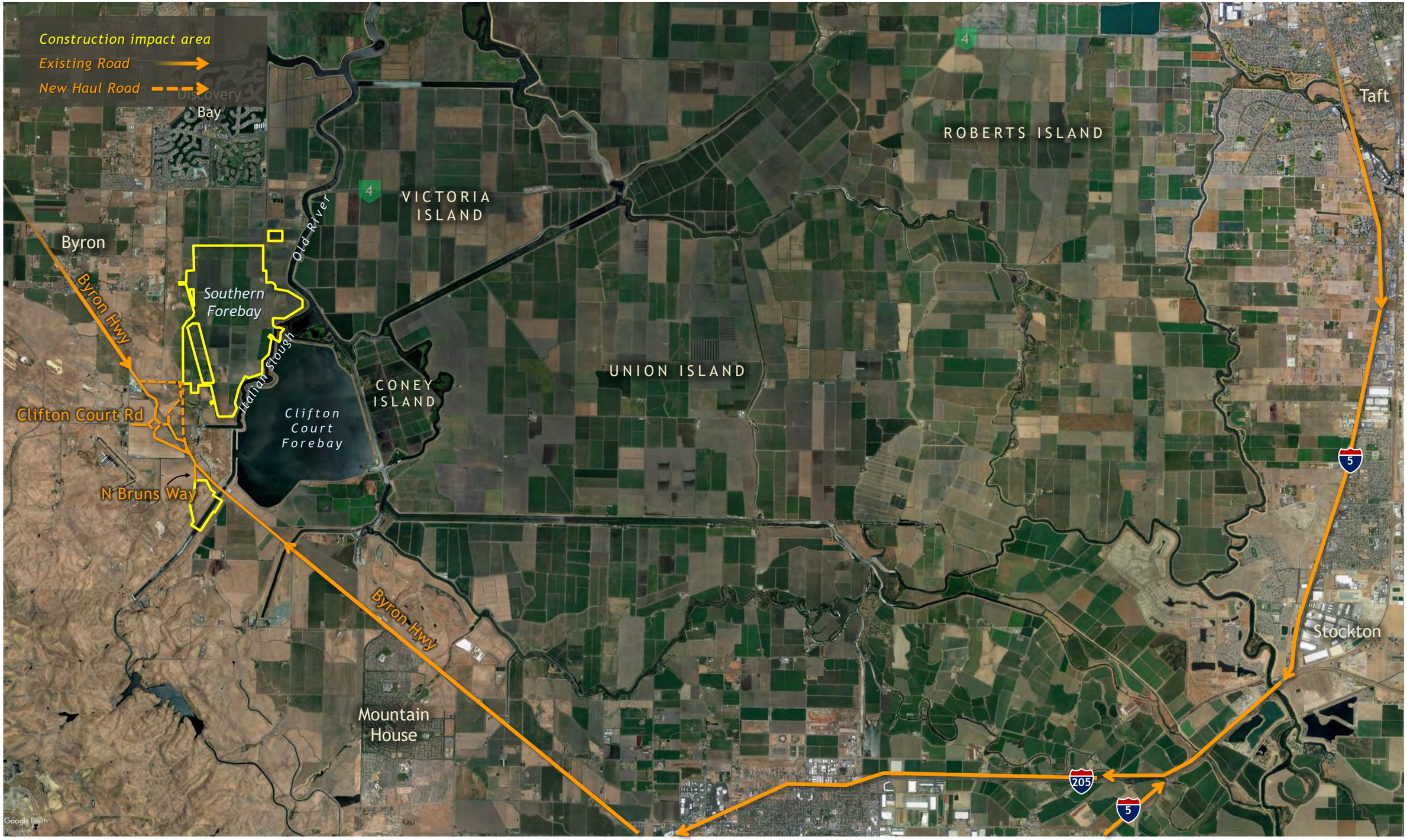
Southern Complex Launch Shaft Site Photos

Photo taken from Hwy 4 looking south

South Delta Outlet and Control Structure Site Photos

Photo taken from N Bruns Way looking north

Southern Forebay Facilities & S Delta Flow Control Facilities Site Access Routes



DCA
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

AUGUST 26, 2020

Stakeholder Engagement Committee Meeting

Meeting Agenda

1	*Welcome/ Call to Order*
2	Roll Call/ Housekeeping
3	Minutes Review: July 22, 2020 Regular SEC Meeting
4a.	SEC Open Forum - Reflection on Status
4b.	DWR Updates
4c.	Intakes Design Refinements
4d.	Traffic Reductions
4e.	Briefing on Bethany Alternative
4f.	Public Comment on Item 4
5a.	SEC Tour Updates
5b.	September Meeting Topics
5c.	September SEC Report to DCA Board
6	Non-Agendized SEC Questions or Comments
7	Public Comment on Non-Agendized Items

Item 2.

Roll Call/ Housekeeping

Item 3.

Minutes Review:

July 22, 2020 Regular SEC Meeting

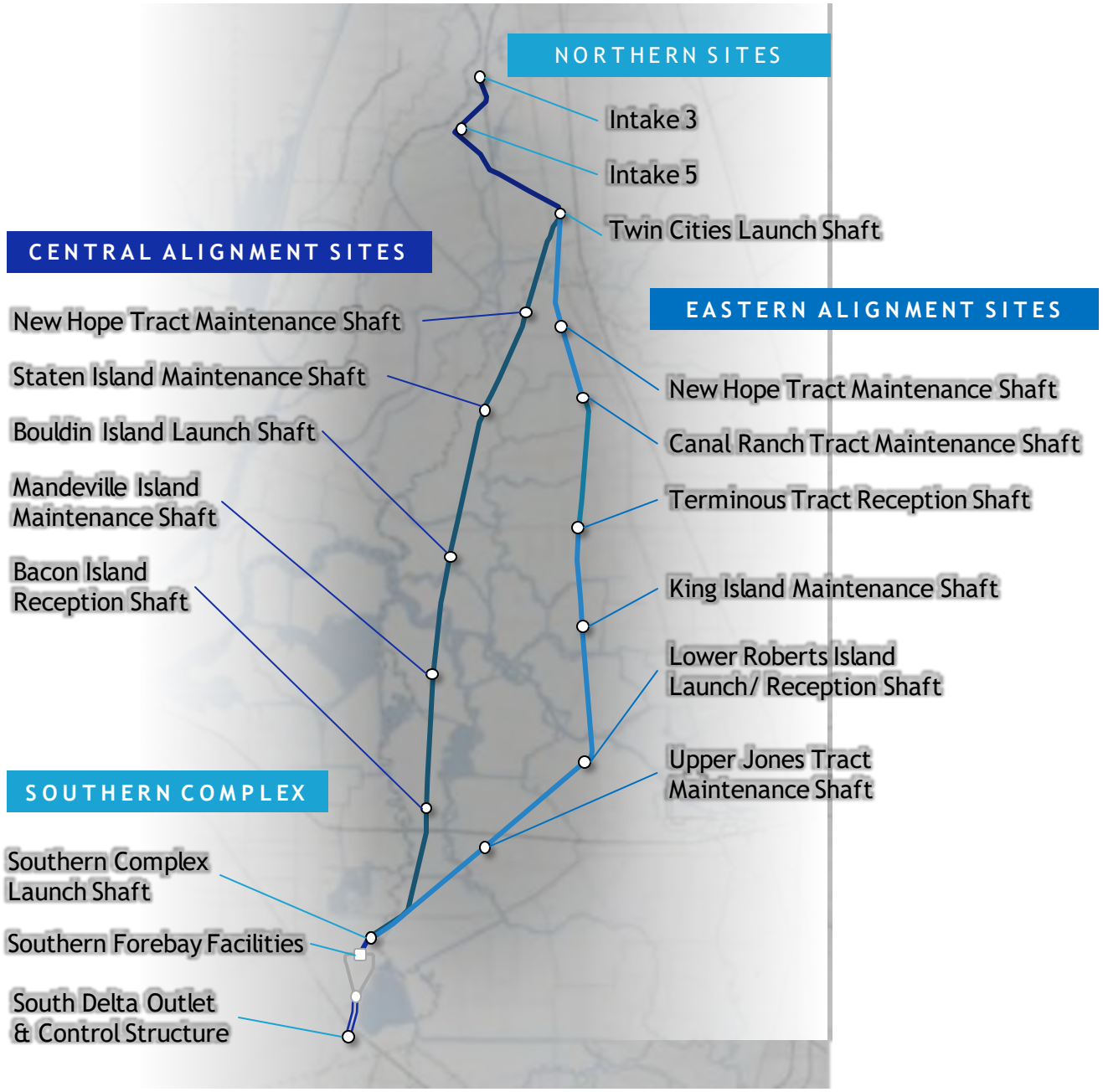
Item 4a.

SEC Open Forum – Reflection on Status

#1. Thank You

Where are we today?

- ✓ **Introduction to the Delta Conveyance System**
- ✓ **Introduction to each of the Project elements of the preferred project for Central and East Corridors**
  - Intakes
  - Tunnel and Shafts
  - Southern Facilities
- ✓ **Siting Alternative Studies**
- ✓ **Logistics Plans and Traffic Impacts**
  - Proposed roads, barge landings and rail spurs
  - Routes to each site
  - Traffic histograms to each site
  - Project Impacts to Level of Service
  - RTM Management
- ✓ **Design changes to reflect SEC comments**

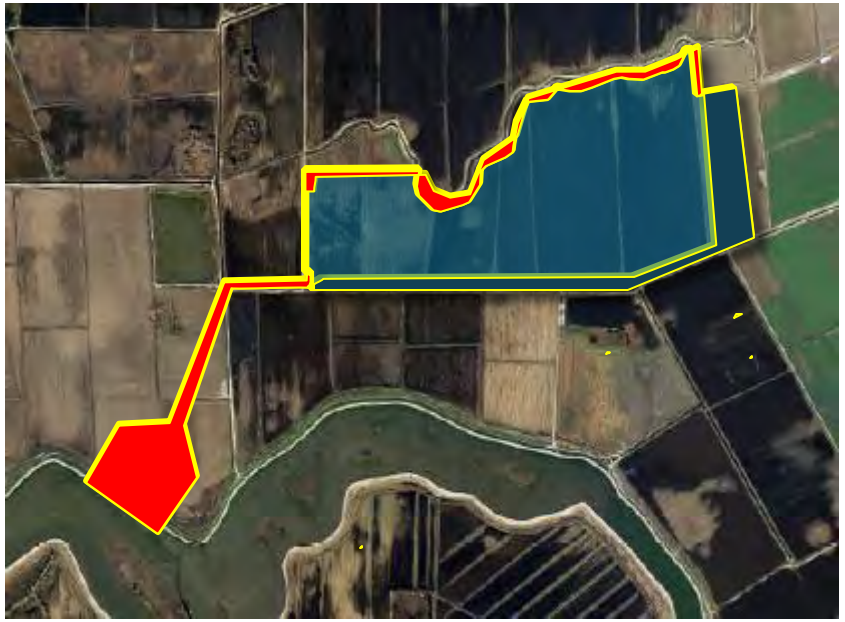


Made great progress….

- Reduced site footprints throughout
- Maximized reclamation of impacted agricultural land
- Shifted facilities away from natural areas including Stone Lakes and Woodbridge Reserves
- Eliminated barging and associated affects to recreational boating
- Reduced traffic along Hwy 4 by eliminating structures
- Reduced traffic along Byron Hwy by adding infrastructure and shifting material to rail
- Reduced borrow requirements to reduce traffic loads
- Added rail and expanded roads to maintain acceptable levels of service

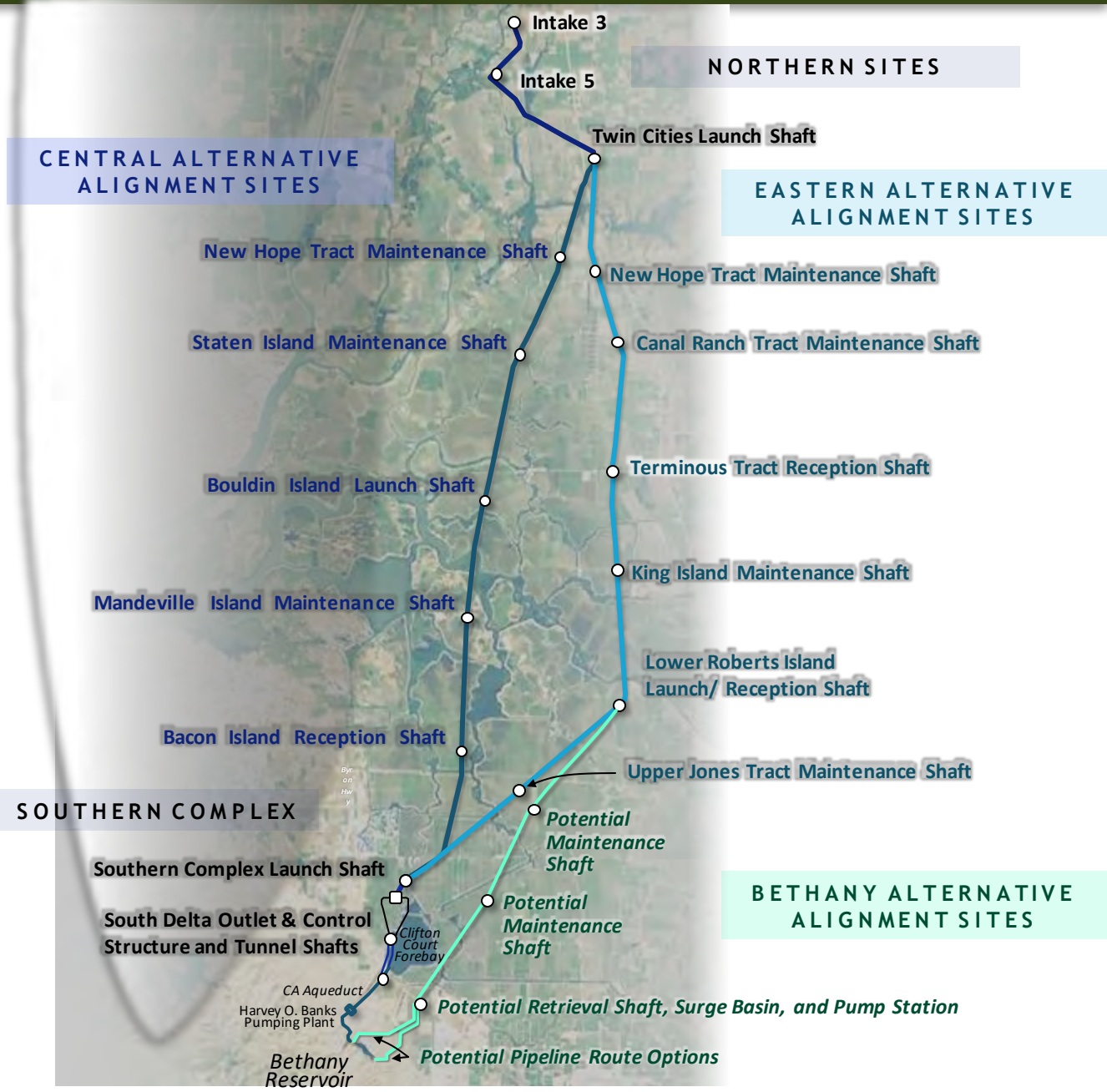
Moved shaft one mile from Woodbridge Reserve Boundary to Canal Ranch Maintenance Shaft Site

Eliminated the Barge Landing at Bouldin Island Launch Shaft Site



What still needs to be done with the SEC?

- **Central and East Alignment Alternatives**
  - Generally wrapping up the DCA engineering effort
  - Minor updates to reflect the final changes
- **Bethany Reservoir Alternative**
  - Overall System Map
  - Description of the Elements
  - Siting Alternatives Analysis and Selection
  - Pipeline Route Alternatives and Selection
  - Logistics and Traffic Impacts



Open Discussion - Guiding Questions

Any comments you want to share with your SEC colleagues on the work to date?

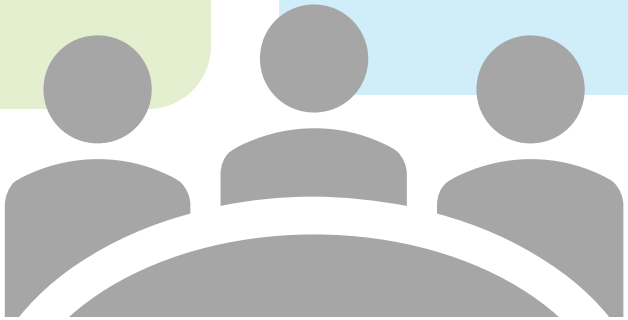
Any way we can make the review of the Bethany Alternative more effective?

Recommendations for additional DCA outreach to the Delta Community – restricted to the engineering work?

Anything we need to go back and review in greater detail?

Any additional information or topics you would like the DCA to provide or cover at future meetings?

Anything else you want to share with fellow SEC Members?



August 2020

Delta Conveyance Project: *Environmental Review Update*

Carrie Buckman
Environmental Program Manager

Environmental Review Process

Identify, analyze and disclose the potential significant adverse environmental impacts of a proposed project, and provide feasible mitigation measures and alternatives to avoid or reduce such effects.

Stakeholder Engagement

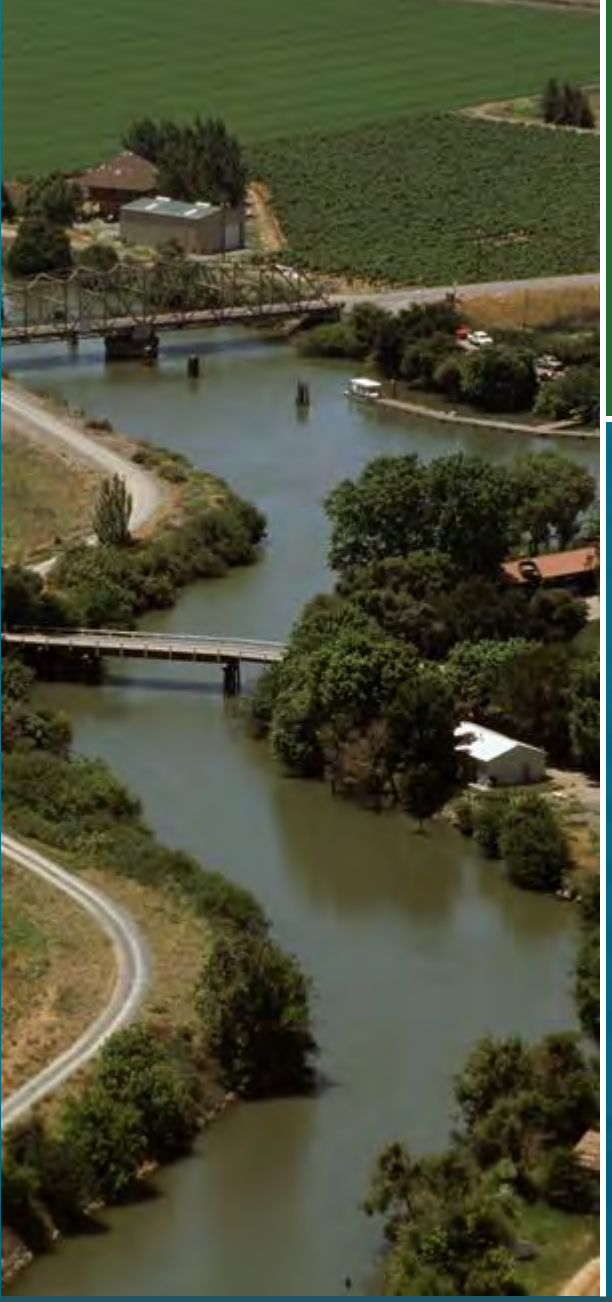
1 Initial Outreach — NOP → Scoping Meetings → Scoping Summary Report → Agency Outreach Plan

2 Project Definition — Alternatives Analysis → Project Definition → Technical Reports → Impact/ Mitigation Analysis

3 Draft EIR — Administrative Draft EIR → Draft EIR → Public Circulation of Draft EIR → Public Hearings

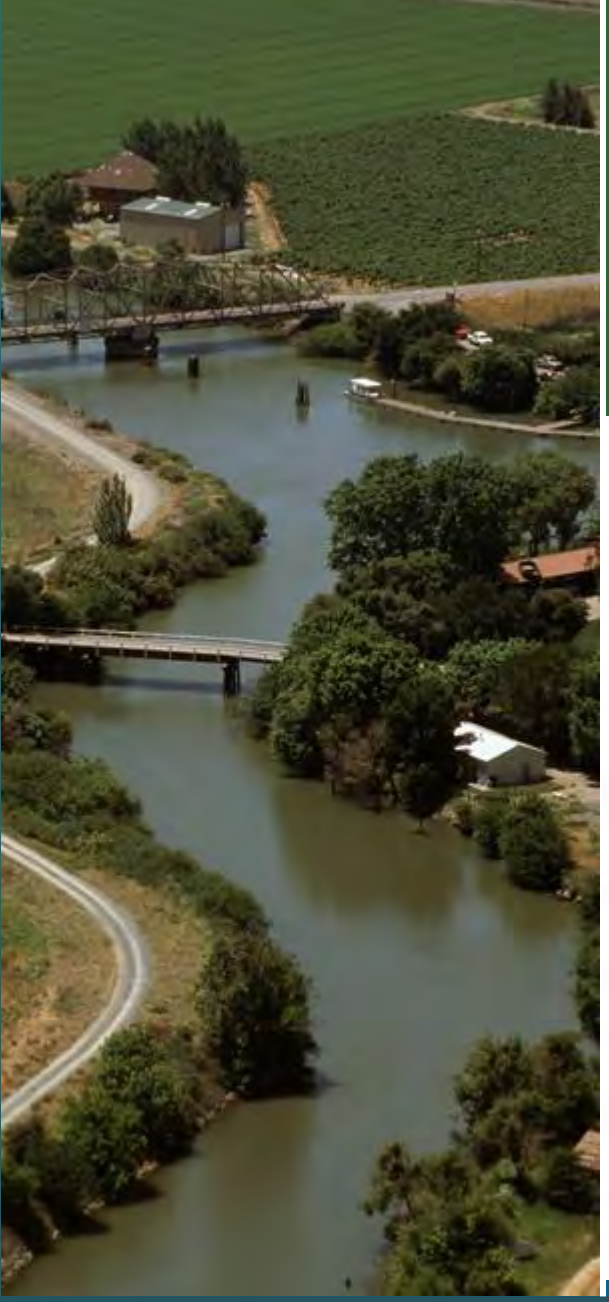
4 Final EIR — Response to Comments → Final EIR → NOD

Public Document | Administrative Documentation | Outreach Activity



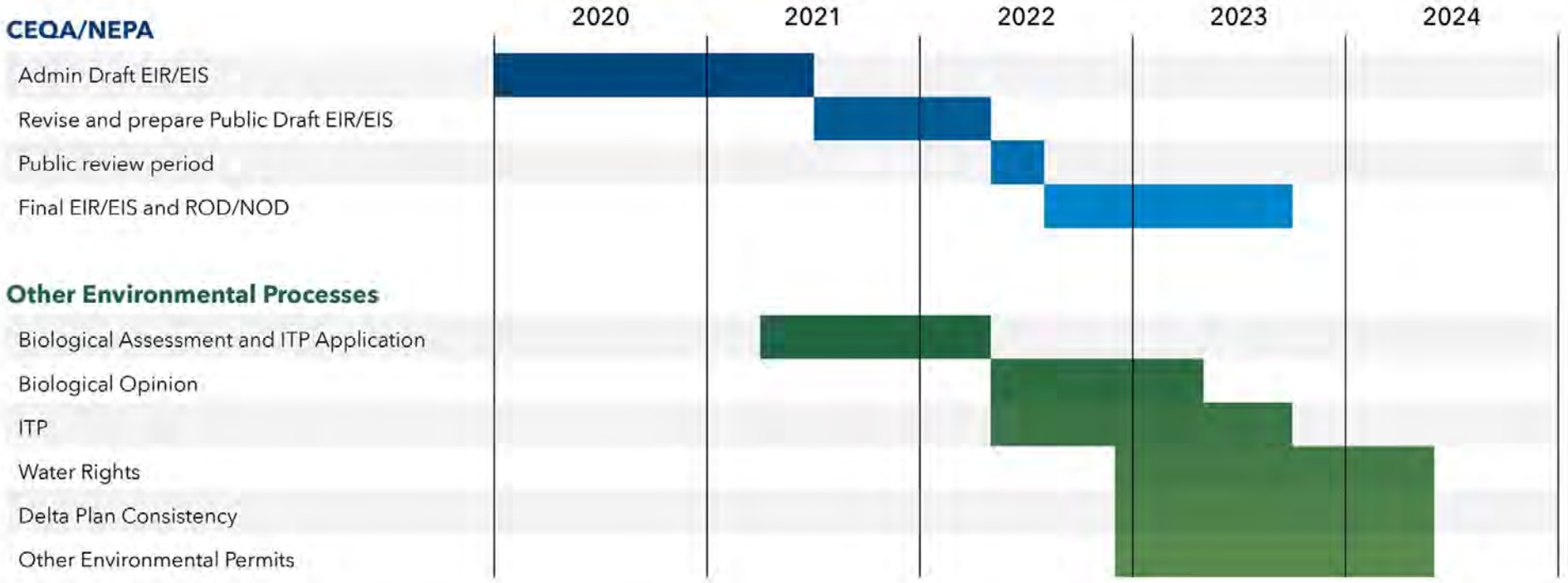
Environmental Planning Update

Process	Status
California Environmental Quality Act (CEQA)	• Scoping Summary Report published • Draft Environmental Impact Report in process
National Environmental Policy Act	• United States Army Corps of Engineers (USACE) released Notice of Intent to prepare Environmental Impact Statement • Scoping August 20 – October 20, 2020
Soil Investigations	• CEQA documentation required for soil investigations adopted • Work scheduled to begin on publicly-owned sites this fall
USACE Section 404 Permit	• USACE published notice for comments on draft application



Schedule Update

Delta Conveyance Project Schedule



Ways to Stay Informed

water.ca.gov

- Programs
  - State Water Project
    - Delta Conveyance

Project Hotline

866.924.9955

Twitter

@CA_DWR

Project Email

DeltaConveyance@water.ca.gov

Item 4c.

Intakes Design Refinements

Phil Ryan, DCA Engineering Manager

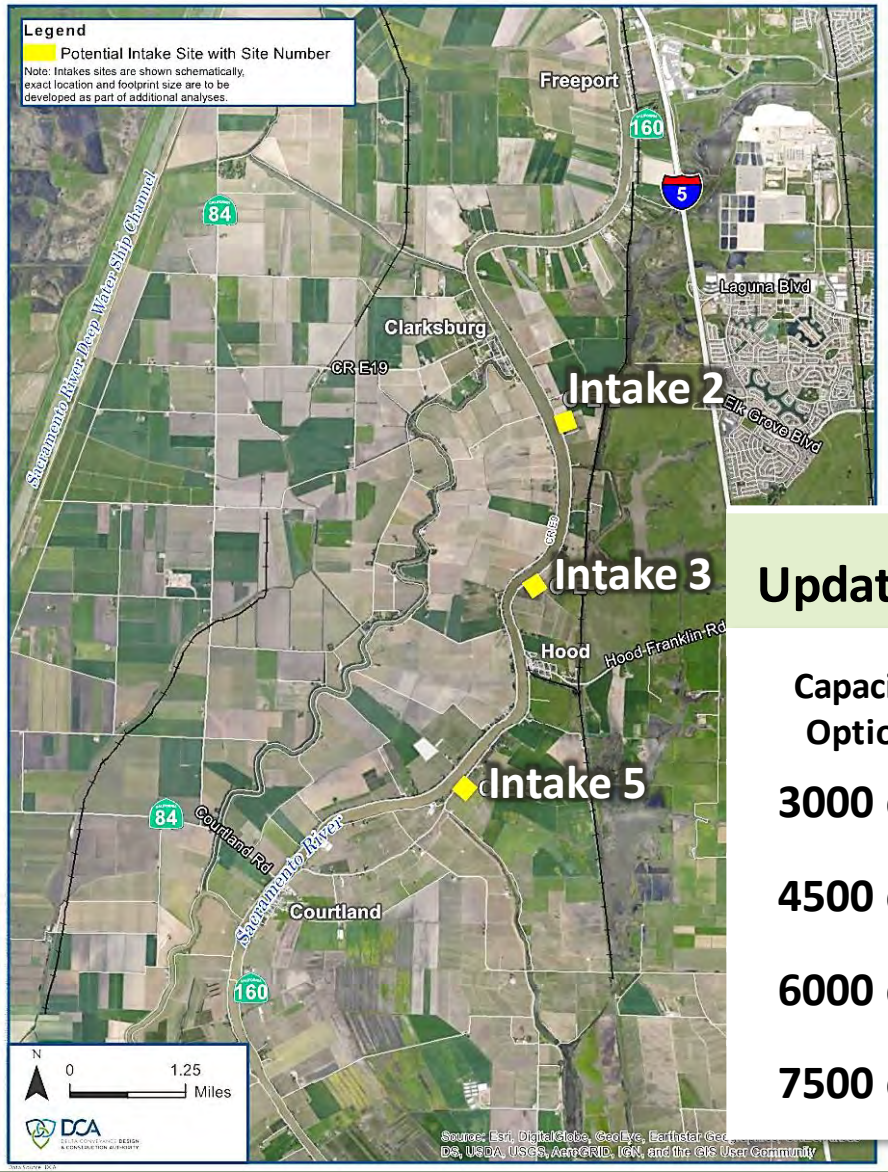
Summary of Key Intake Changes

1.	Defined Intake Sites for Capacity Options
2.	Revised Sedimentation Basin Layout for Onsite Earth Balance
3.	Revised Configuration and Construction Methodology

1. Defined Intake Sites for Capacity Options

Original Plan

- Three sites selected for further consideration
- Specific combination of uses not defined



Benefits

- Reduces length of haul road from Lambert
- Minimizes noise in Clarksburg and Elk Grove
- Promotes smallest in-river intake footprint
- Avoids Lambert Shaft

Updated Plan

Capacity Option	Intake 2	Intake 3	Intake 5
3000 cfs	n/a	n/a	3,000 cfs
4500 cfs	n/a	3,000 cfs	1,500 cfs
6000 cfs	n/a	3,000 cfs	3,000 cfs
7500 cfs	1,500 cfs	3,000 cfs	3,000 cfs

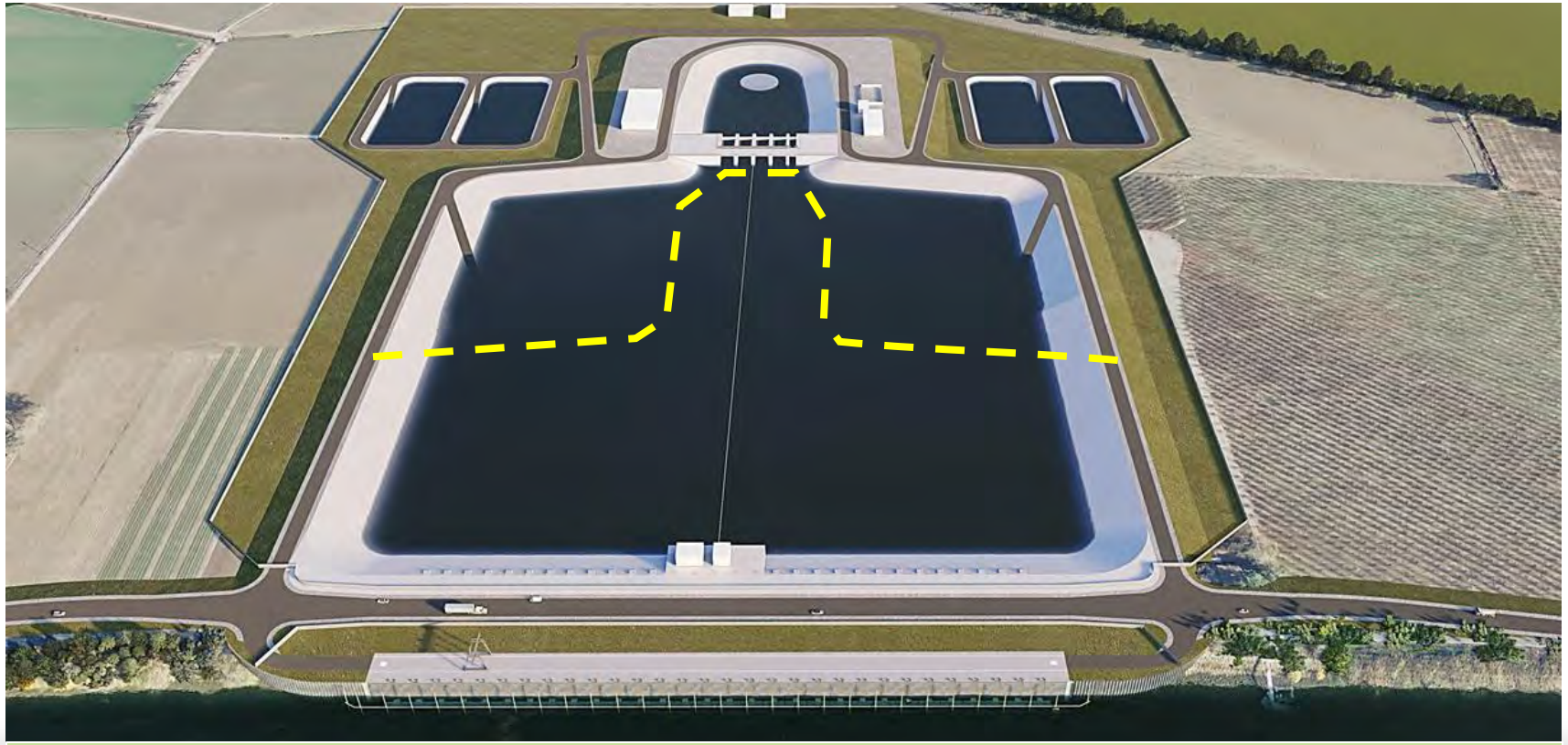
2. Revised Sedimentation Basin Layout for Onsite Earth Balance

Original Plan

- Minimize sedimentation basin size
- Import fill material to relocate State Route 160 and construct embankments
- Jurisdictional Levee to be adjacent to river under new SR 160 location

Updated Plan

- Allow sedimentation basin size to increase to eliminate trucking large quantities of fill material
- Only import levee “core” material not found at the site
- Jurisdictional levee along perimeter embankment of sedimentation basin

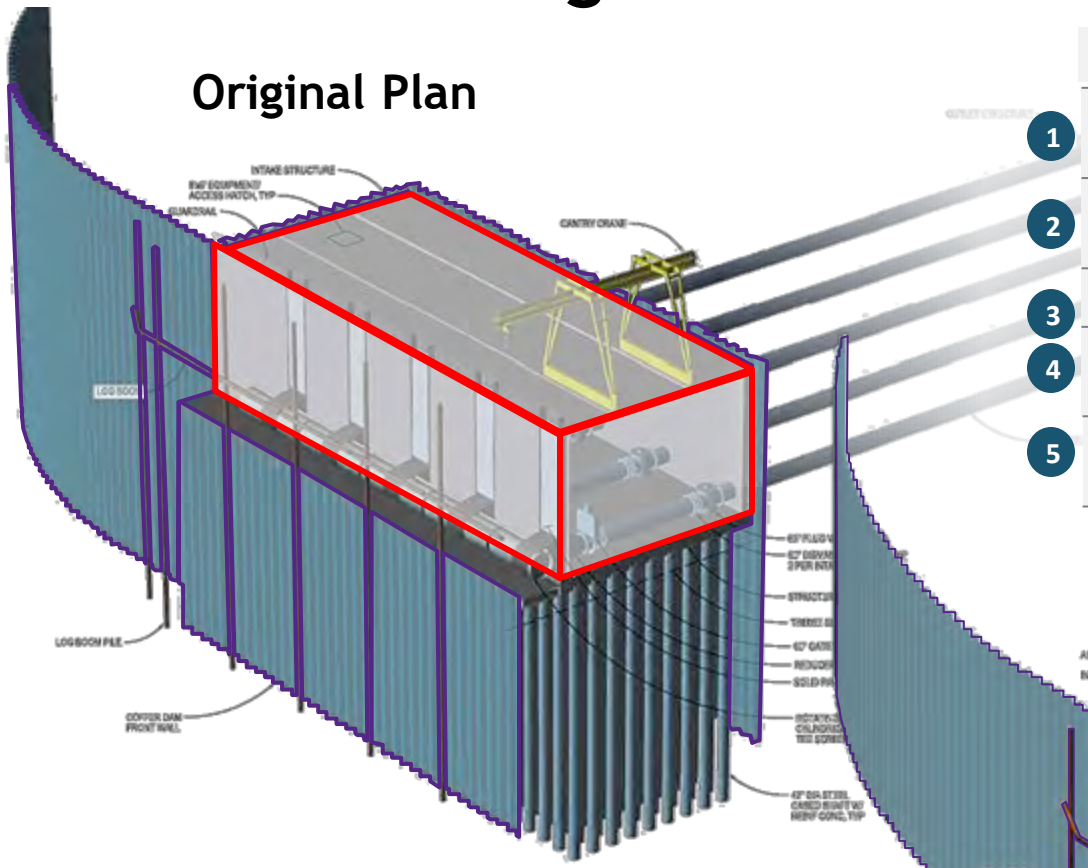


Benefits

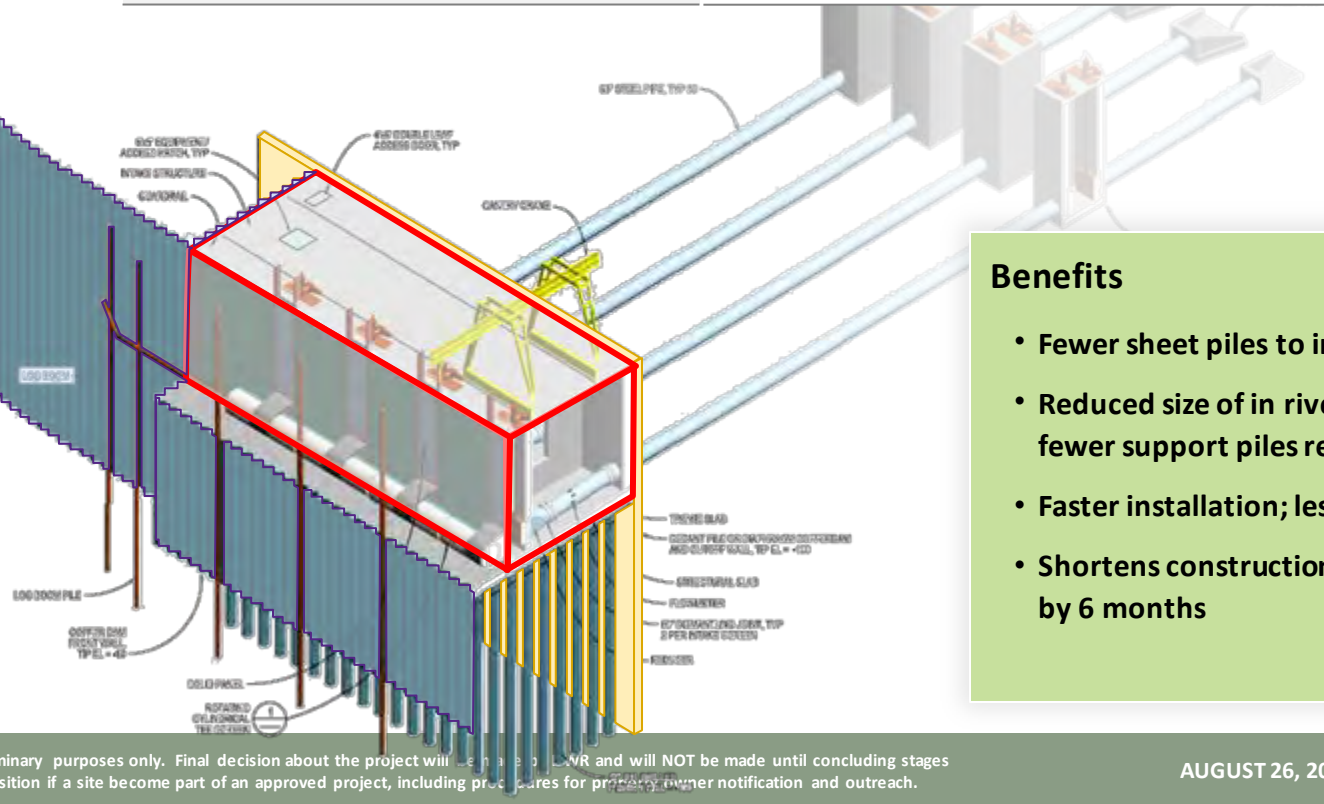
- **Eliminates 1000s of truck trips and associated emissions**
- **Provides better levee inspection**
- **Overall impact change is minimal**
- **Will evaluate size reduction as part of final design**

3. Revised Configuration and Construction Methodology

Original Plan



Current Plan



	Original Plan	Current Plan
1	Sheet pile cofferdam around all four sides of the in-river intake structure	**Sheet pile around 3 sides of the concrete intake structure with changing to a soil-cement wall (DMM) on the backside**
2	Heavy King Piles and "Z" sheet combination wall composition	**Lighter "Z" sheets and no king piles**
3	Sheets installed with pile drivers	**Sheets installed with vibratory methods and limited pile driving**
4	2- year construction period due to limitations on in-river work windows	**Soil-cement wall can be constructed in winter – not affected by "fish window" restrictions**
5	Enclose both sets of control valves inside the concrete intake structure valves	**Shift the sluice gates out of the in-river structure and into a separate on-land structure**

Benefits

- **Fewer sheet piles to install**
- **Reduced size of in river structure; fewer support piles required**
- **Faster installation; less noise**
- **Shortens construction schedule by 6 months**

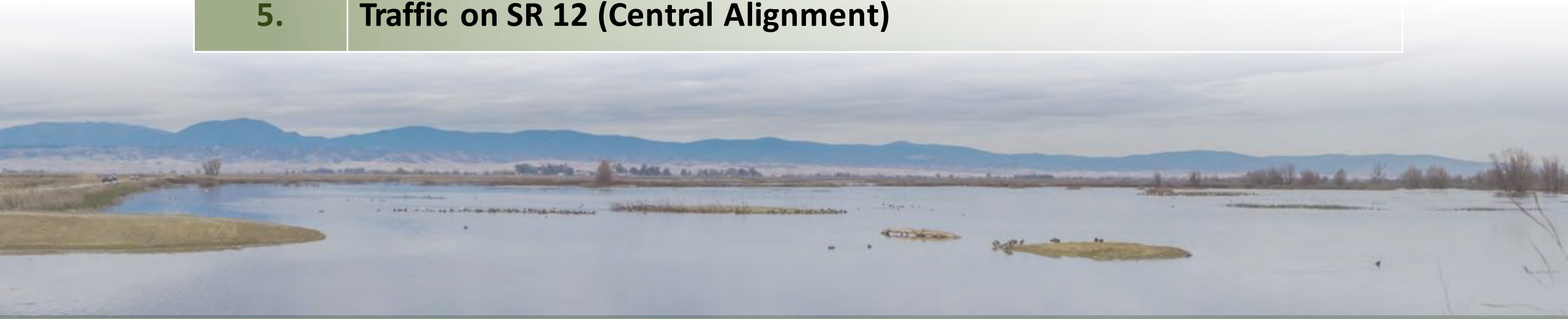
Item 4d.

Traffic Reductions

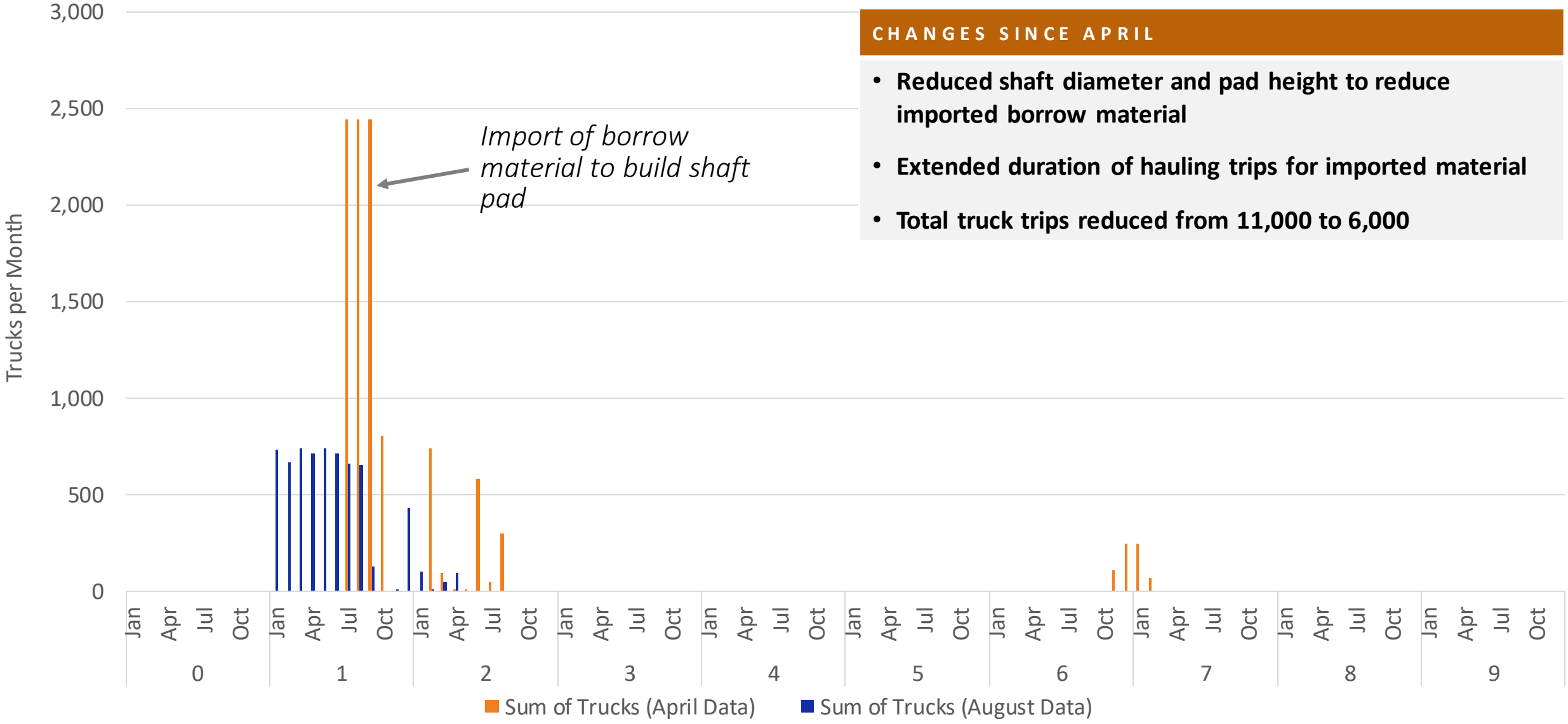
Phil Ryan, DCA Engineering Manager

Items for Discussion

1.	Traffic at Maintenance and Retrieval Shafts (Typical)
2.	Traffic on SR 4 (East Alignment)
3.	Traffic on SR 4 (Central Alignment)
4.	Traffic on Byron Highway (East and Central Alignment)
5.	Traffic on SR 12 (Central Alignment)



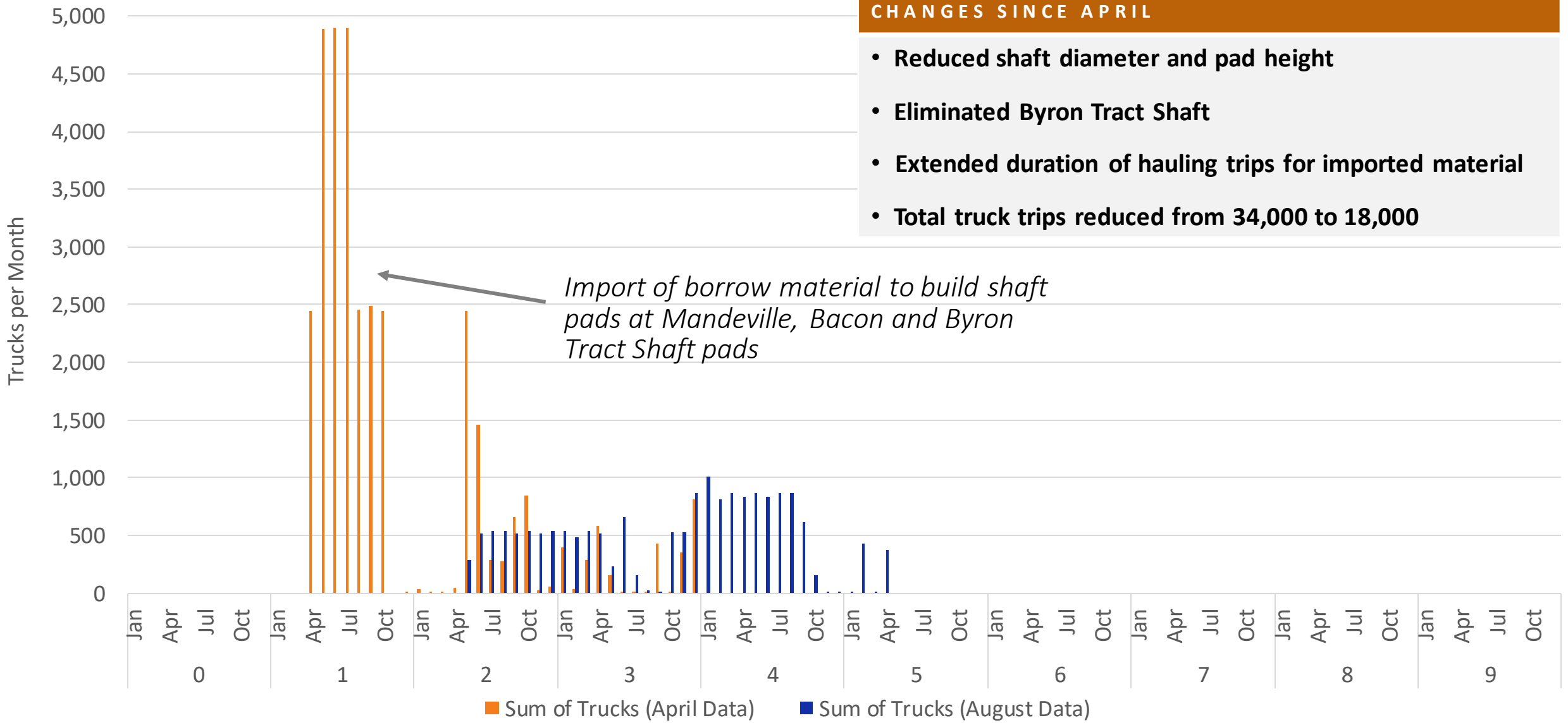
Maintenance/Retrieval Shafts (Example: Staten Island Shaft)



CHANGES SINCE APRIL

- **Reduced shaft diameter and pad height to reduce imported borrow material**
- **Extended duration of hauling trips for imported material**
- **Total truck trips reduced from 11,000 to 6,000**

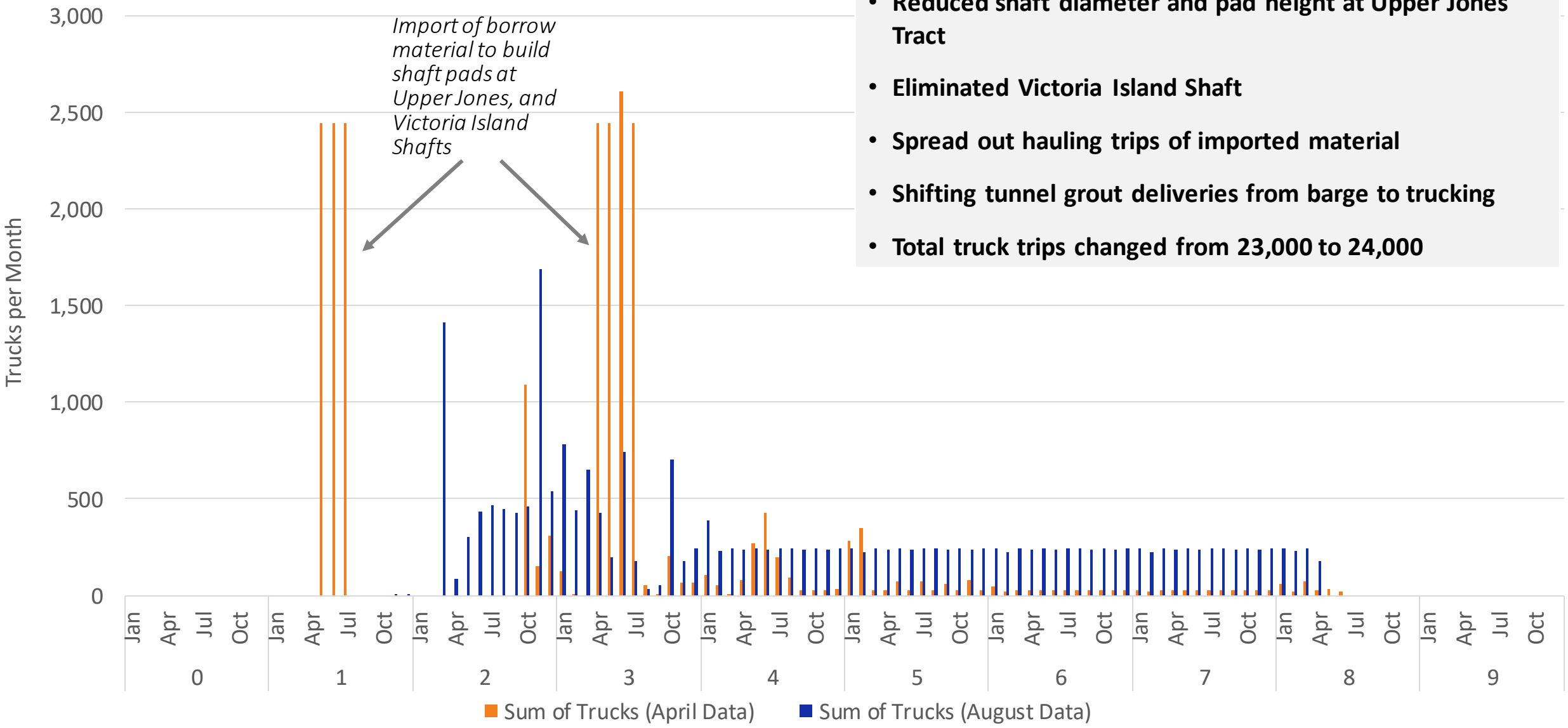
SR-4 (Central Alignment)



CHANGES SINCE APRIL

- **Reduced shaft diameter and pad height**
- **Eliminated Byron Tract Shaft**
- **Extended duration of hauling trips for imported material**
- **Total truck trips reduced from 34,000 to 18,000**

SR-4 (Eastern Alignment)



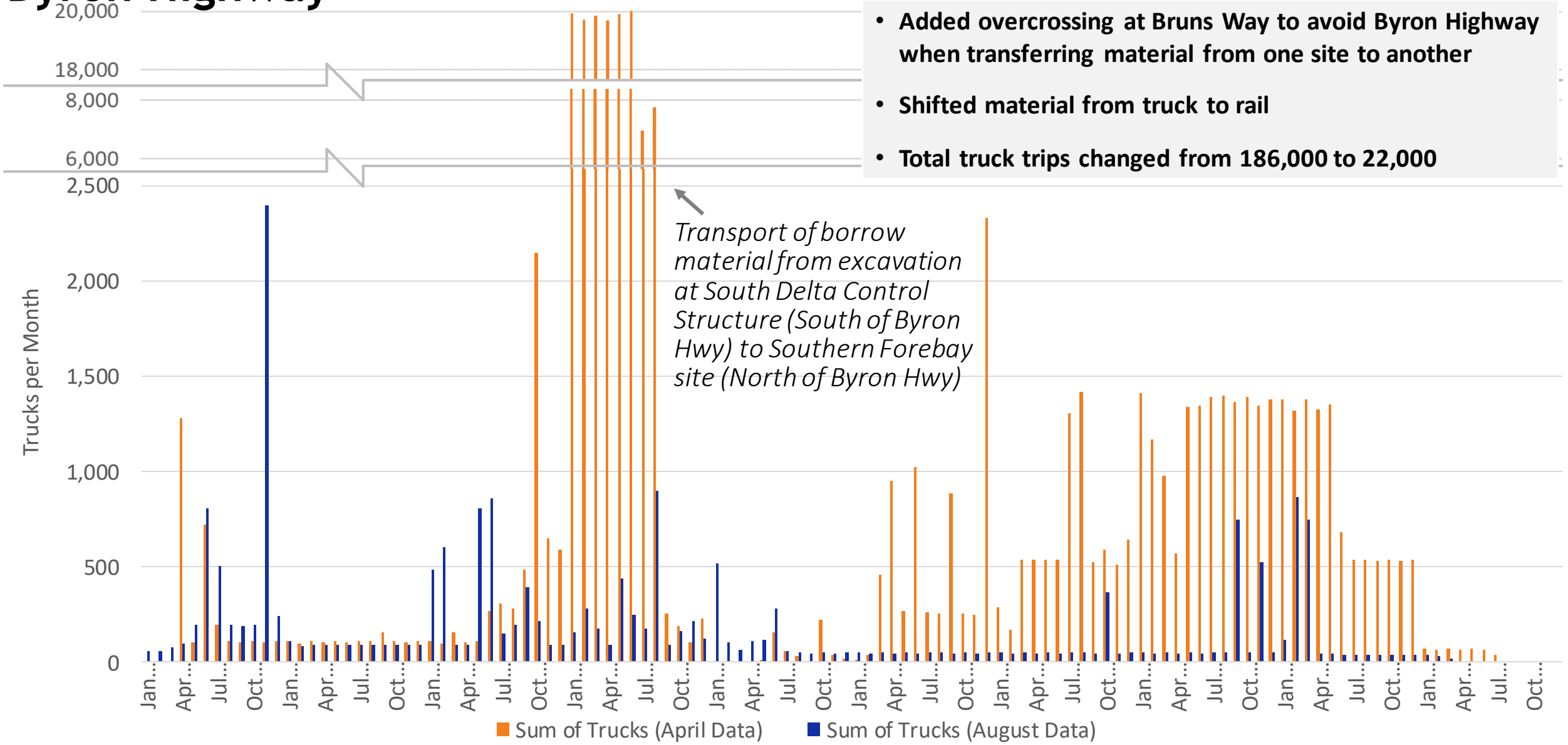
CHANGES SINCE APRIL

- **Reduced shaft diameter and pad height at Upper Jones Tract**
- **Eliminated Victoria Island Shaft**
- **Spread out hauling trips of imported material**
- **Shifting tunnel grout deliveries from barge to trucking**
- **Total truck trips changed from 23,000 to 24,000**

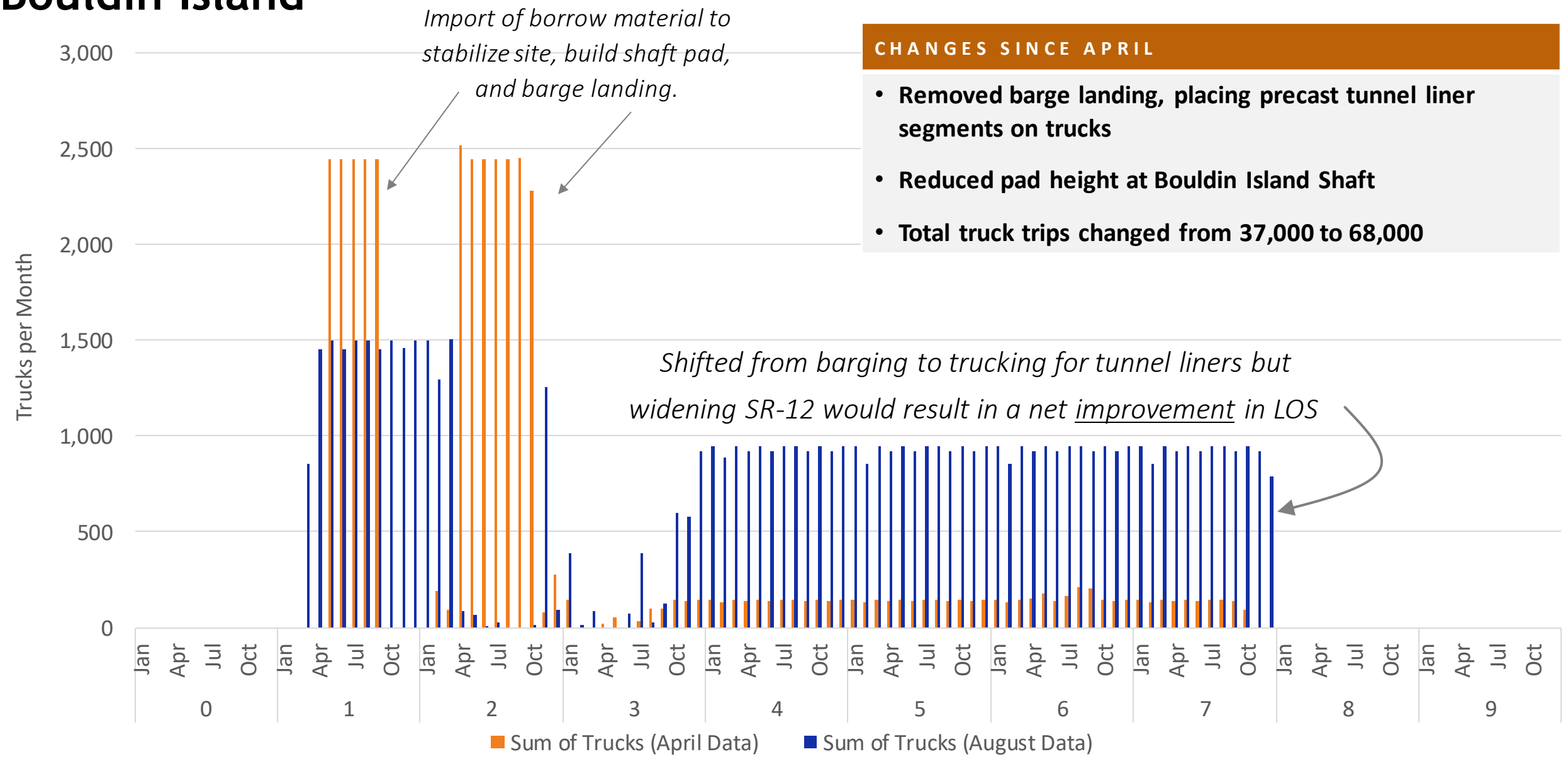
Byron Highway

CHANGES SINCE APRIL

- **Added overcrossing at Bruns Way to avoid Byron Highway when transferring material from one site to another**
- **Shifted material from truck to rail**
- **Total truck trips changed from 186,000 to 22,000**



Bouldin Island



CHANGES SINCE APRIL

- **Removed barge landing, placing precast tunnel liner segments on trucks**
- **Reduced pad height at Bouldin Island Shaft**
- **Total truck trips changed from 37,000 to 68,000**

Traffic Update Summary

Throughout Delta:

- ✓ Reduced shaft diameter and pad heights

Intakes

- ✓ Increased size of basins to balance borrow material to avoid imports

Hwy 12 (Central)

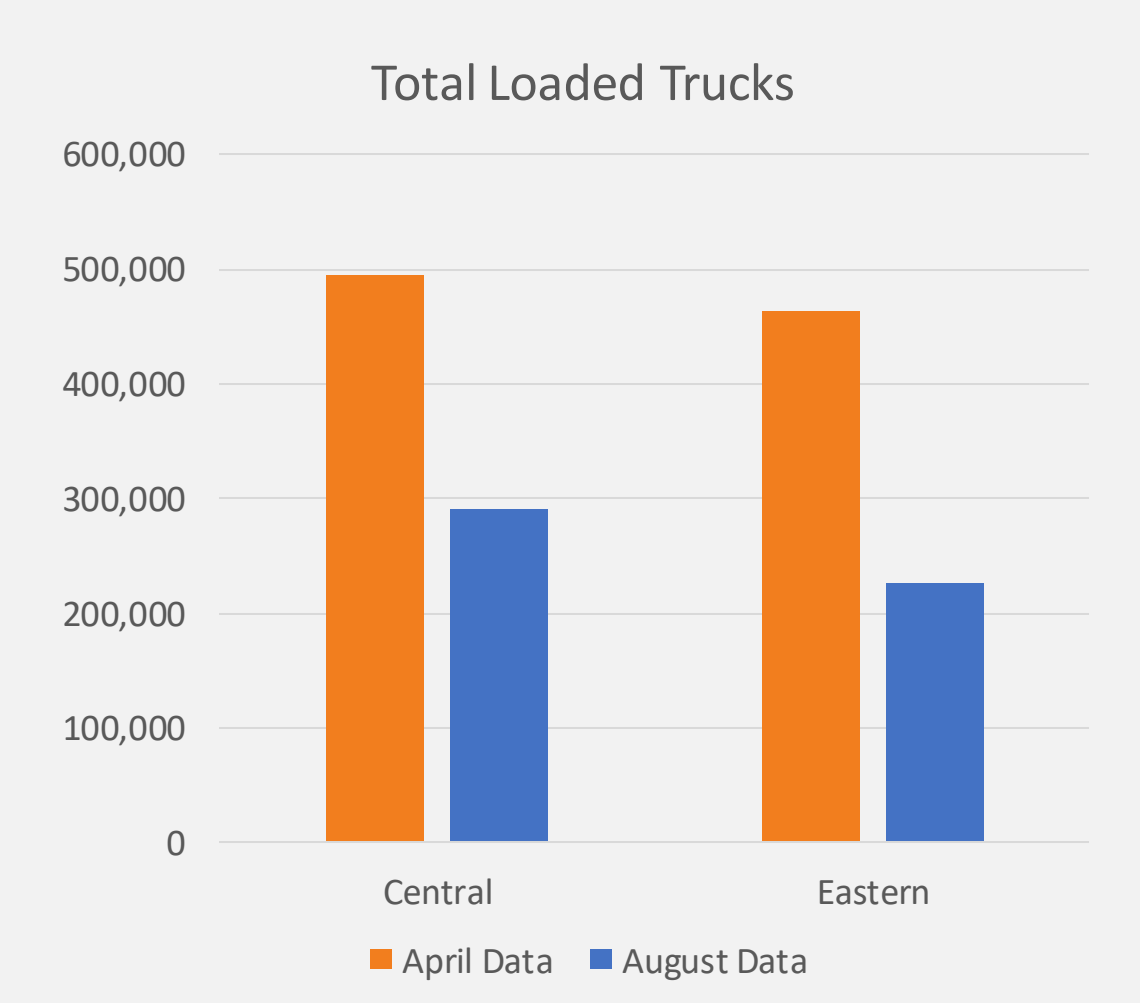
- ✓ Expand to 4 lanes to facilitate increased truck traffic

Hwy 4 (East and Central)

- ✓ Eliminated shafts and reduced borrow material transport for shaft pad construction

Byron Hwy (East and Central)

- ✓ Maximized use of rail transport where spurs were included
- ✓ Construct temporary bridge over Hwy to avoid use for materials transport



Net change in total truck counts reflecting design changes and corrections.

Item 4e.

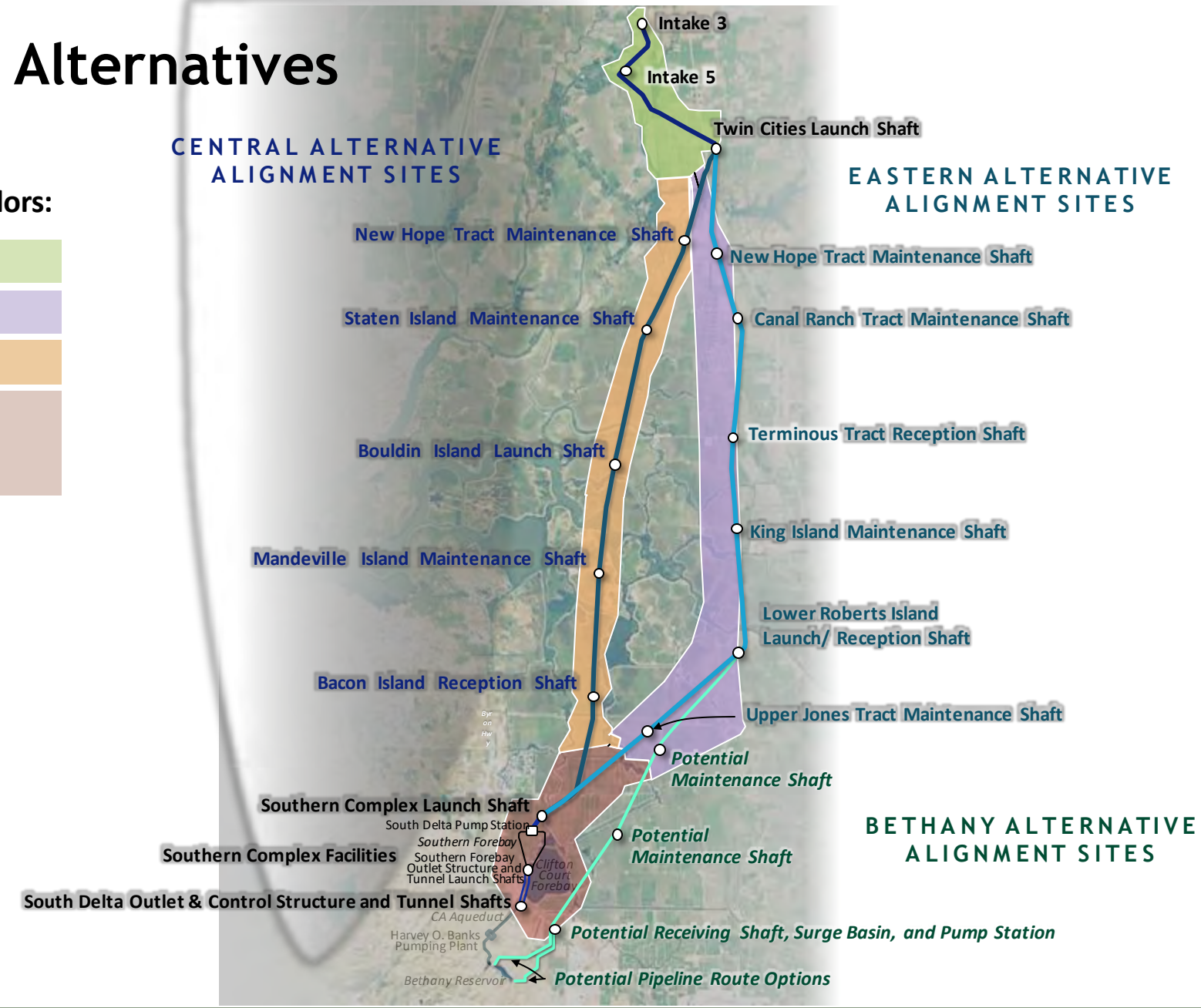
Briefing on Bethany Alternative

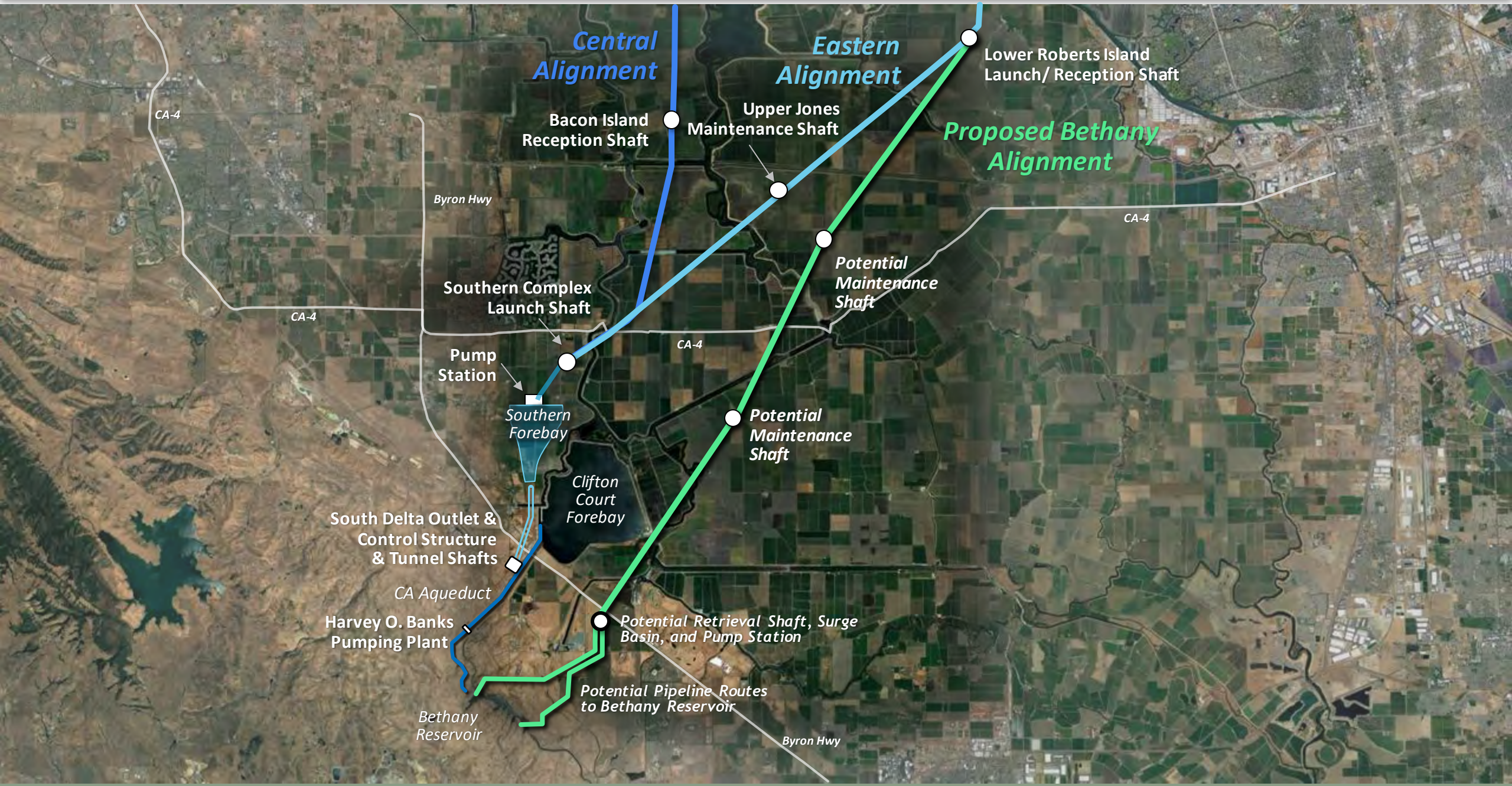
Phil Ryan, DCA Engineering Manager

DWR Assigned Alternatives

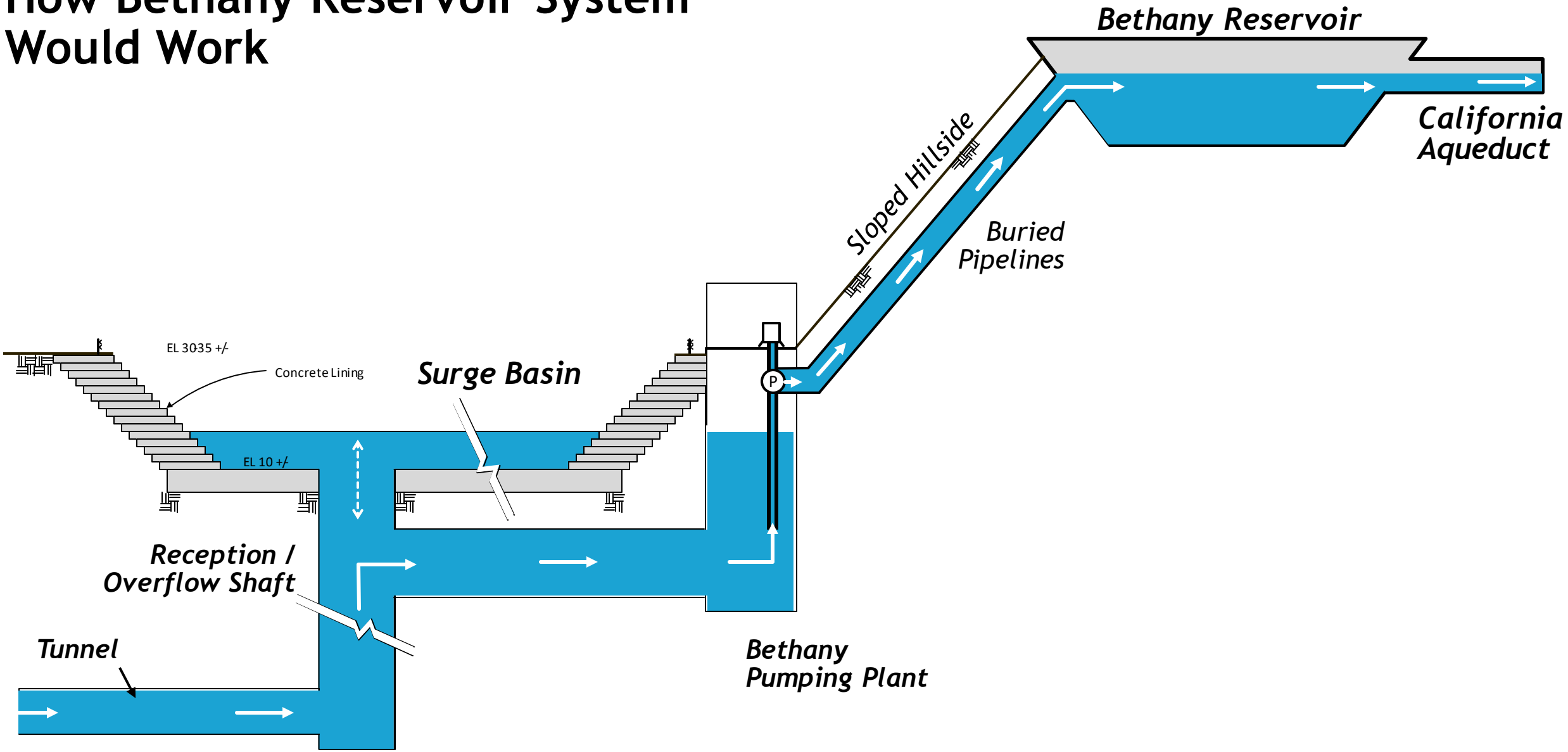
Initial Scoping NOP Corridors:

- Intakes and North Tunnels
- Eastern Tunnel Corridor
- Central Tunnel Corridor
- Pump Station, Southern Forebay and South Delta Conveyance



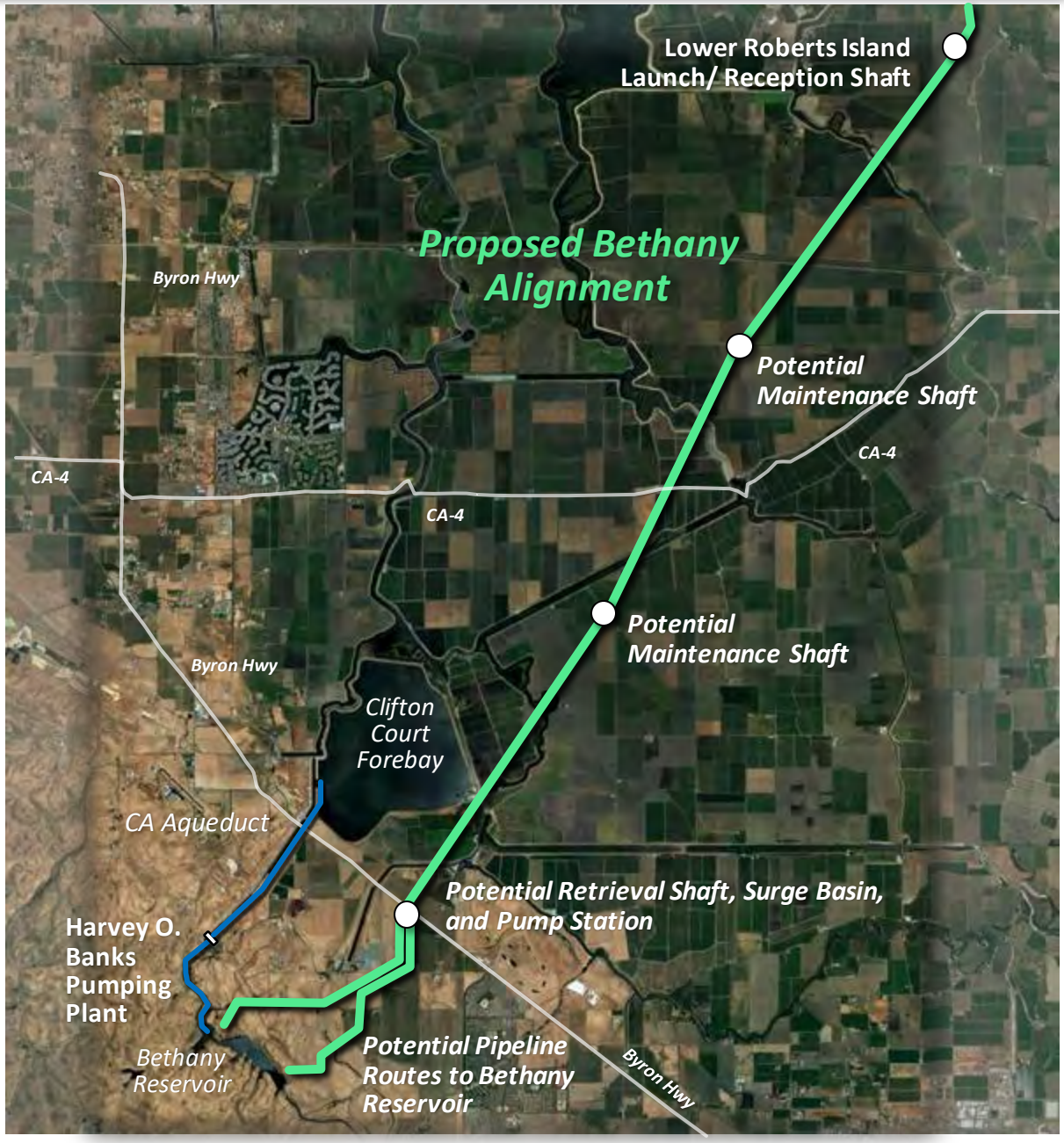


How Bethany Reservoir System Would Work

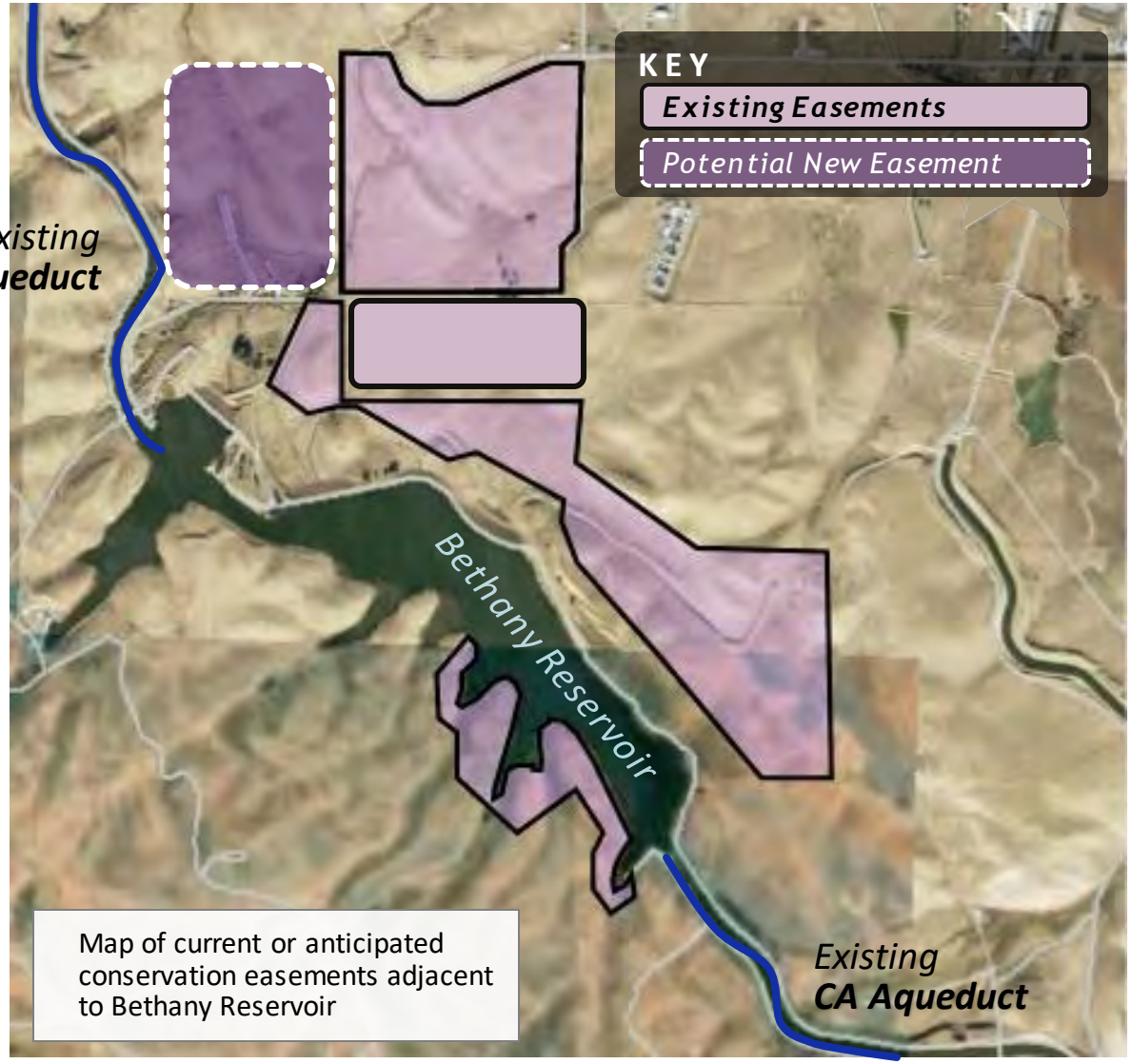


Benefits of Bethany Reservoir Option

- Eliminates the need for a new balancing reservoir - Southern Forebay (1,293 acres).
- Connects to the existing State Water Project system downstream of Banks Pump Station providing independence from the existing system to Bethany Reservoir
- Allows the State to more easily take the Banks Pump Station or Clifton Court forebay out of service for maintenance or repair when necessary.



Bethany Reservoir Alternative - Key Challenges



Map of current or anticipated conservation easements adjacent to Bethany Reservoir

- **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 reuseable tunnel material (RTM). Will need to prepare a new RTM Management Strategy.**
- **There is little available geotechnical data on the underground conditions in the area. What little exists indicates the area contains weak and fractured rock.**

Item 4f.

Public Comment on Item 4

Item 5a.

SEC Tour Updates

Nazli Parvizi, DCA Communications Manager

Item 5b.

September 23rd Meeting Topics

- **Bethany Alternative Updates**
- **TBD**

Item 5c.

September 17th
SEC Report to DCA Board

Item 6

Non-Agendized SEC Questions or Comments

Item 7.

Public Comment on Non-Agendized Items

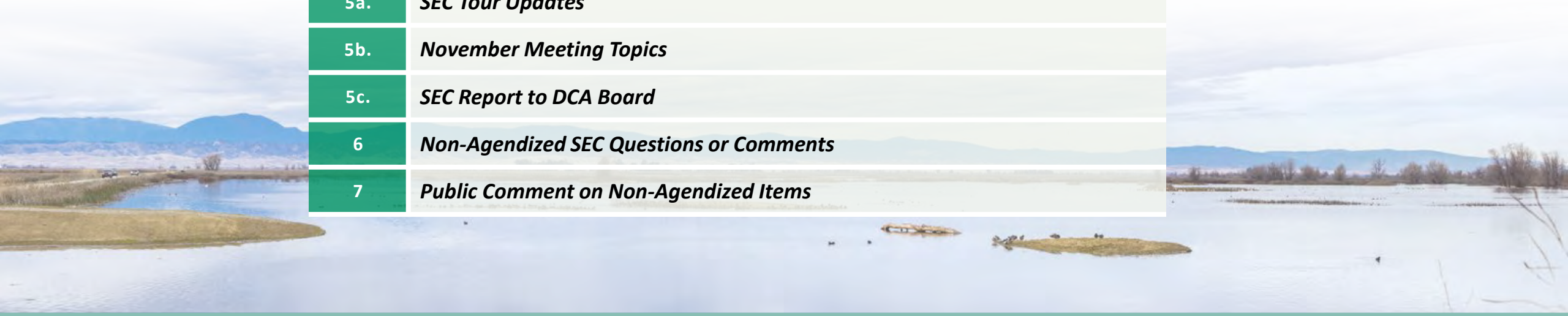
DCA
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

SEPTEMBER 23, 2020

Stakeholder Engagement Committee Meeting

Meeting Agenda

1	**Welcome/Call to Order**
2	***Roll Call/Housekeeping***
3	***Minutes Review: August 26, 2020 Regular SEC Meeting***
4a.	***DWR Updates & Environmental Justice Survey Overview***
4b.	***Bethany Alternative – Facility Siting Analysis***
4c.	***Bethany Alternative - RTM Management Plan***
4d.	***SEC Questions or Comments on August 26th Meeting Presentation***
4e.	***Public Comment on Item 4***
5a.	***SEC Tour Updates***
5b.	***November Meeting Topics***
5c.	***SEC Report to DCA Board***
6	***Non-Agendized SEC Questions or Comments***
7	***Public Comment on Non-Agendized Items***



Item 3.

Minutes Review:

August 26, 2020 Regular SEC Meeting

Item 4a.

DWR Updates

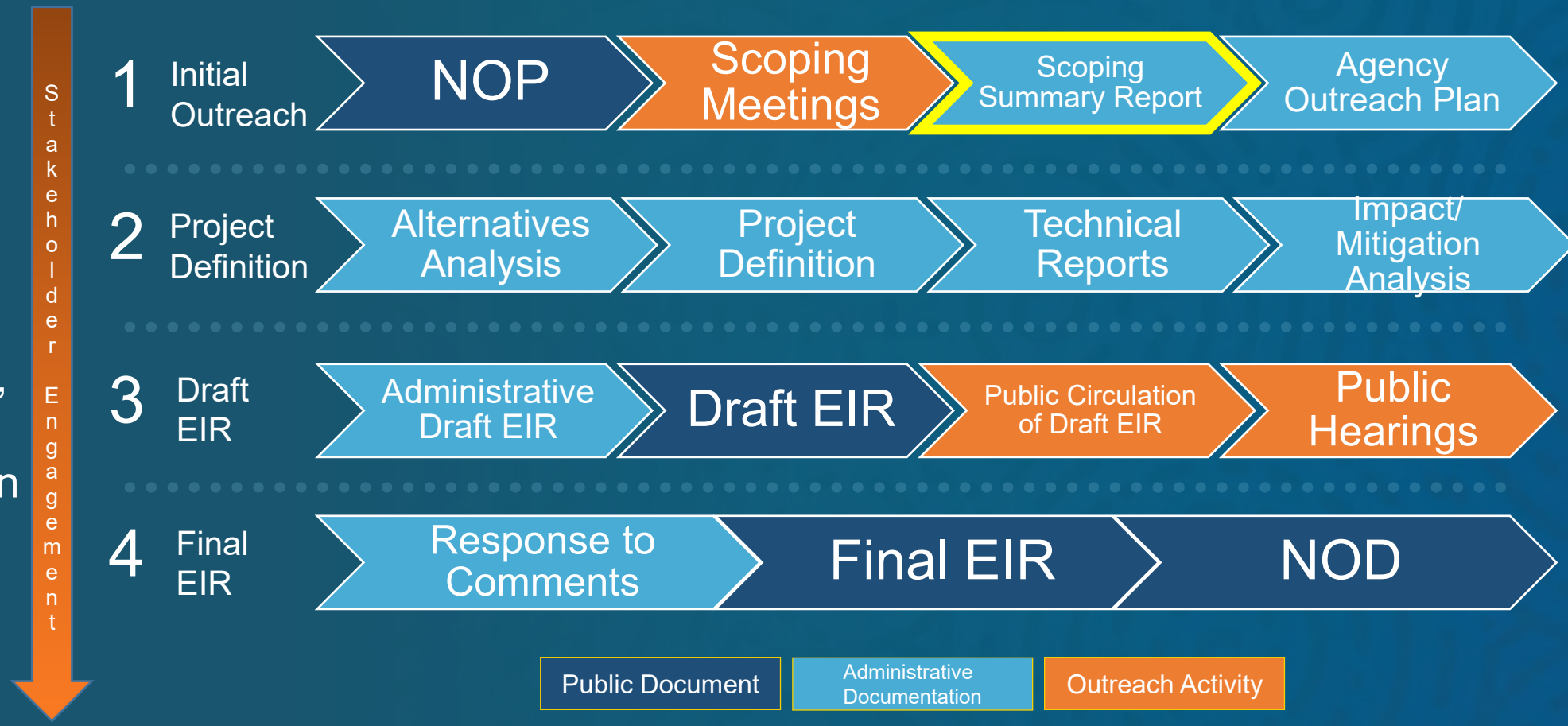
August
2020

Delta Conveyance Project: *Environmental Review Update*

Carrie Buckman
Environmental Program
Manager

Environmental Review Process

Identify, analyze and disclose the potential significant adverse environmental impacts of a proposed project, and provide feasible mitigation measures and alternatives to avoid or reduce such effects.



Environmental Planning Update

- California Environmental Quality Act (CEQA): work continues to identify existing conditions and develop methods to analyze impacts
- National Environmental Policy Act (NEPA): scoping comments due to the United States Army Corps of Engineers by October 20
- Soil Investigations: field work under Initial Study/Mitigated Negative Declaration scheduled to start in late September/early October with site clearances
- Community Benefits: DWR is developing a framework for community benefits discussions with the SEC to start in December

DCA Delivery Schedule

Alternatives	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
EAST & CENTRAL CORRIDORS											
Environmental Data	»»	»»	★								
Project Engineering Report				»»	»»	»»	★				
BETHANY CORRIDOR											
Environmental Data		»»	»»	»»	»»	»»	★				
Project Engineering Report								»»	»»	»»	★

Project Engineering Report – Detailed engineering information included in EIR/EIS Document. The Report contains the following components:

- Summary Narrative
- Technical Memorandum *(Appendix to Narrative)*
- Drawings
- Maps

Environmental Data – Information needed by Environmental Analysis team to assess impacts. The deliverable includes the following components:

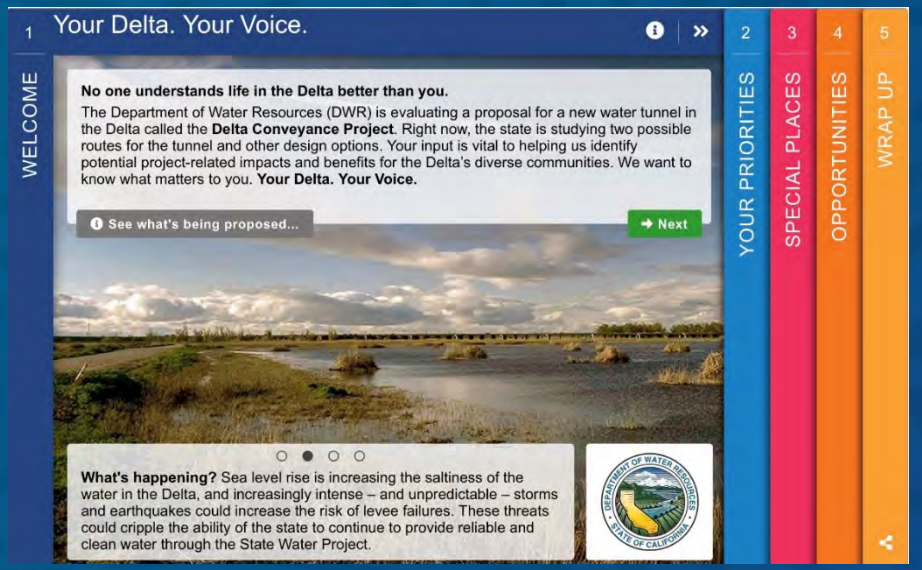
- Drawings
- Maps
- Data Tables

Survey of Delta Environmental Justice Communities

1. **Learn about the places and resources important to people**
   - A robust understanding of these baseline values will improve the CEQA analysis of disproportionate impacts to Disadvantaged Communities in the Delta.
2. **Identify potential project-related impacts and benefits for the Delta's diverse communities**
   - Goal is to identify ways in which the project may affect these places and resources and consider options to reduce these impacts or benefit Disadvantaged Communities in the Delta.

Survey Design

- Collect data and provide education
- Quick and engaging
- Robust marketing to encourage broad participation
- Mobile-friendly, digital surveys are a best practice
- In-person, paper surveys discouraged due to COVID-19



What's Important to You?

PLEASE DRAG YOUR TOP 6 PRIORITIES ABOVE THE LINE WITH YOUR HIGHEST PRIORITY ON TOP.

↑ Order your top 6 items above this line ↑

- Suggest Anothe
- Historic & Cultural Pr
- Affordable, Quality
- Healthy Natural Env
- Recreation & Public
- Preserving Agric
- Roads & Public Tran
- Well-Maintained L
- Jobs, Training & Education
- Clean Air & Drinking Water
- Internet Access

to you for
g the quality of

6 priorities above
nest priority on

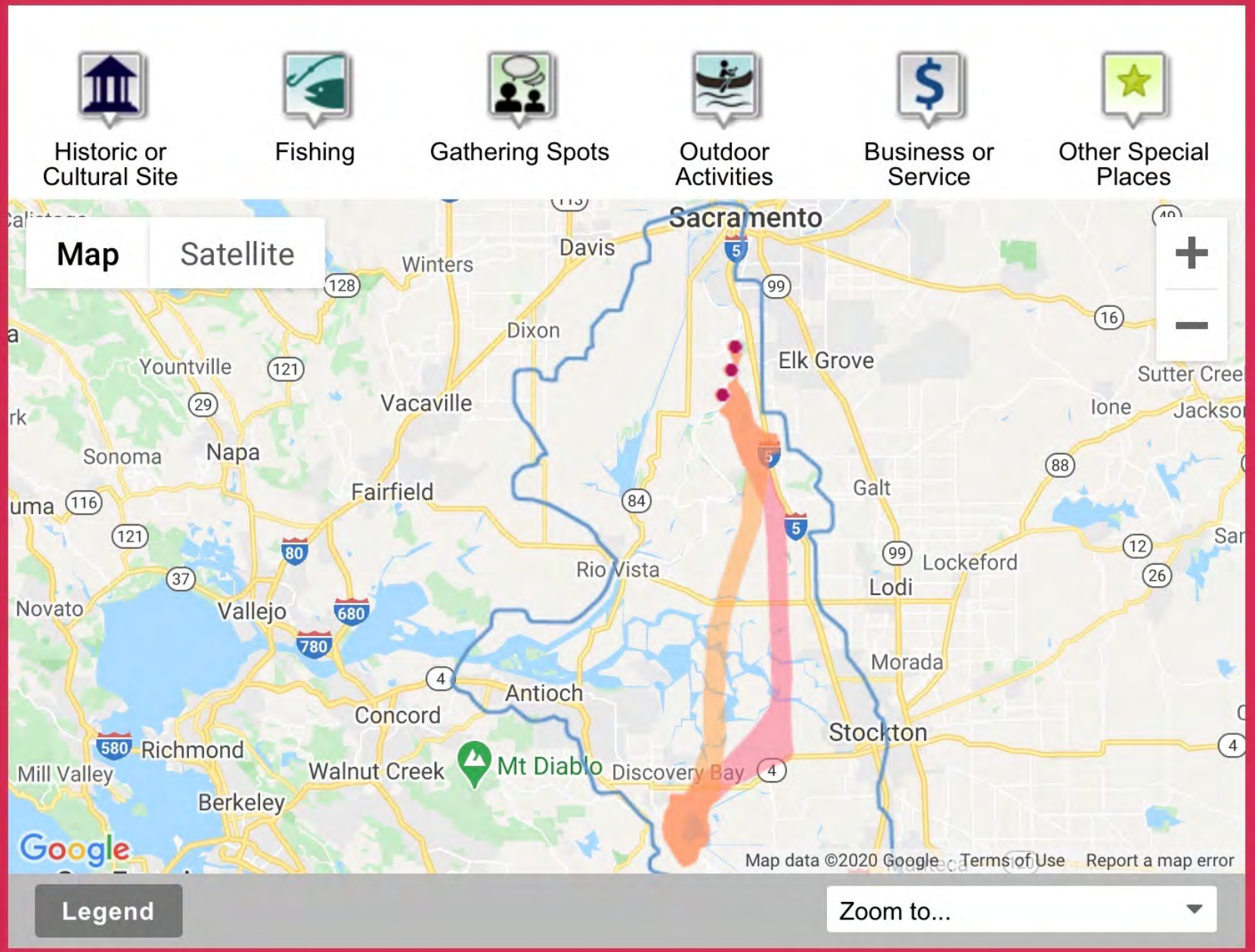
What's Important to You?

What is most important to you for maintaining or improving the quality of your life in the Delta?

Please drag your top 6 priorities above the line with your highest priority on top.

Places That Matter to You

DRAG AND DROP AT LEAST 3 MAP MARKERS TO SHOW US THE PLACES THAT ARE SPECIAL TO YOU.



Delta Community Needs

PLEASE TELL US ABOUT YOUR EXPERIENCE AND THE NEEDS IN YOUR COMMUNITY.

Your Delta Today
Your Economic Wellbeing
Your Experience in Nature
Your Voice

Your Delta Today

What do you like best about the Delta region? (Choose up to 5)

- [ ] Local jobs
- [ ] Access to affordable, quality housing
- [ ] Quality of the natural environment
- [ ] Slower lifestyle & small town feel
- [ ] Beautiful, rural landscape
- [ ] Welcoming community
- [ ] Access to outdoor activities
- [ ] Diverse cultures
- [ ] History and culture of the area
- [ ] Other (tell us more below)

What, if any, concerns do you currently have about living or working in the Delta? (Choose up to 5)

- [ ] Local jobs
- [ ] Access to affordable, quality housing
- [ ] Quality of the natural environment
- [ ] Drinking water quality
- [ ] Levee maintenance & flooding
- [ ] Traffic
- [ ] Other (tell us more below)
- [ ] Non-welcoming community
- [ ] Access to outdoor activities
- [ ] Air quality
- [ ] Access to internet
- [ ] Quality of roads
- [ ] Public transit (buses, etc.)

Would you like to say more?

Type...

0/500

Dates, Languages and Marketing

- Expect survey to be in field September 29 - November 30
- Survey will be in English, Spanish, Chinese, and Tagalog (the top 4 spoken languages of the residents in the 5-county Delta region)
- Marketing will include:
  - Postcard to ~13k people
  - E-blast
  - Social media
  - Flyers
  - Extensive phone bank

How to Access and Next Steps

- Access:
  - YourDeltaYourVoice.org
  - QR codes
- Next Steps
  - Please help spread the word, encourage participation
  - Contact Heather@AgInnovations.org if you can help

Item 4b.

Bethany Alternative - Facility Siting Analysis

Delta Conveyance Alternatives

All Alternatives

Intakes and North Tunnels

East Alternative

Eastern Tunnel Corridor

Central Alternative

Central Tunnel Corridor

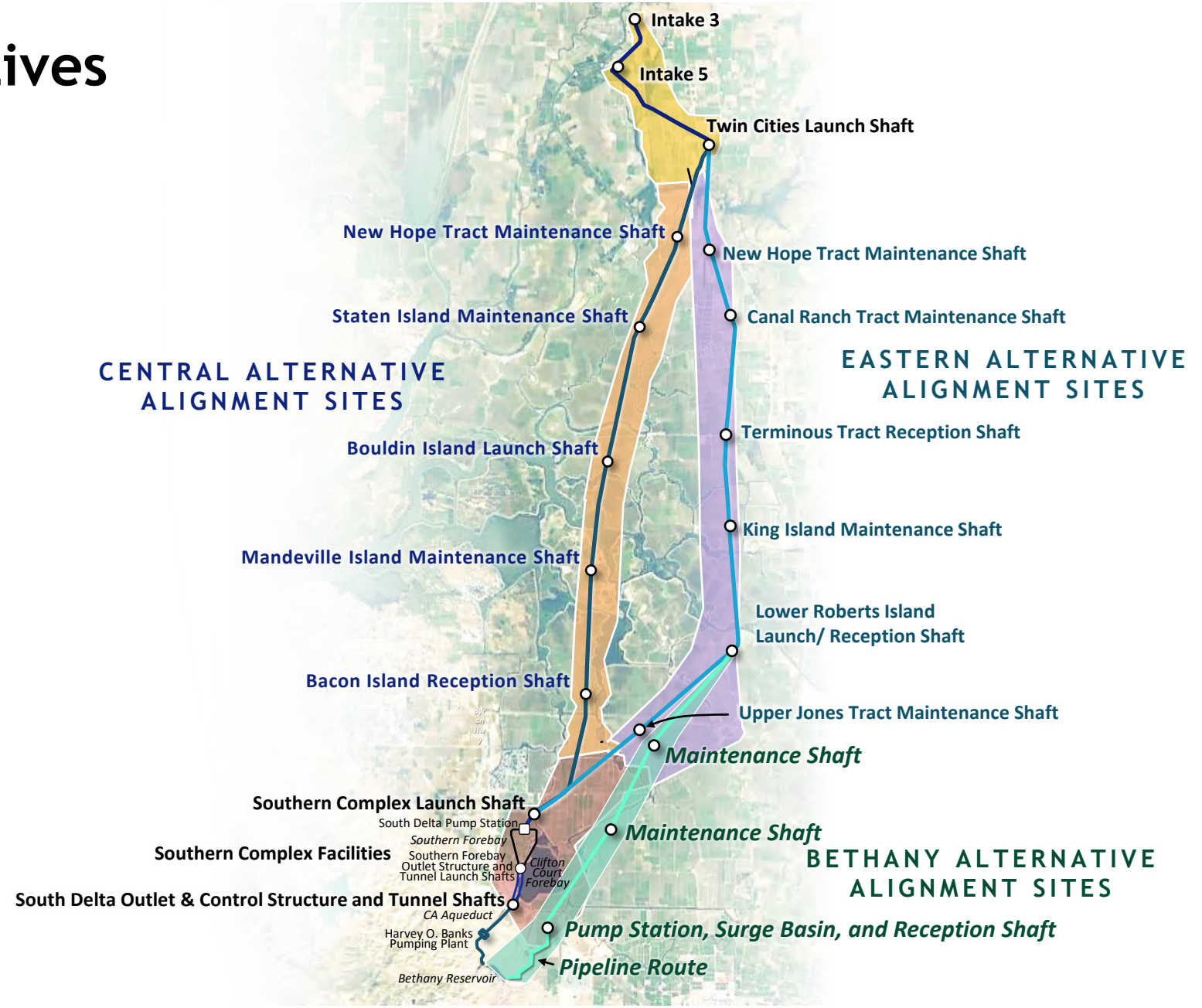
East & Central Alternatives

Pump Station, Southern Forebay & South Delta Conveyance

Bethany Alternative

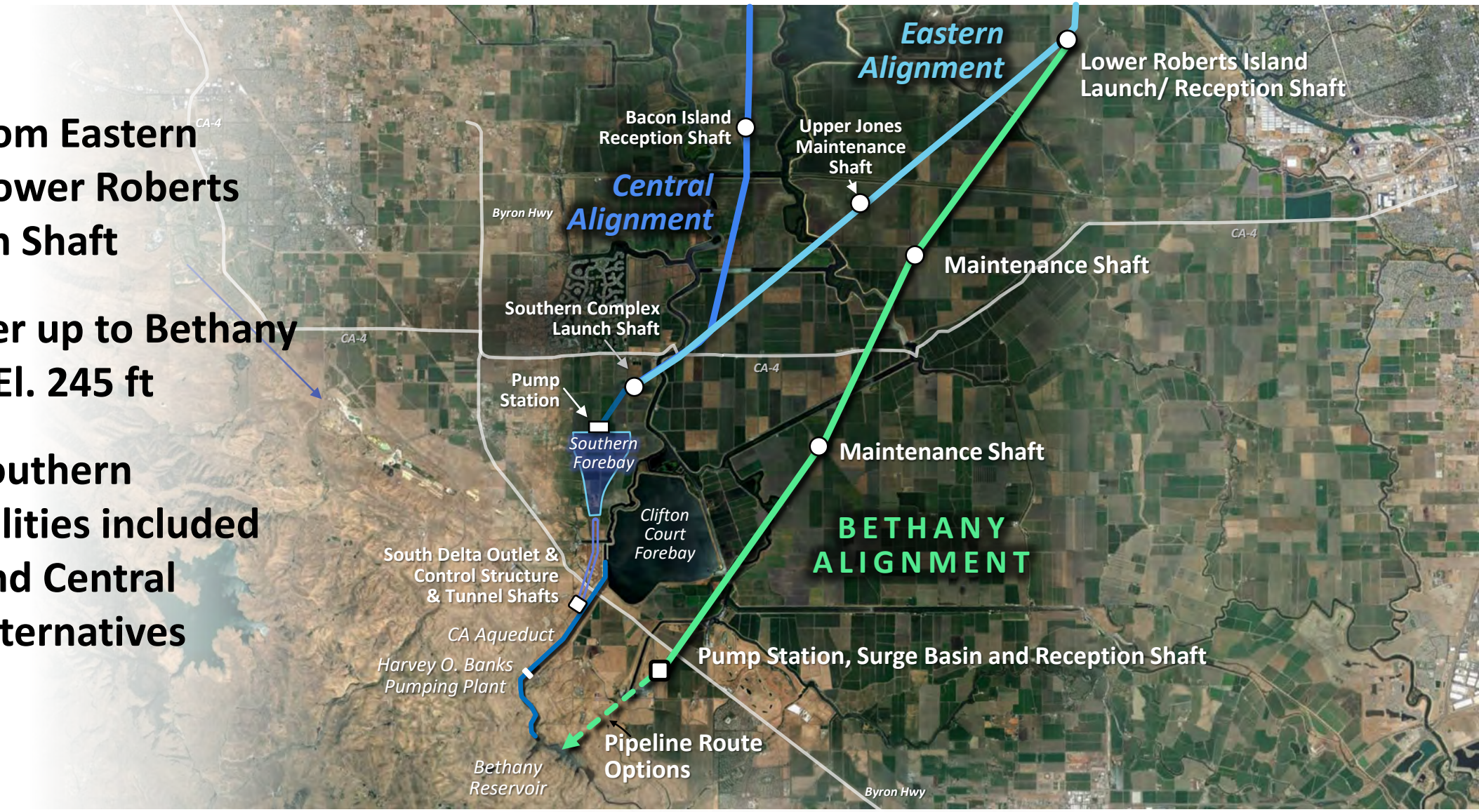
Eastern Tunnel Corridor

Bethany Corridor, Pump Station, Surge Relief Basin and Pipelines

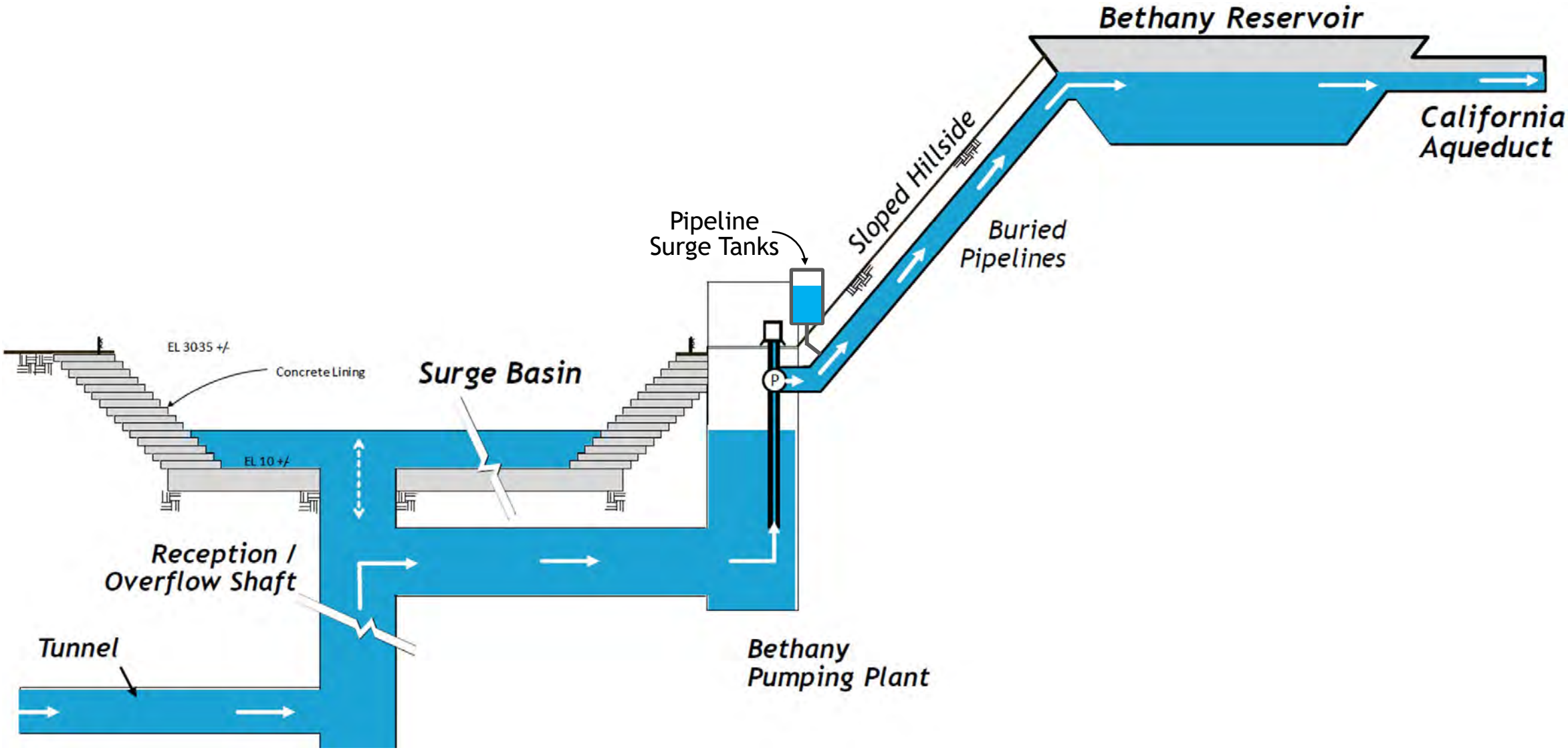


Bethany Alternative

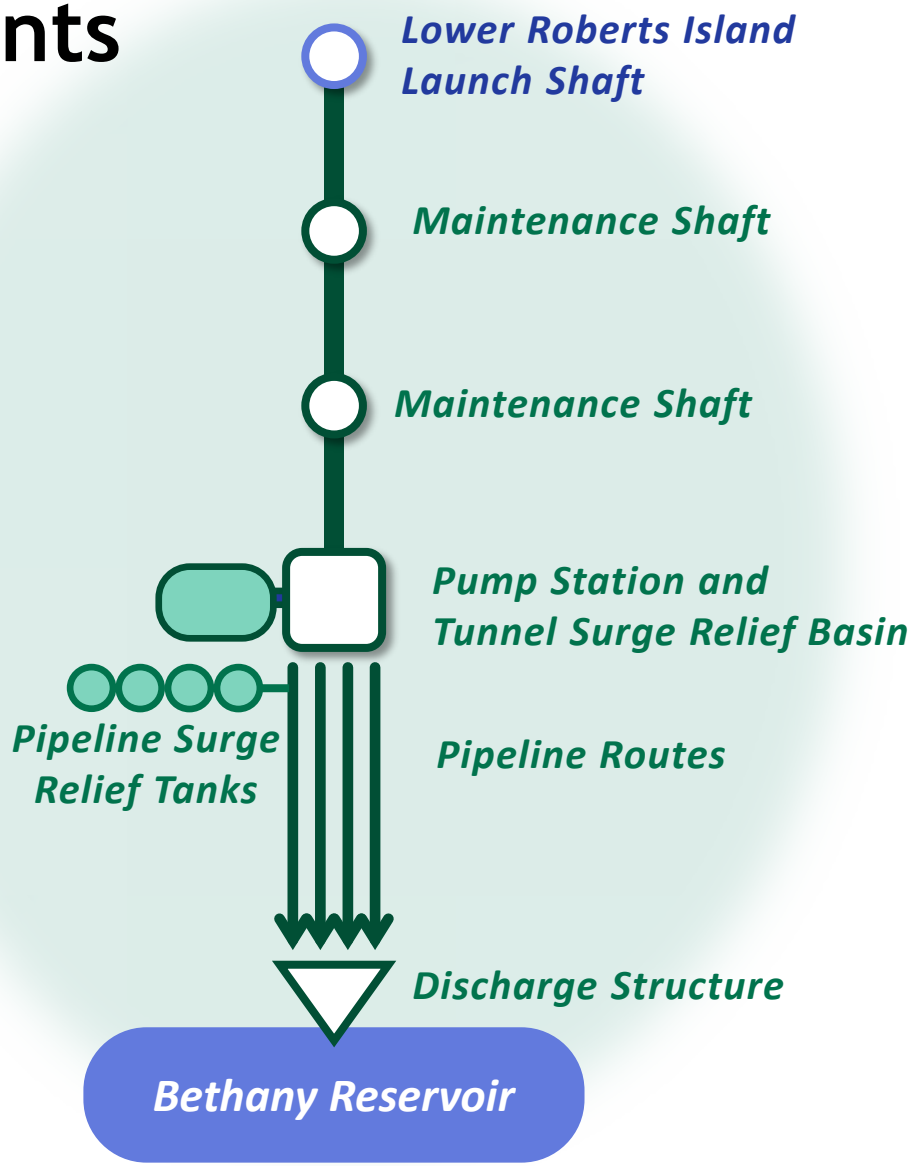
- Originates from Eastern Corridor at Lower Roberts Island Launch Shaft
- Delivers water up to Bethany Reservoir at El. 245 ft
- Eliminates Southern Complex Facilities included in the East and Central Alignment Alternatives



Schematic of Bethany Reservoir System Configuration



Bethany System Components

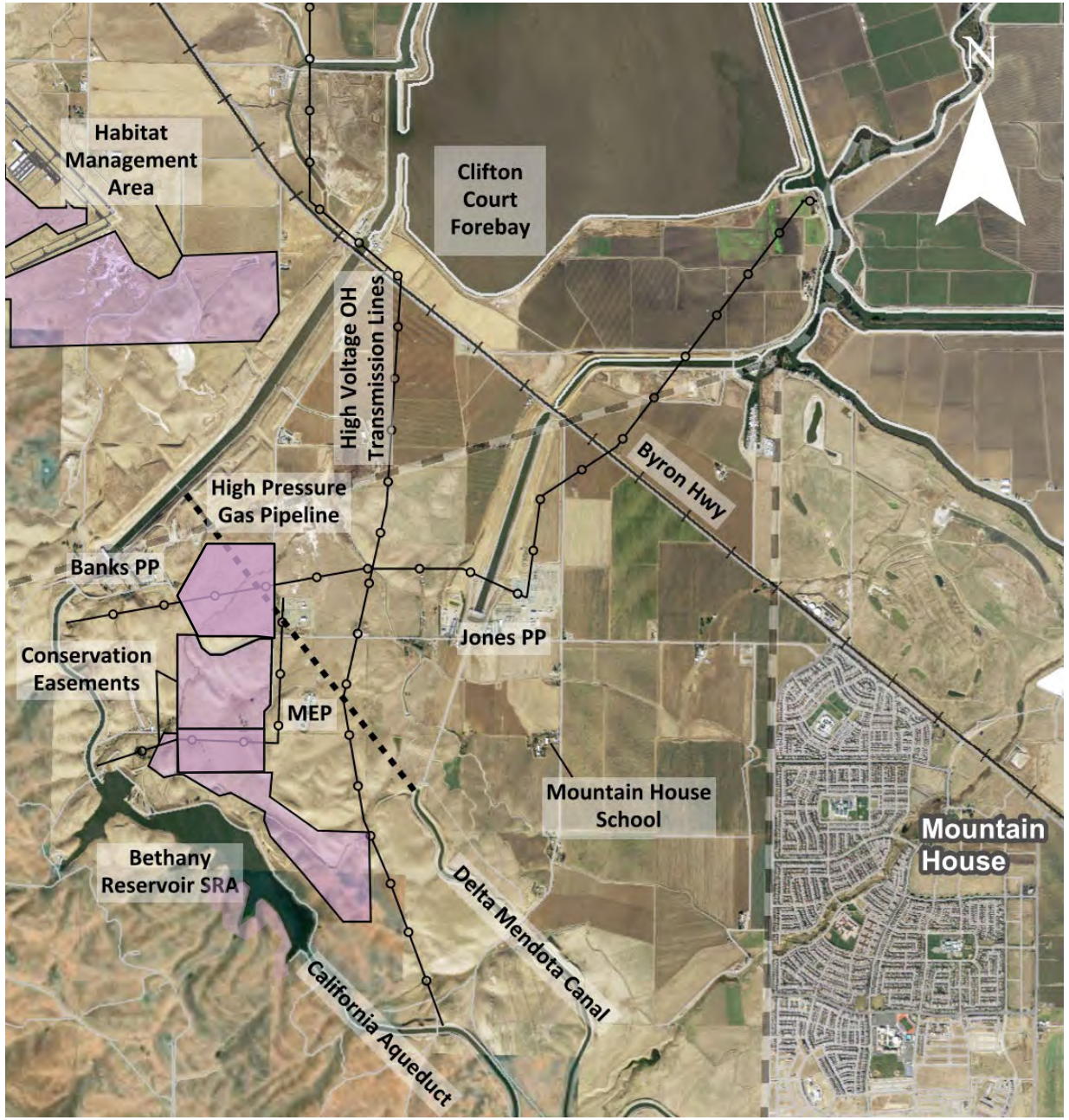


- **Tunnel** and two **Maintenance Shafts** to convey flow from Lower Roberts Island Launch Shaft to Pump Station
- **Pump Station** to lift tunnel flow up to Bethany Reservoir
- **Surge Relief Basin** adjacent to Pump Station to release water during a power outage surge
- Four parallel **Pipelines** to convey water from Pump Station to Reservoir
- **Surge Relief Tanks** adjacent to Pipelines to release water during a power outage surge
- **Discharge Structure** into Bethany Reservoir

Pump Station and Surge Relief Basin Siting Alternatives Analysis

Pump Station Siting - Existing Considerations

- Conservation Easements and Habitat Management Areas
- Power Lines and Gas Pipelines
- State and Federal Water Facilities
- Mountain House and Mountain House School
- Steep grades up to Bethany Reservoir

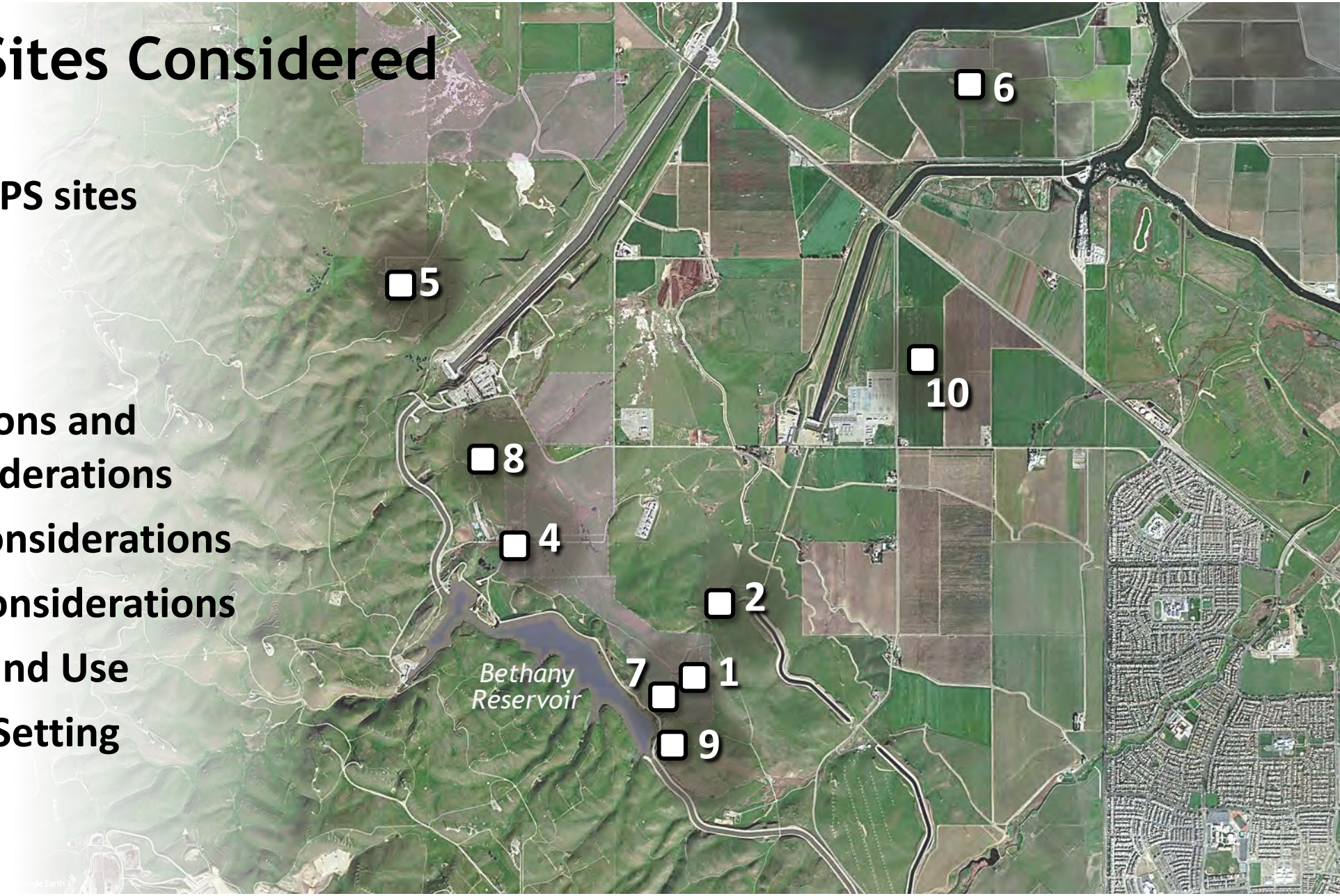


Pump Station Sites Considered

Total of 10 potential PS sites considered

<u>Comparison Criteria</u>:

- **System Operations and Flexibility Considerations**
- **Construction Considerations**
- **Geotechnical Considerations**
- **Property and Land Use**
- **Environmental Setting**



Bethany Reservoir Options Comparison

Criterion	Importance	Pump Station Siting Options 1	2	ELIMINATED	4	5	6	7	8	9	10
System Operations & Flexibility Considerations											
O&M Access	4										
Relative O&M Complexity	1										
CVP Expansion	3										
Impact to SWP Operations	4										
Hydraulic Operations Complexity	2										
Construction Considerations											
Construction Access	4										
Space Available	2										
Compatibility with Tunnel Shaft Locations	3										
Conflicts with Existing Linear Infrastructure	3										
Geotechnical Considerations											
Seismic Fault Crossing	1										
Challenges associated with Soil Type, Depth, etc.	3										
Property and Land Use											
Parcels Affected by Surface Facilities	2										
Future development	1										
Farmland Impacts	2										
Conflicts with Public Facilities	4										
Conservation Easements	5										
Environmental Setting											
Federal or State Threatened or Endangered Species	3										
Proximity to Sensitive Receptors	3										

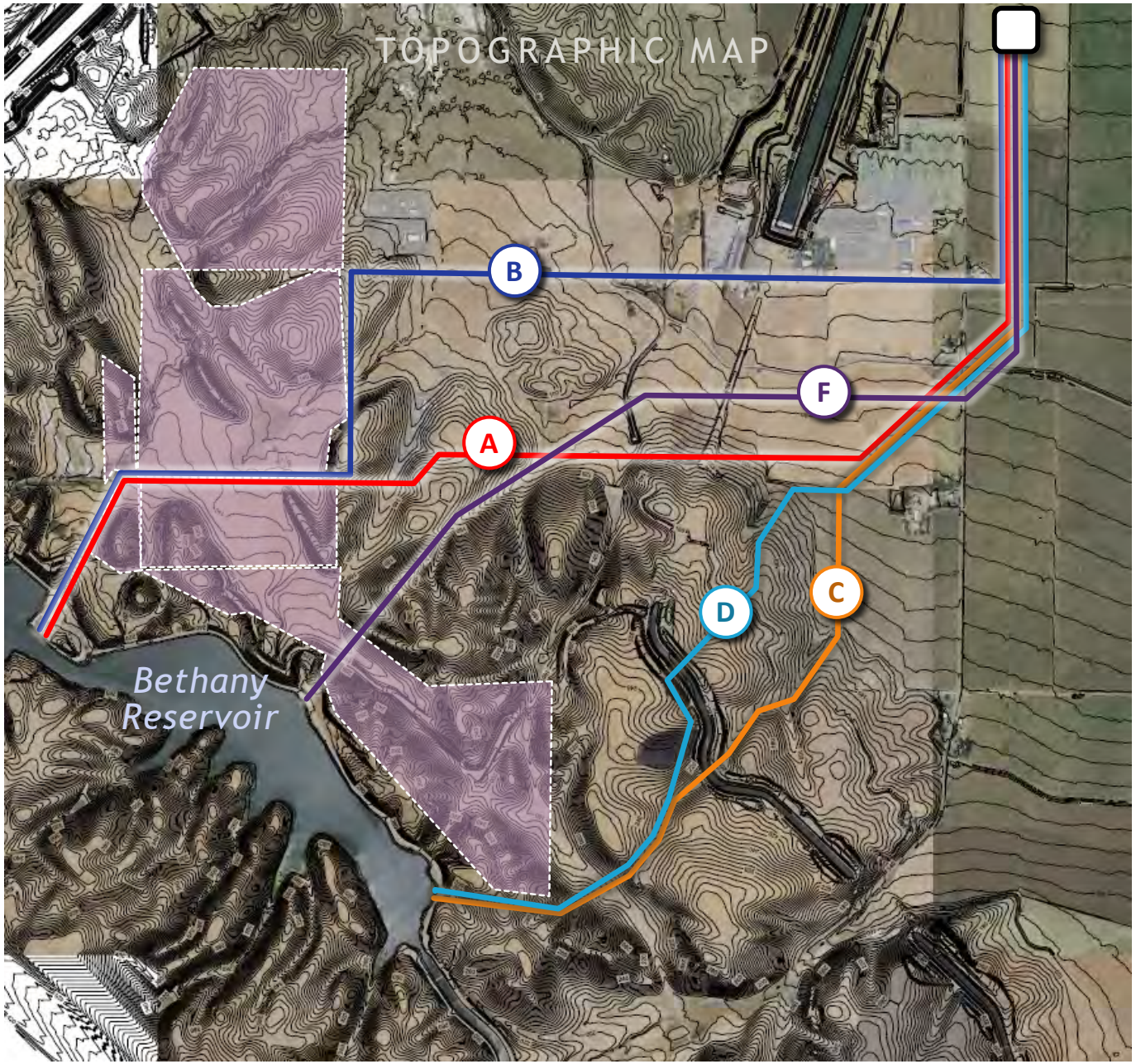
Site 10 - Most Favorable for Pump Station Siting

- Avoids impacts to conservation easements
- Excellent access from Byron Highway/Int 580 and to existing power
- Similar Pump Station configuration to existing DWR Facilities (pump from base of hill)
- Adequate space
- Low ground elevation to minimize height of surge relief basin and avoid dam safety regulations

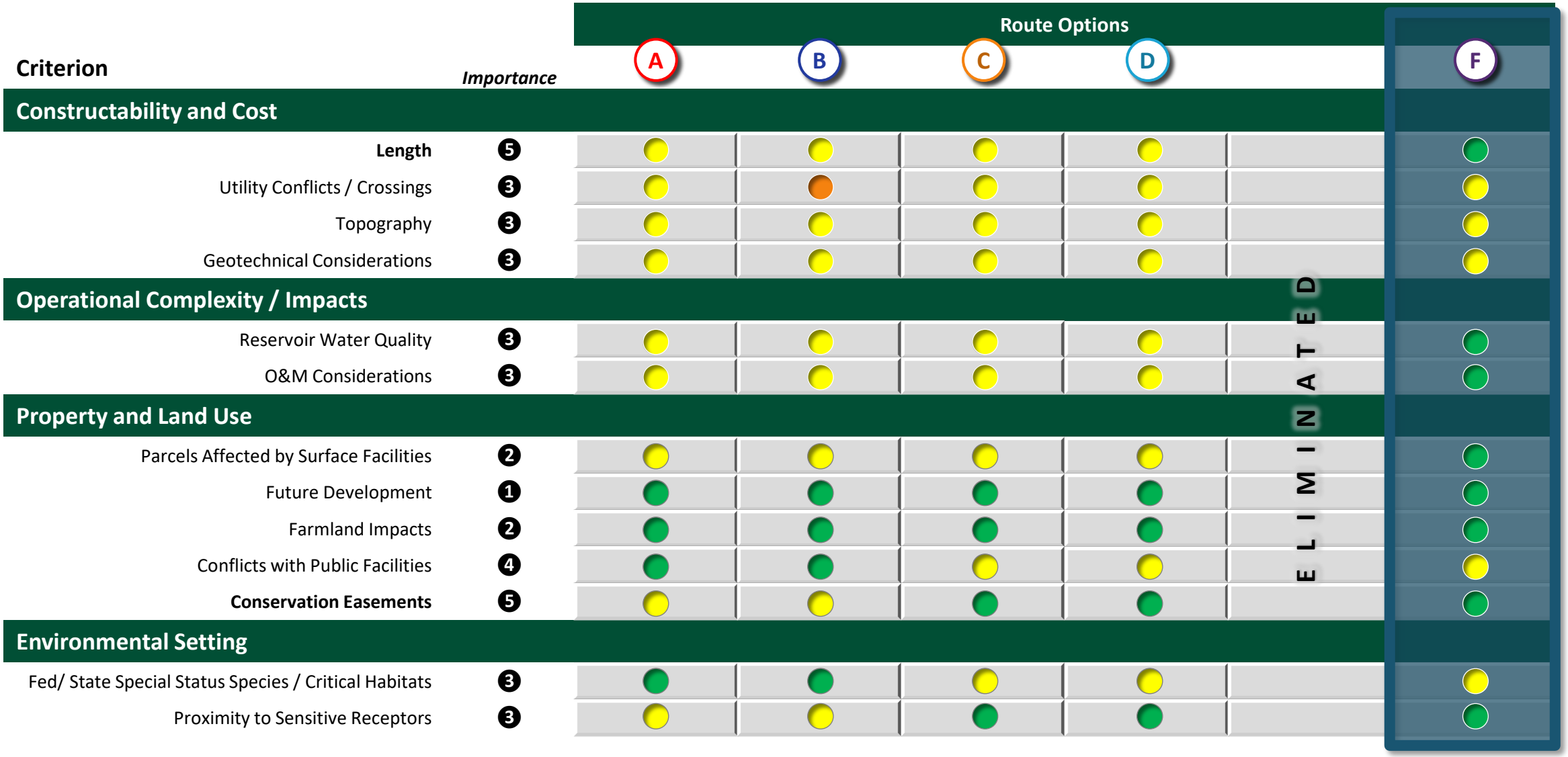
Pipeline Alignment Alternative Routing Analysis

Pipeline Alignment Basics

- Pipeline corridor extends from Pump Station to Bethan Reservoir.
- Four ~15 ft diameter parallel steel pipelines required (at 6,000 cfs).
- Pipelines constructed with open cut and cover methods and in some areas tunneled.
- Steep incline from Pump Station at ground elevation 50 ft to Reservoir at elevation 245 feet.
- Need to cross federal aqueduct, several channels, conservation easements, and the peak along the ridge of the reservoir.



Bethany Reservoir Pipeline Options Comparison



Pipeline Route Summary

- Alignment has shortest length
- Discharge location in Reservoir provides adequate mixing to limit stagnation
- Maintains adequate distance from sensitive receptors
- Avoids conflict with existing surface structures and conservation easements
- Alignment requires two tunneled sections:
  - Under federal aqueduct (Delta-Mendota Canal)
  - Under conservation easement along southern perimeter of Bethany Reservoir

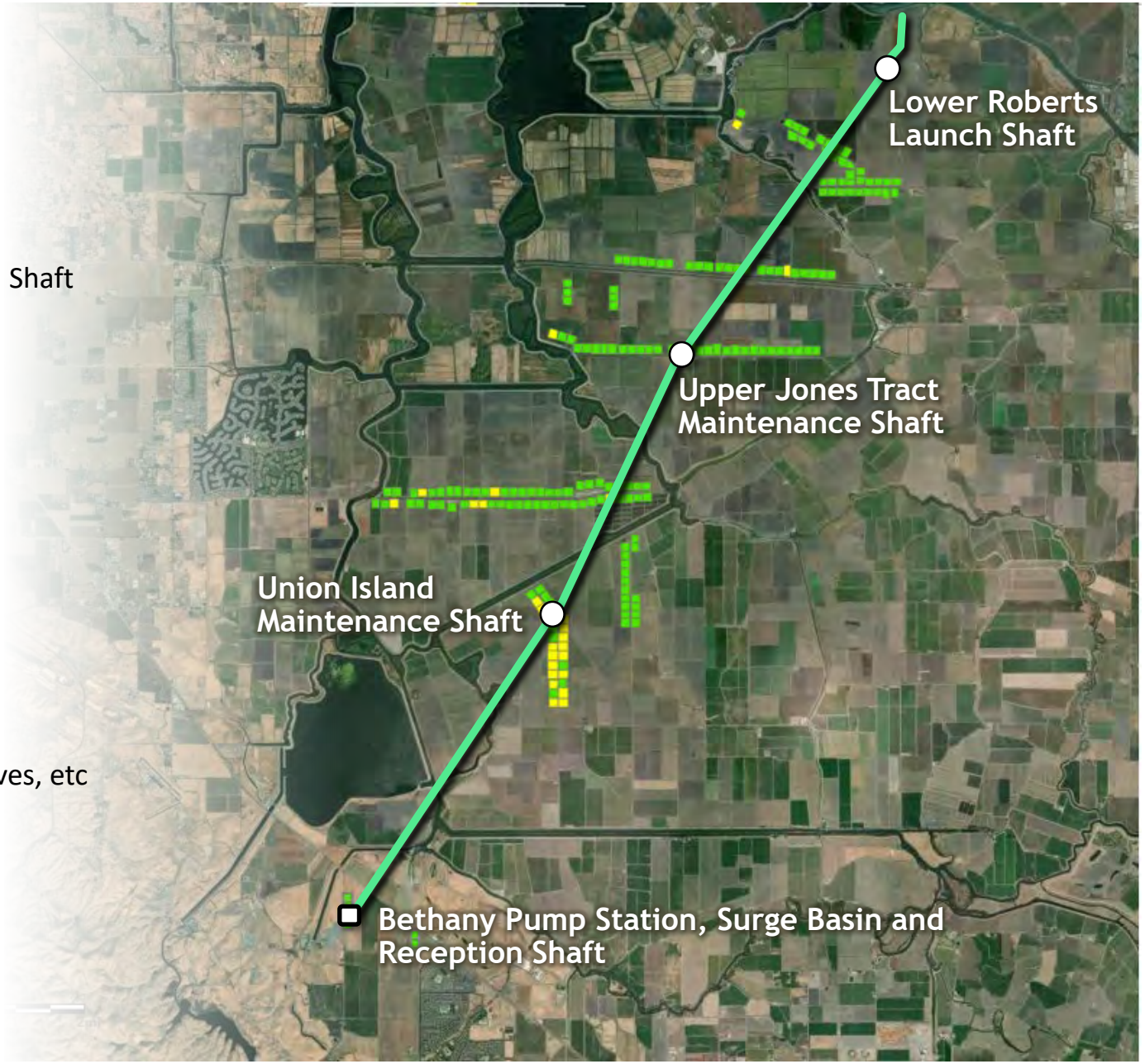
Tunnel Alignment and Maintenance Shaft Siting

Tunnel Alignment and Shaft Siting Analysis

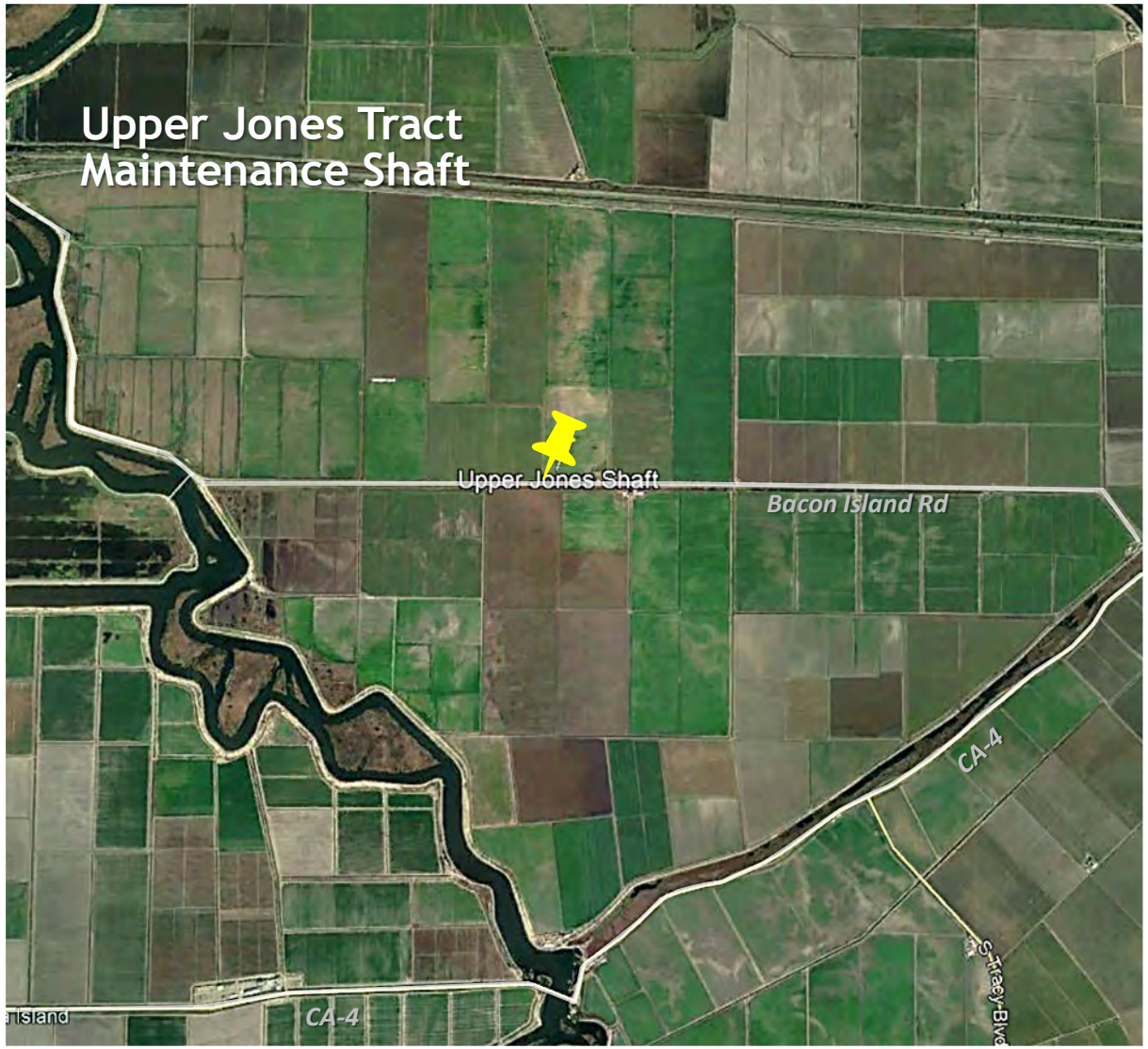
- **Tunnel Alignment Criteria:**
  - Maximum 15-mile tunnel drive length from Launch Shaft to Receiving Shaft
- **Maintenance Shaft Criteria:**
  - Every 4-6 miles along tunnel route
  - Minimum 10-acre site
- **Additional desirable criteria for shaft sites:**
  - Within 1/8-mile of existing roads***
  - > 1/2-mile from existing schools,
  - > 1/4-mile from existing houses,
  - > 1/2-mile from conservation land, refuges, preserves, etc

Rating Scale

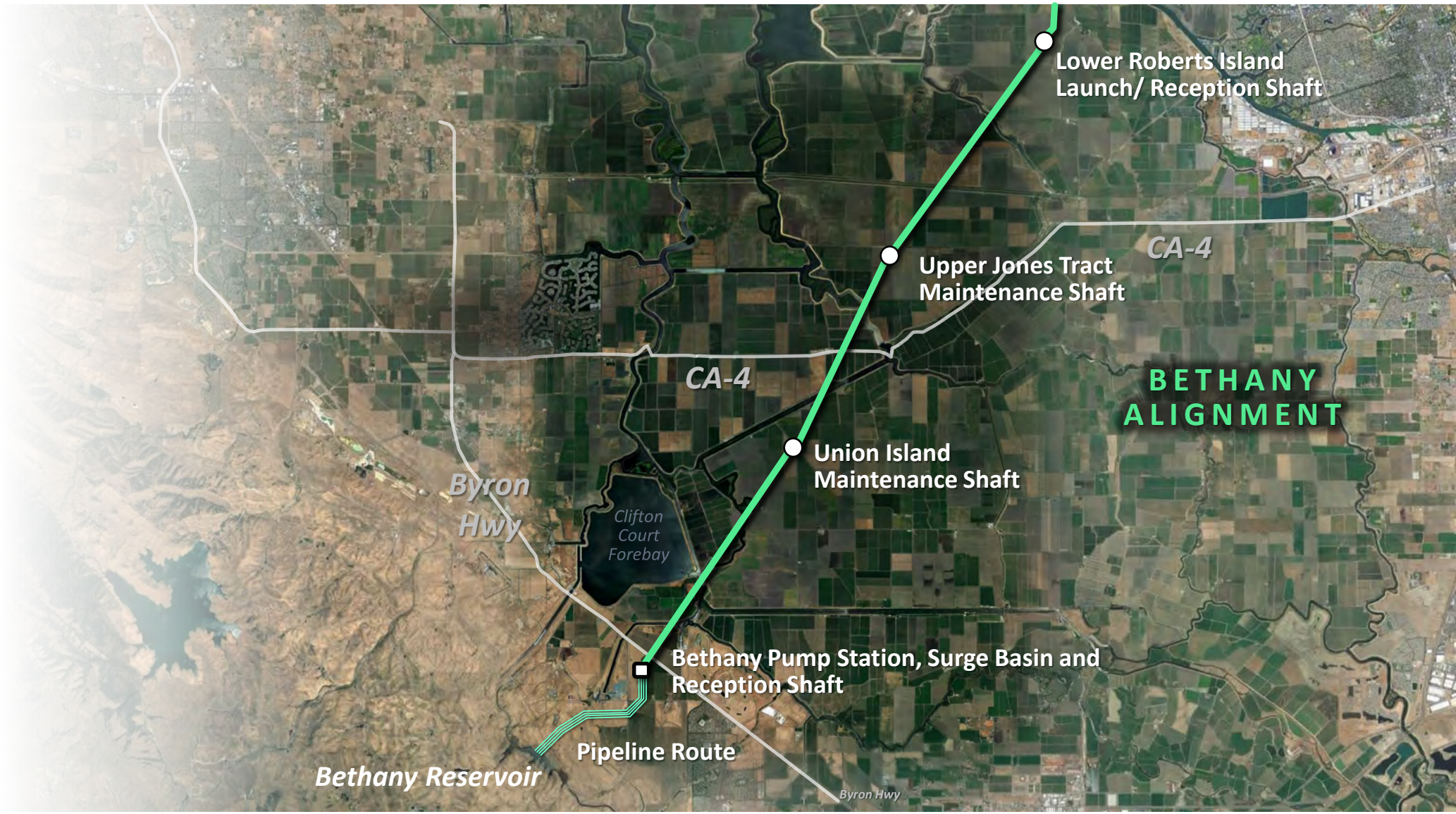
Overall Ranking	Theoretical Range
More Favorable	> 50th Percentile
Less Favorable	< 50th Percentile



Selected Maintenance Shaft Sites



Summary of Bethany Alternative Selected Facility Sites



Item 4c.

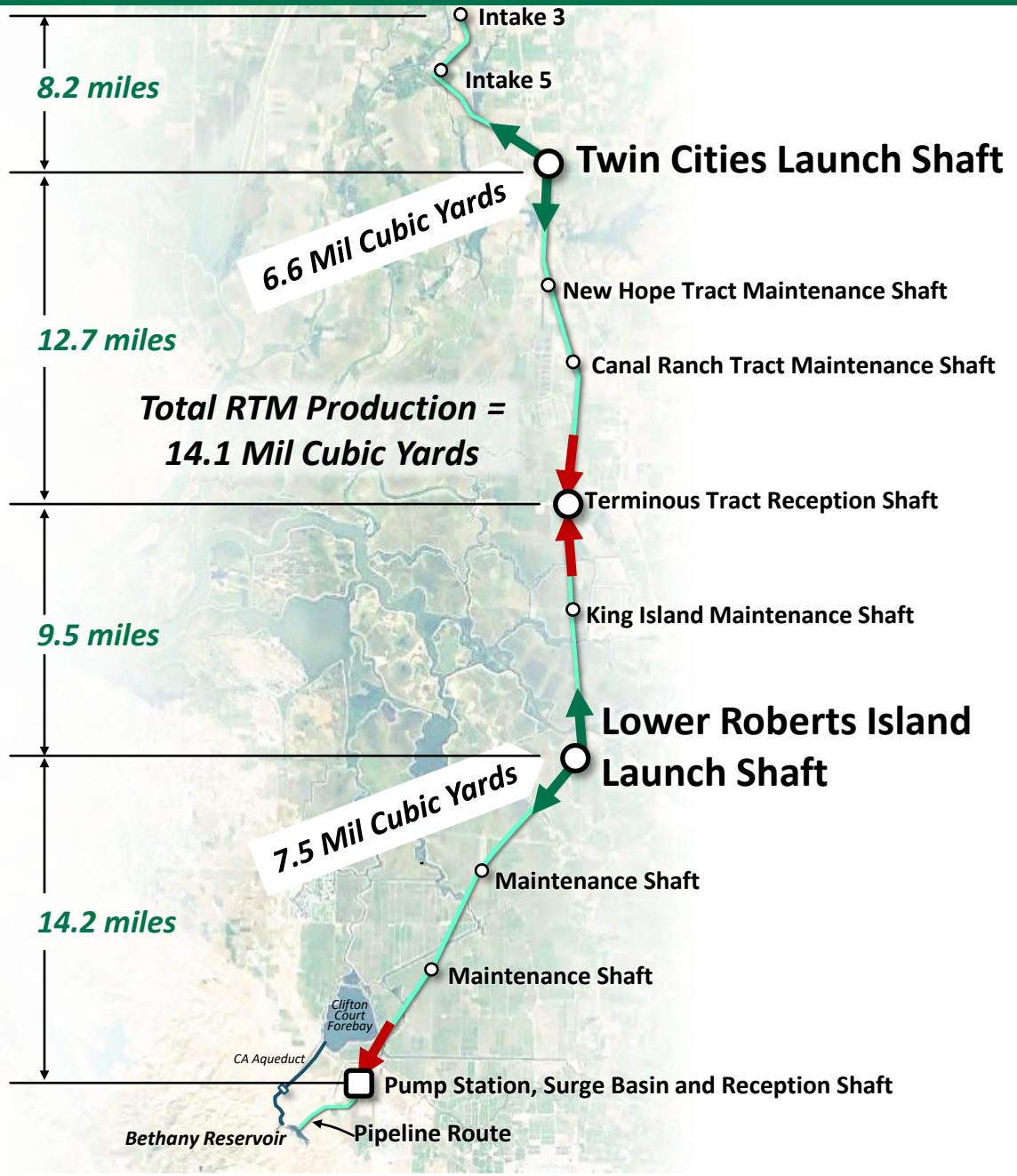
Bethany Alternative - RTM Management Plan

RTM Management Basics

- **Reminder - RTM is generated at Tunnel Launch Shaft Sites**
- **Bethany Alternative Launch Shaft Locations:**
  - Twin Cities
  - Lower Roberts Island
- **Twin Cities = 6.6 Million Cubic Yards**
- **Lower Roberts = 7.5 Million Cubic Yards**
- **There is NO Southern Forebay on the Bethany Alternative so no need to transport RTM from Twin Cities to Southern Facility Site**

HOW BIG IS 1 MIL CUBIC YARDS?

~600 acres 1 ft deep | ~60 acres 10 ft deep | ~300 Olympic Swimming Pools



Two Options for RTM Management

Option 1 - On-Site Stockpile

Option 2 - Off-Site Disposal

Twin Cities Stockpile

- Allow space on site for natural drying – eliminate mechanical drying
- Stockpiles 15 to 25 feet tall
- Eliminate rail spur and other logistics improvements at Twin Cities Drive Site that were provided for moving RTM from site to other locations

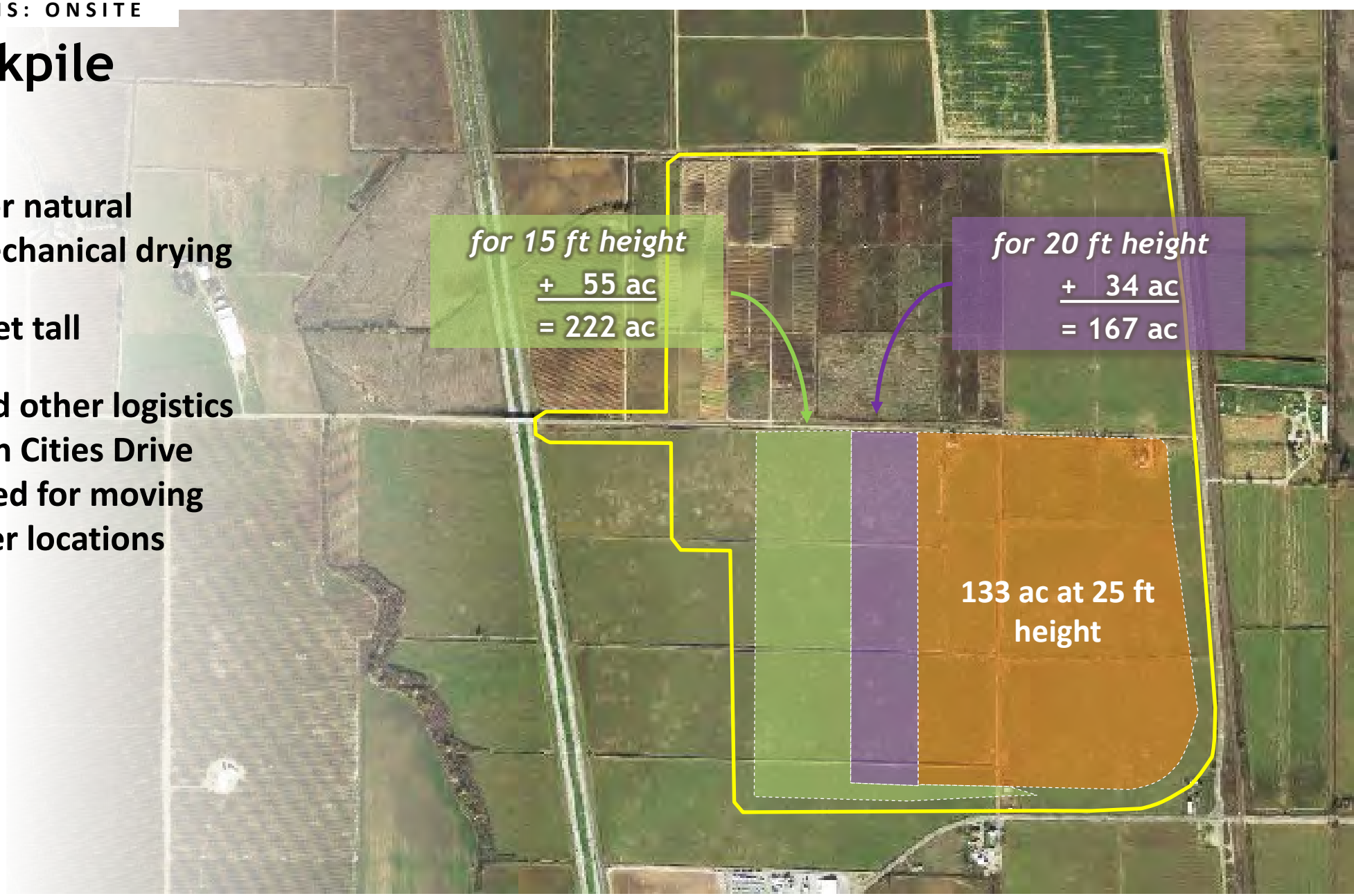


Photo Render of Stockpiles at Twin Cities

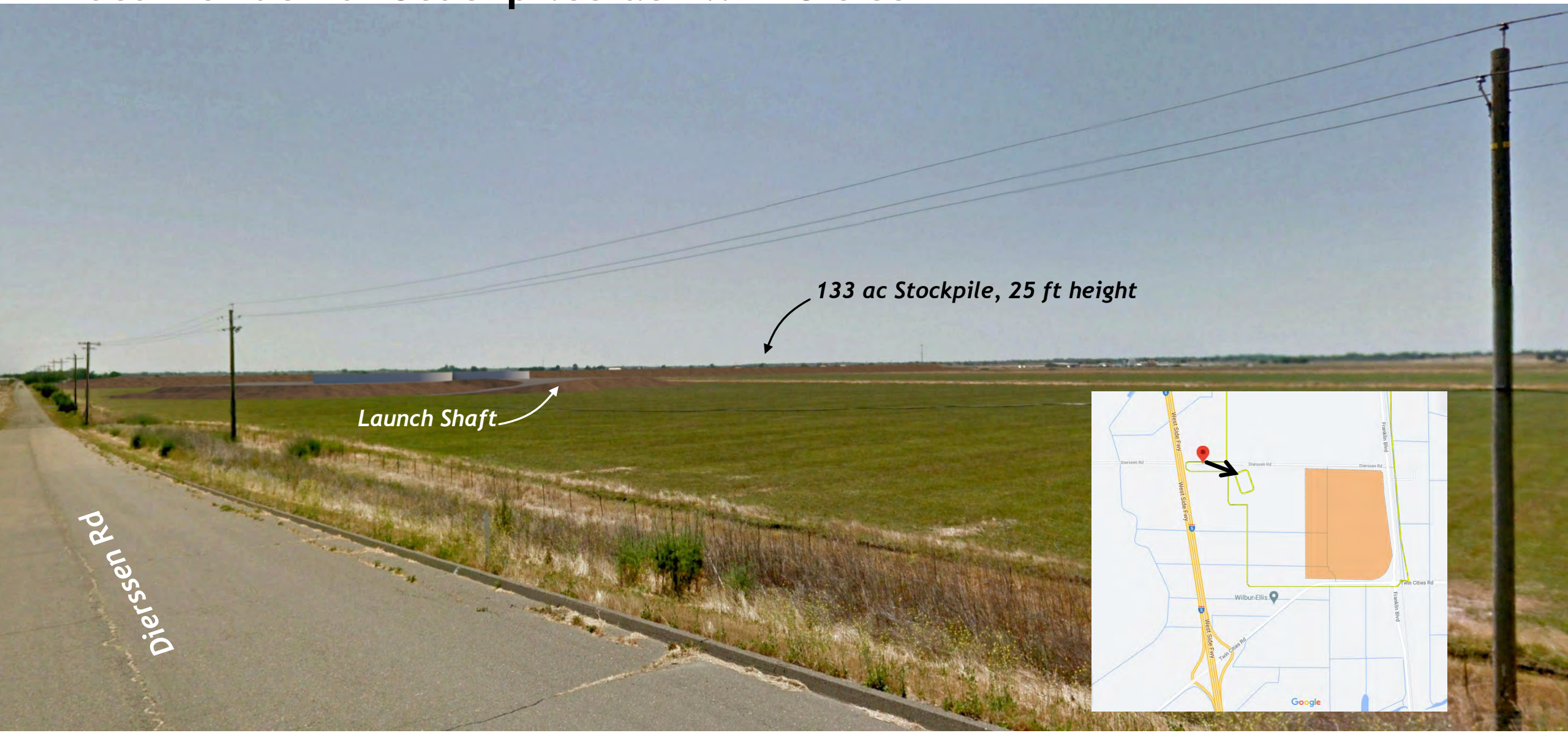


Photo Render of Stockpiles at Twin Cities

Photo Render of Stockpiles at Twin Cities

Photo Render of Stockpiles at Twin Cities

222 ac Stockpile, 15 ft height

133 ac Stockpile, 25 ft height

Lower Roberts Stockpile

- Allow space on site for natural drying
- Stockpiles 15 to 25 feet tall
- 15 ft height is similar to existing dredge stockpile height
- Maintain rail spur to reduce traffic impacts on Hwy 4 and Stockton Area
- Port of Stockton manages dredge stockpile on adjacent site – could coordinate material management

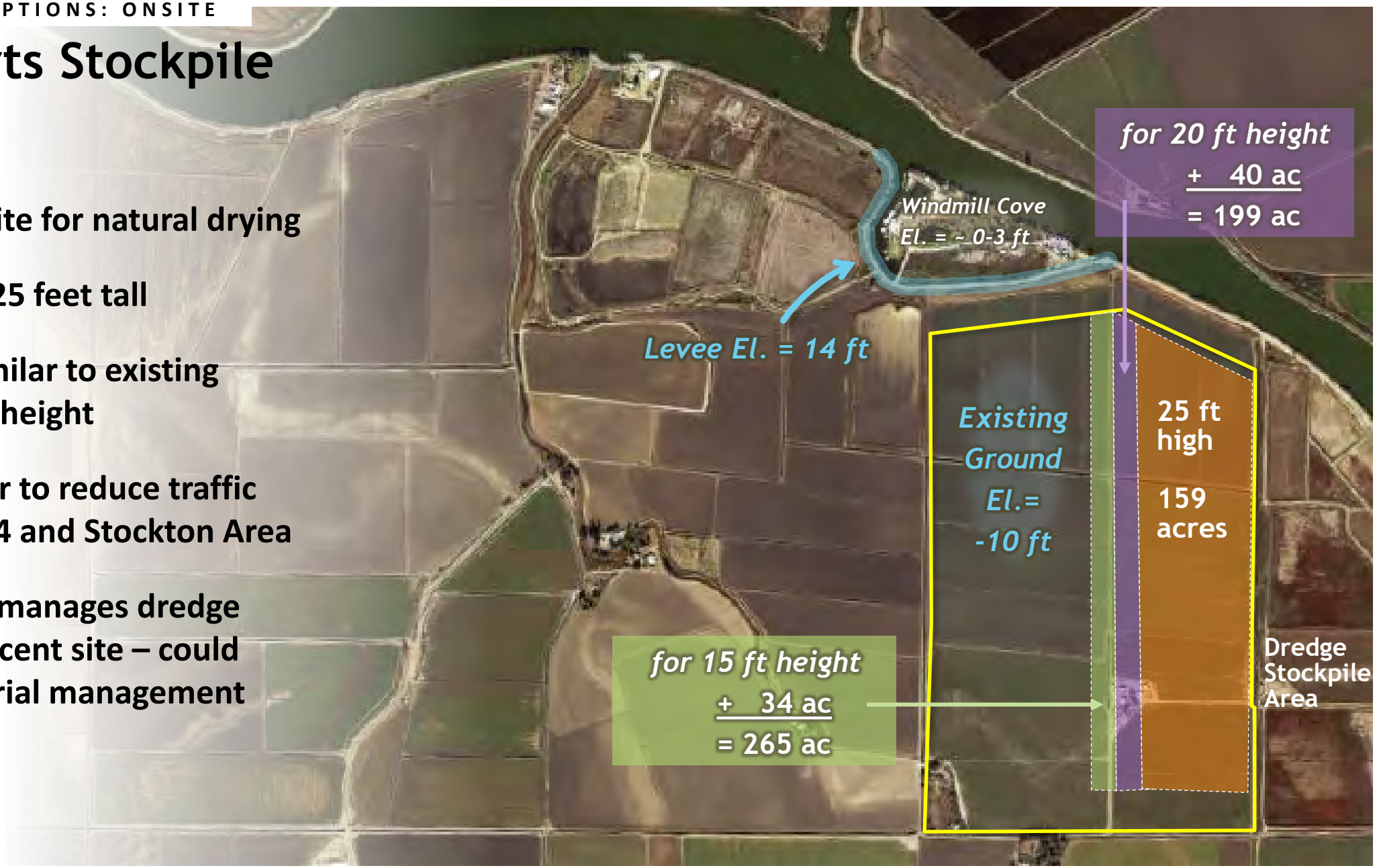
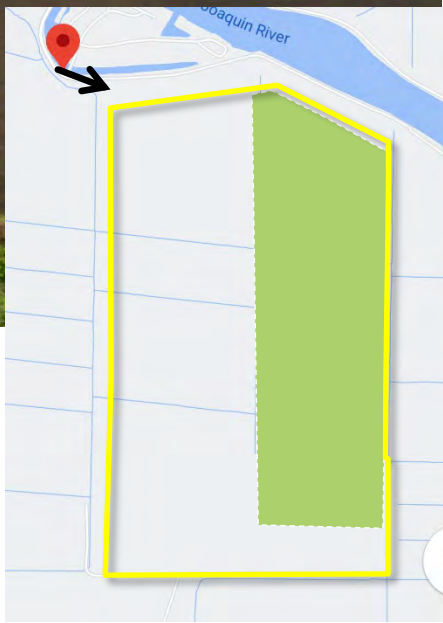


Photo Render of Stockpiles at Lower Roberts



265 ac Stockpile, 15 ft height

Option 2 - Off-Site Disposal Considerations

Smaller Site Required

- RTM is transported off-site as it is generated (following testing)
- No significant on-site drying required

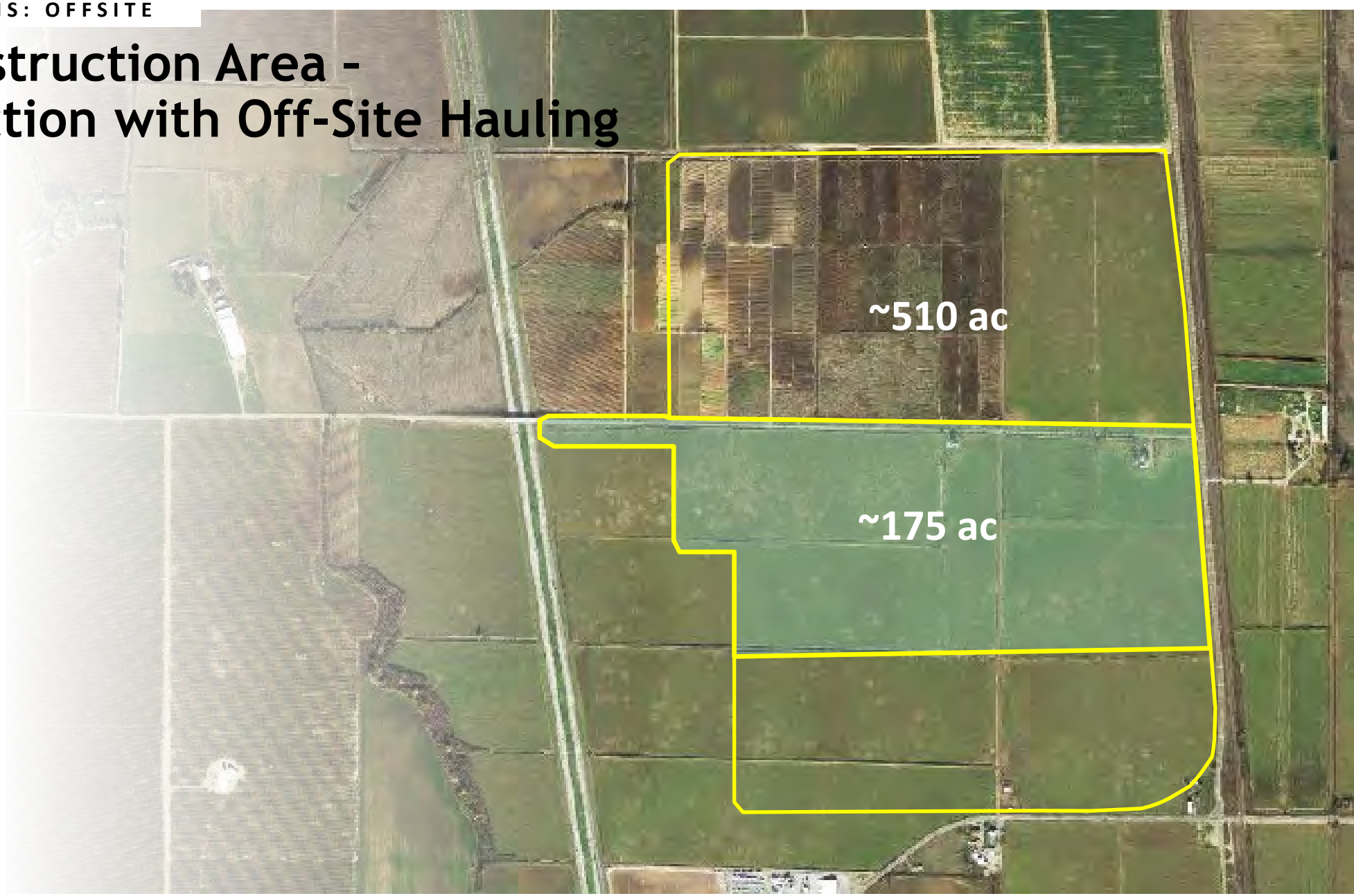
Hauling Methods

- Road
- Rail

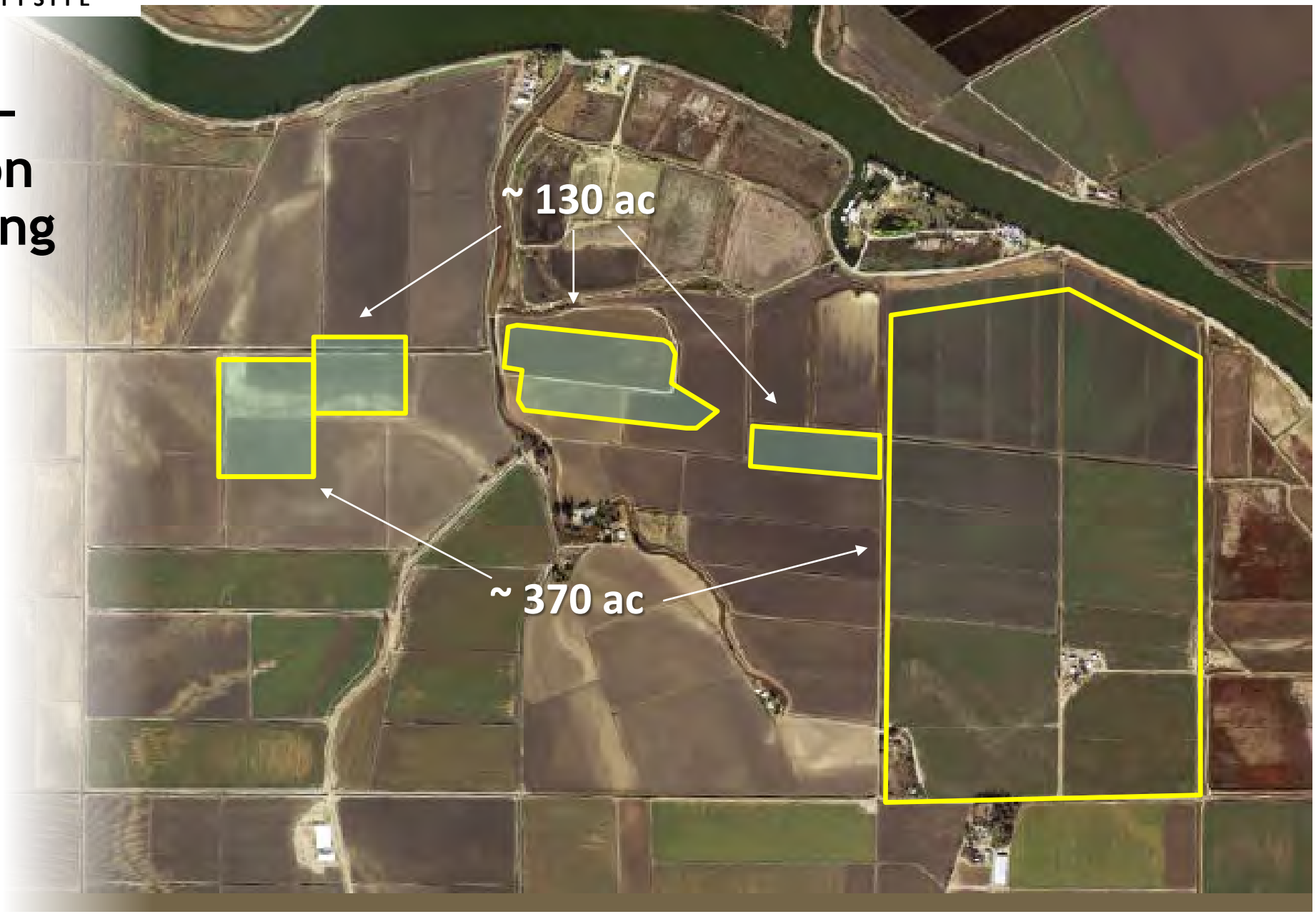
Disposal Options

- Quarries
- Landfills

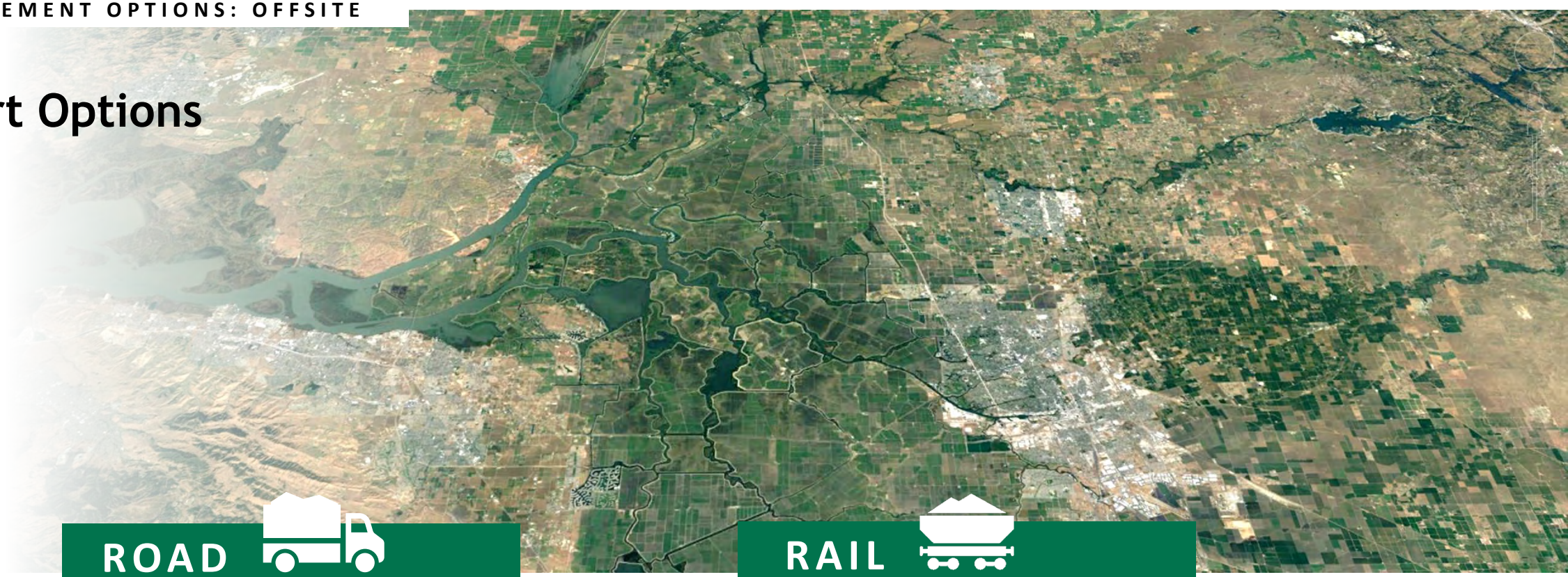
Twin Cities Construction Area - Footprint Reduction with Off-Site Hauling



Lower Roberts Construction Area - Footprint Reduction with Off-Site Hauling



Off-Site Transport Options



ROAD

- 13 cy/truck
- 3,600 truck trips / week avg (round trip)
- 7,200 truck trips / week max (round trip)

RAIL

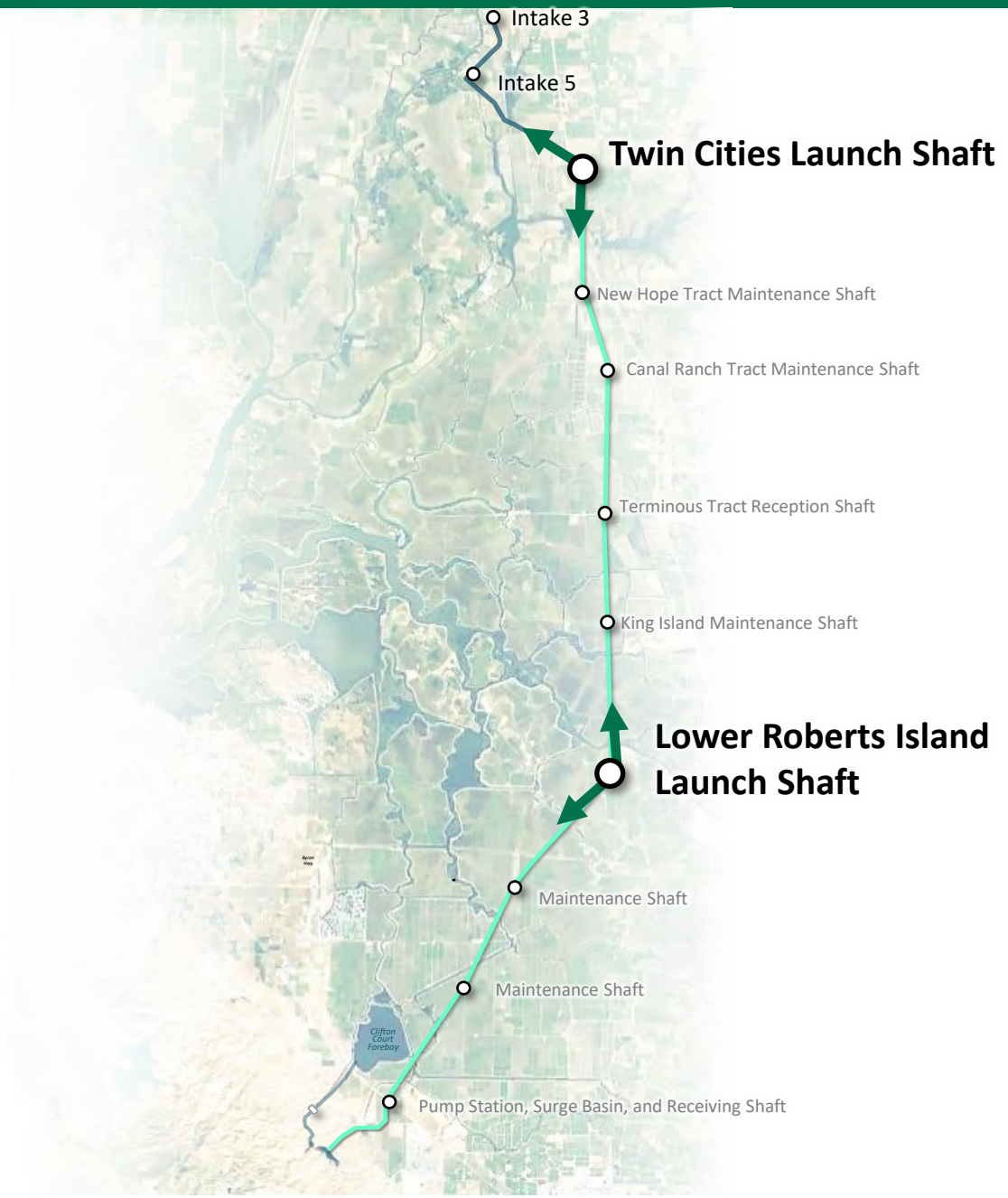
- 1,200 cy/trip (20 rail-car load)
- 21 trips / week avg
- 42 trips / week max

RTM Hauling Trip Counts

Trips to export all RTM from Twin Cities	
	*6.0 MCY**
Road	449,000 trips
Rail	5,000 trips

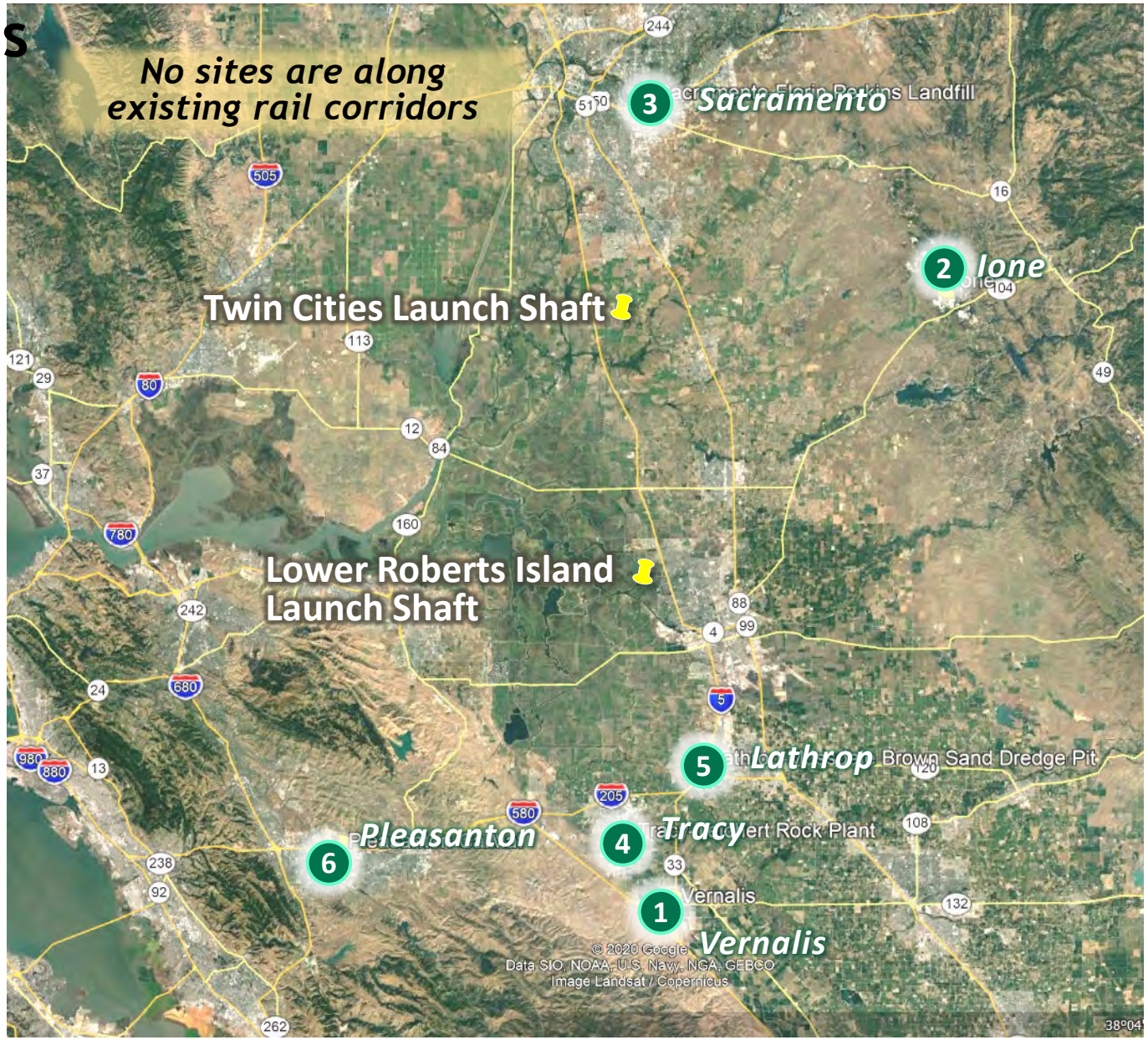
Trips to export all RTM from Lower Roberts	
	*7.2 MCY**
Road	536,000 trips
Rail	6,000 trips

*export after restoration of borrow areas

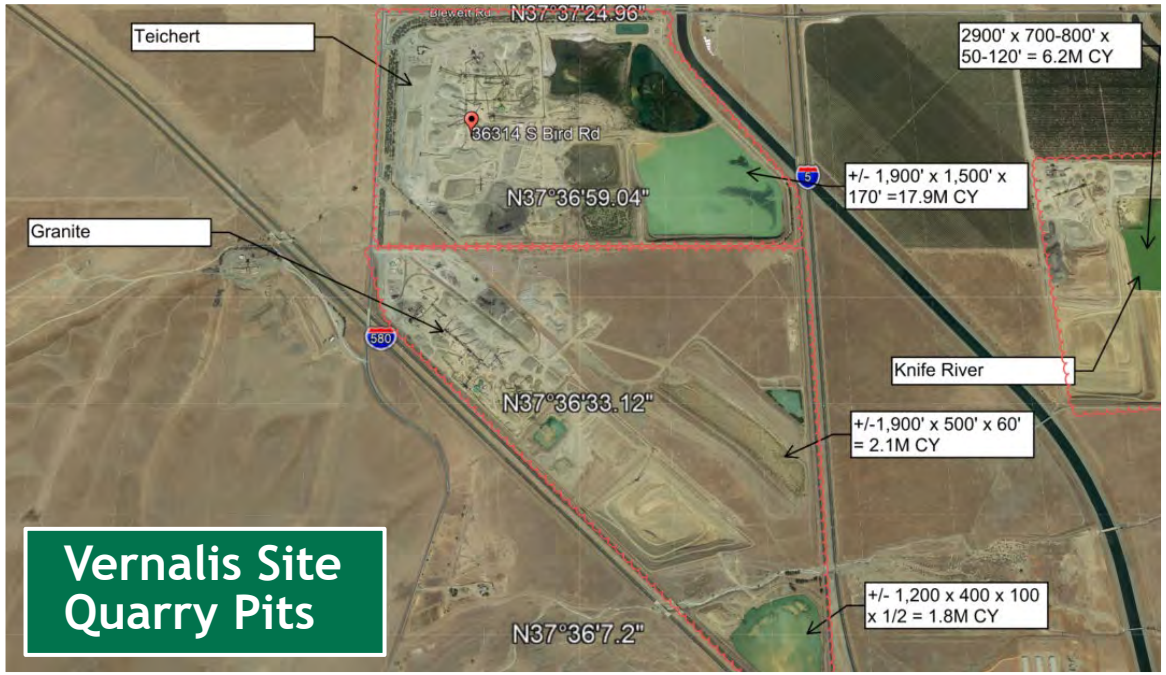


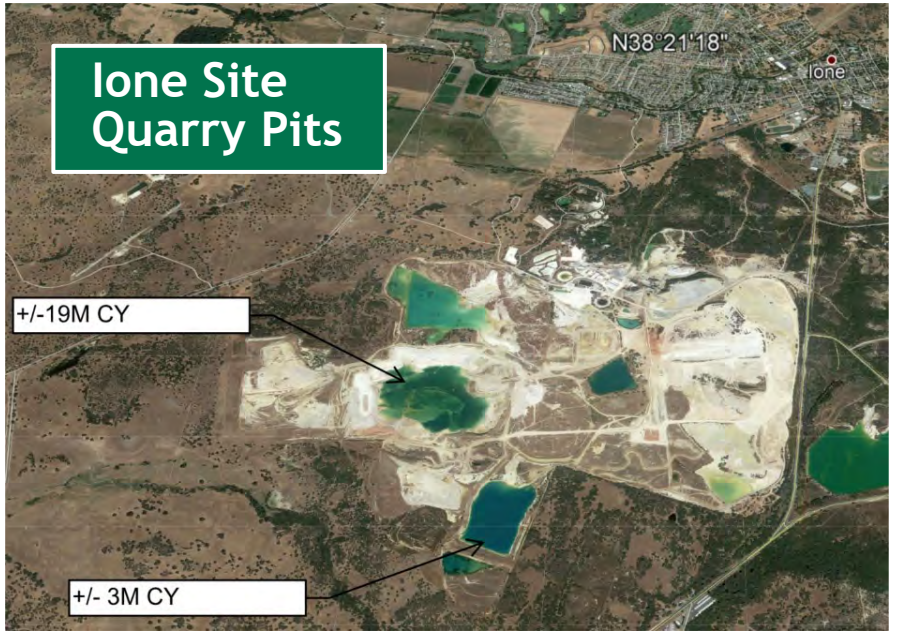
Off-Site Hauling Disposal Options

Quarries	Miles from Twin Cities Site	Miles from Lower Roberts Site
1. Vernalis: Granite, Teichert Aggregates, & Knife River Vernalis Plant	53 mi	33 mi
2. Ione	33 mi	59 mi
3. Sacramento: Florin Perkins Landfill	25 mi	55 mi
4. Tracy: Teichert Rock Plant	50 mi	26 mi
5. Lathrop: Mossdale Brown Sand Dredge Pit	41 mi	20 mi
6. Pleasanton: CalMat	72 mi	45 mi



Three Sites with Adequate Capacity





Recommendation:

Vernalis selected for purposes of CEQA Analysis:

- No easy rail access
- Along I-5 corridor
- Rural area for off-peak hauling
- Conservative hauling distances allowing for better future options

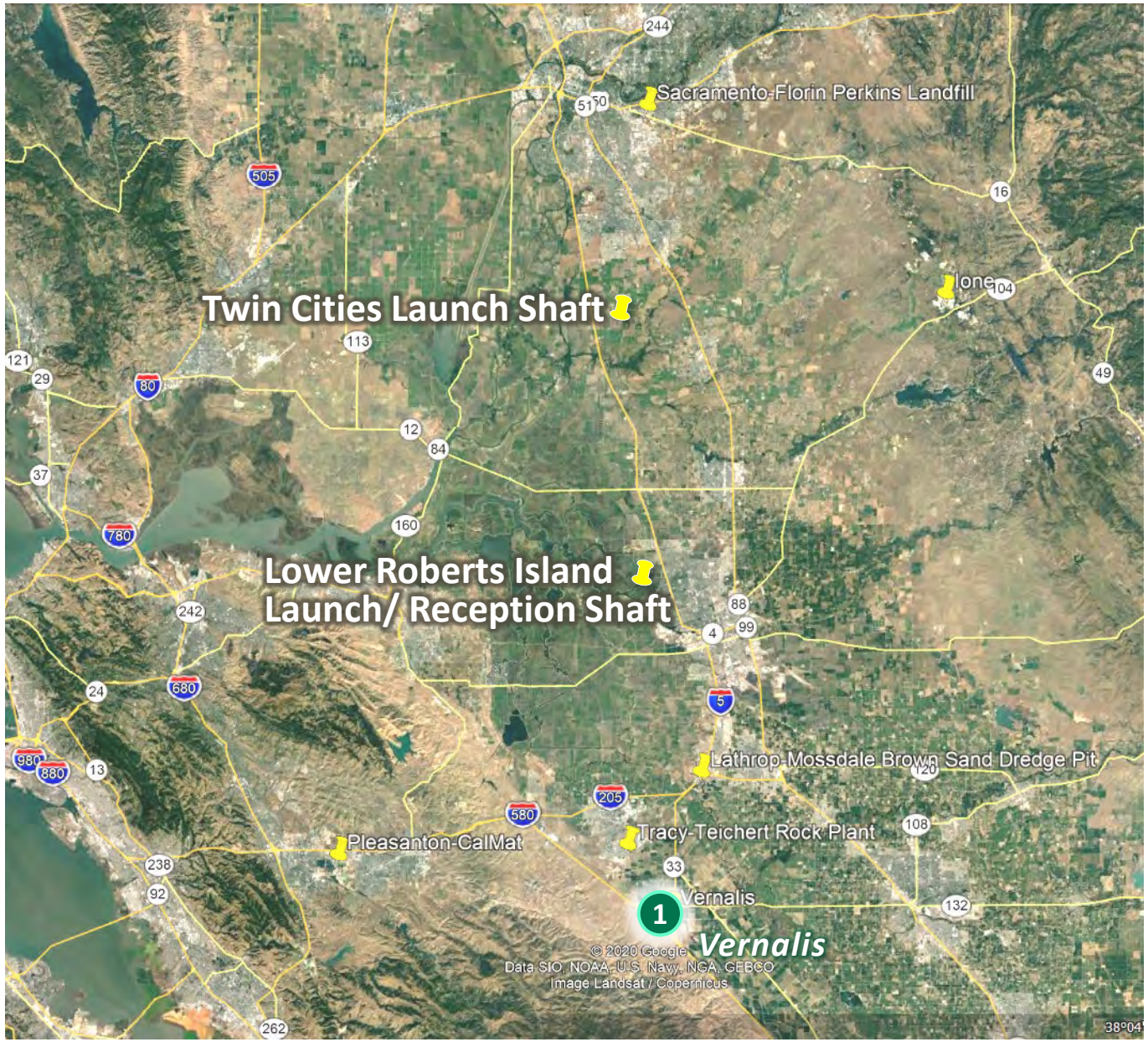
Truck Hauling to Vernalis

Twin Cities

Trips / Week	*Total Trips*	*Roundtrip Miles*	*Total Truck Miles*
1,800	449,000	106 miles	47.6M

Lower Roberts

Trips / Week	*Total Trips*	*Roundtrip Miles*	*Total Truck Miles*
1,800	536,000	66 miles	35.4M



Comparison of Alternatives

Option 1 - On-Site Stockpile

- **Substantial reduction in truck traffic and associated air emissions and greenhouse gas emissions. Eliminates ~83Mil trucking miles.**
- **Material available for Delta Area Reclamation Districts for levee maintenance or other local beneficial uses; current estimate of levee repair needs ~13Mil CY**
- **On-site stockpiling gives time for industry to advance electrified hauling vehicle technology. Commercial vehicles will likely be available over next decade.**
- *Aesthetic issue of on-site stockpiled material*
- *Significant land requirements for drying and stockpiling (~ 580 extra acres)*

Option 2 - Off-Site Disposal

- **Substantially less construction and permanent area required at Twin Cities and Lower Roberts Tract sites**
- *Adds significant truck traffic and associated air emissions and greenhouse gas (GHG) emissions along I-5 corridor and near Port of Stockton*
- *Material not available for local beneficial uses*

Questions?

Item 4d.

SEC Questions or Comments on August 26th Meeting Presentation

Item 4e.

Public Comment on Item 4

Thank You

Item 5a.

SEC Tour Updates

Item 5b.

November SEC Meeting Topics

- *Outstanding SEC Questions Deferred to Future Meeting*
- *Bethany Alternative – Logistics and Truck Traffic*

Remaining 2020 SEC Meetings

October 2020

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

CANCELLED

October Meeting Cancelled

November 2020

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Wed., November 4th 3-6pm

December 2020

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Wed., December 9th 3-6pm

Item 5c.

SEC Report to DCA Board

Item 6.

Non-Agendized SEC Questions or Comments

Item 7.

Public Comment

Non-Agendized Items

Next SEC Meeting

- *Date: November 4, 2020*
- *Time: 3-6 PM*
- *Topics**
  - *Outstanding SEC Questions Deferred to Future Meeting*
  - *Bethany Alternative – Logistics and Truck Traffic*

(subject to change)

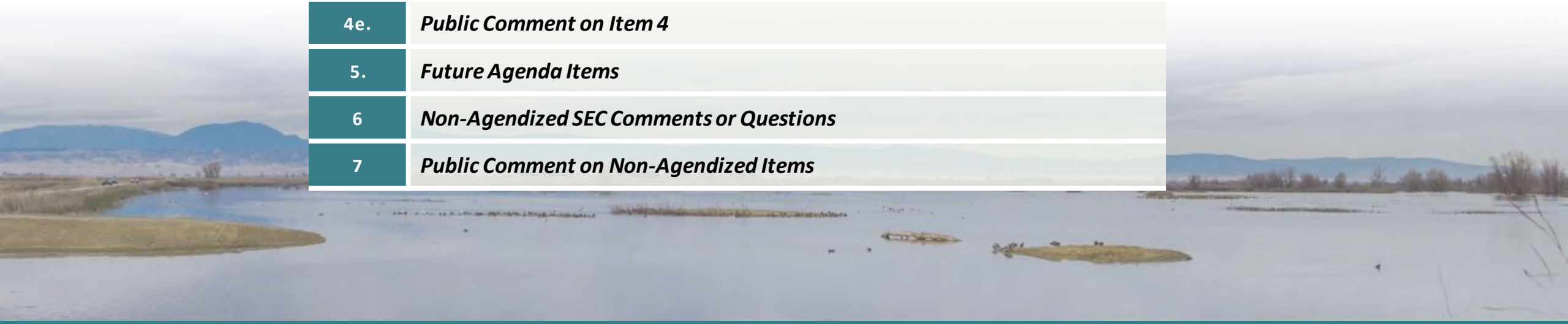
DCA
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

NOVEMBER 5, 2020

Stakeholder Engagement Committee Meeting

Meeting Agenda

1	**Welcome/Call to Order**
2	***Roll Call/Housekeeping***
3	***Minutes Review: September 23, 2020 Regular SEC Meeting***
4	***Technical Presentations***
4a.	***Deferred SEC Questions***
4b.	***Bethany Reservoir Alternative Update***
4c.	***DWR Update***
4d.	***SEC Questions or Comments on September 23rd Meeting Presentation***
4e.	***Public Comment on Item 4***
5.	***Future Agenda Items***
6	***Non-Agendized SEC Comments or Questions***
7	***Public Comment on Non-Agendized Items***



Item 3.

Minutes Review:

September 23, 2020
Regular SEC Meeting

Item 4.

Technical Presentations

Deferred SEC Questions

Questions from Previous SEC Meeting

Bethany Update

DWR Update

Public Comment

Item 4a.

Deferred SEC Questions

Deferred SEC Questions

1. Coordination with Port of Stockton - Sustainability
2. Site Renders Package
3. Site Water Management During Construction
4. Air Quality Emissions at Construction Sites
5. Post Construction Intakes Operations - Truck Traffic
6. Total Power Requirements and Power Line Corridors
7. Impact on Existing Train Traffic Loads and Idling in South Stockton
8. Emergency Response Plan - Construction
9. RTM Environmental Data
10. DCA Seismic Studies
11. Twin Cities Stockpile Use for Uplands Foraging Habitat

1. Coordination with Port of Stockton - Sustainability

Q: The Delta Conveyance program needs to work together with the Port of Stockton to help it become a "clean" Port. Community Benefit opportunities to help the Port become a model of a Sustainable Port should be considered.

DCA will Partner with the Port of Stockton - Identify Opportunities for Synergy

Green Marine Environmental Certification

Port must measure performance on a scale of 1 to 5, in 13 areas.
1 – Monitoring of Regulations 5 – Excellence and Leadership

GREEN MARINE

https://green-marine.org/certification/results/

DEEP Plan

Delta Environmental Enhancement Program

Port of Stockton CALIFORNIA

The Port's Delta Environmental Enhancement Program which aims to enhance air quality, water quality, and wildlife habitats in the Delta and surrounding communities

- Air Quality Program
- Water Quality Program
- Ballast Water Management Program
- Barn Owl Nest Box Program
- Bat Roosting Box Program
- Antioch Dunes Project

https://www.portofstockton.com/environment/

2. Site Renders Package

Q: What features will be left behind at each site? How visible will these facilities be from freeways and other local roads?

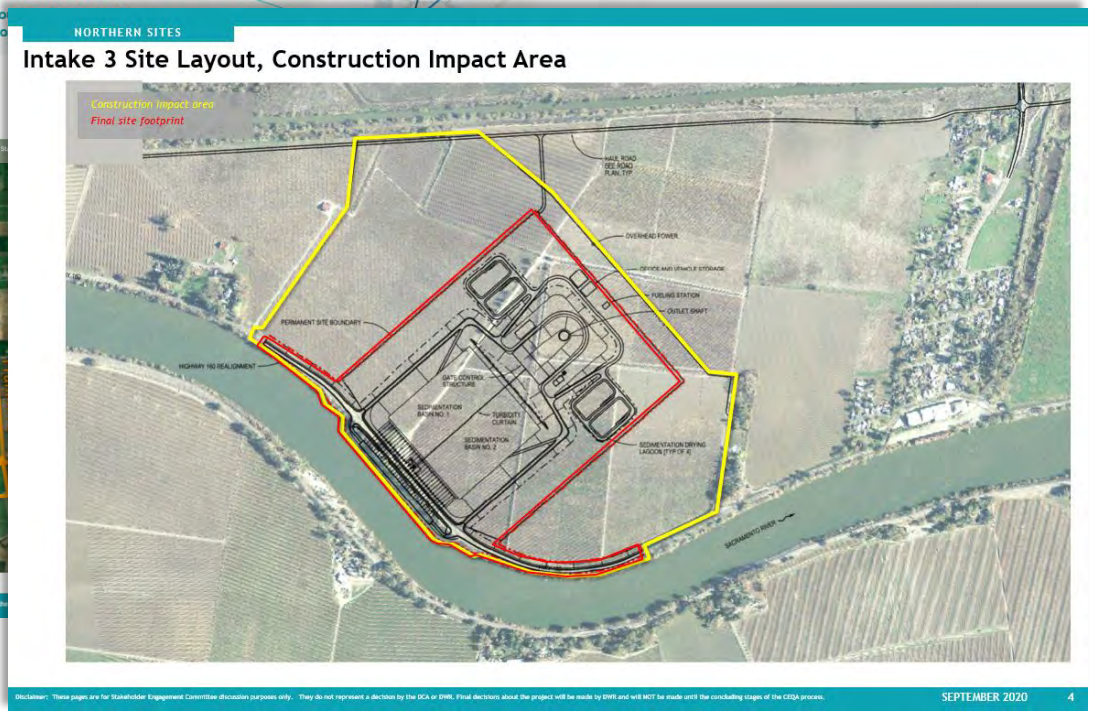
Project Booklets

Graphic Material Provided to Date:

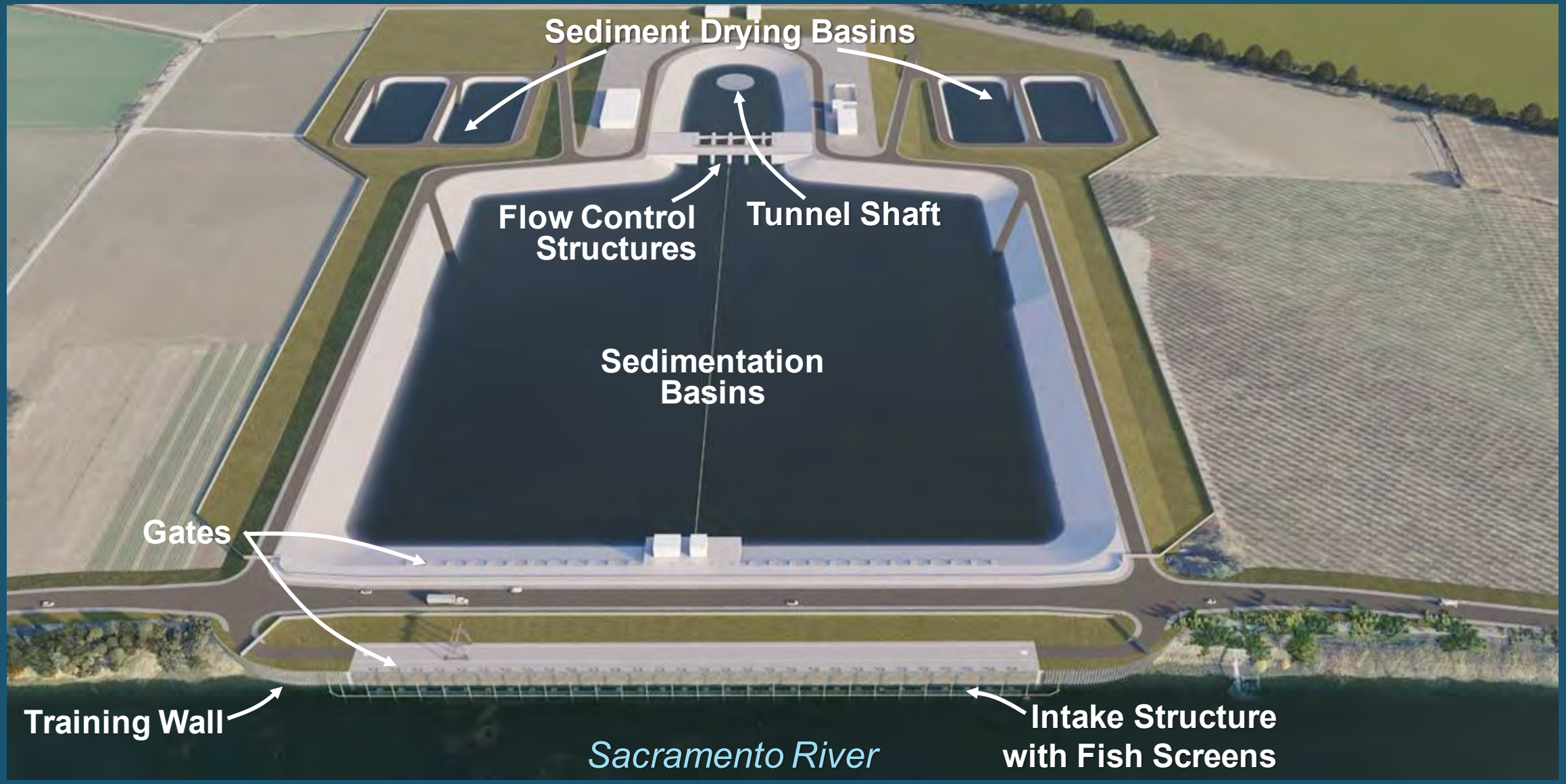
- Site Plans – Construction
- Site Plans – Post-Construction
- Site Photos
- Logistics Routes

New Render Book:

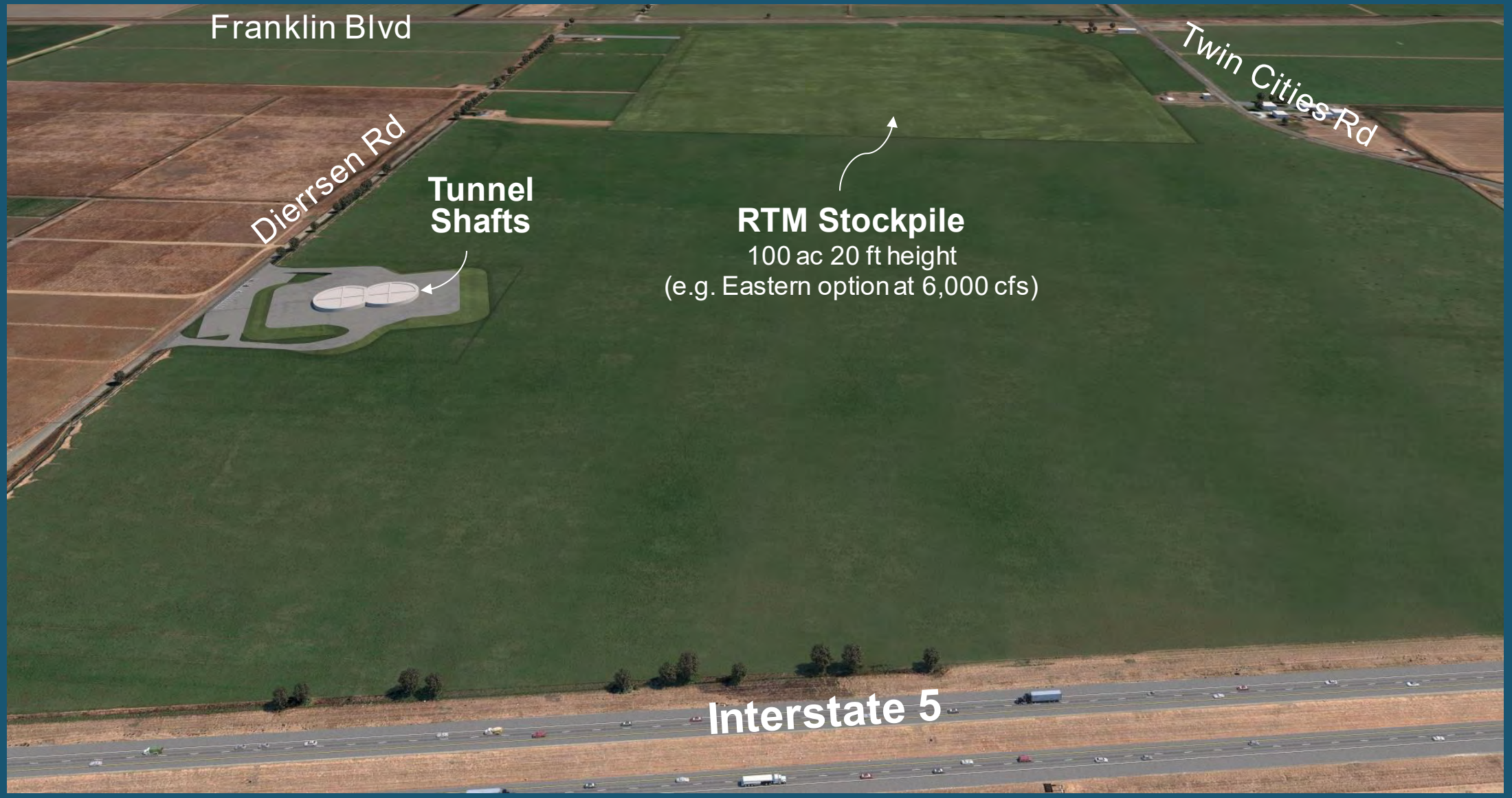
- Intakes
- Launch Shaft Site
- Maintenance Shaft Site
- South Delta Pumping Plant
- Southern Forebay Complex



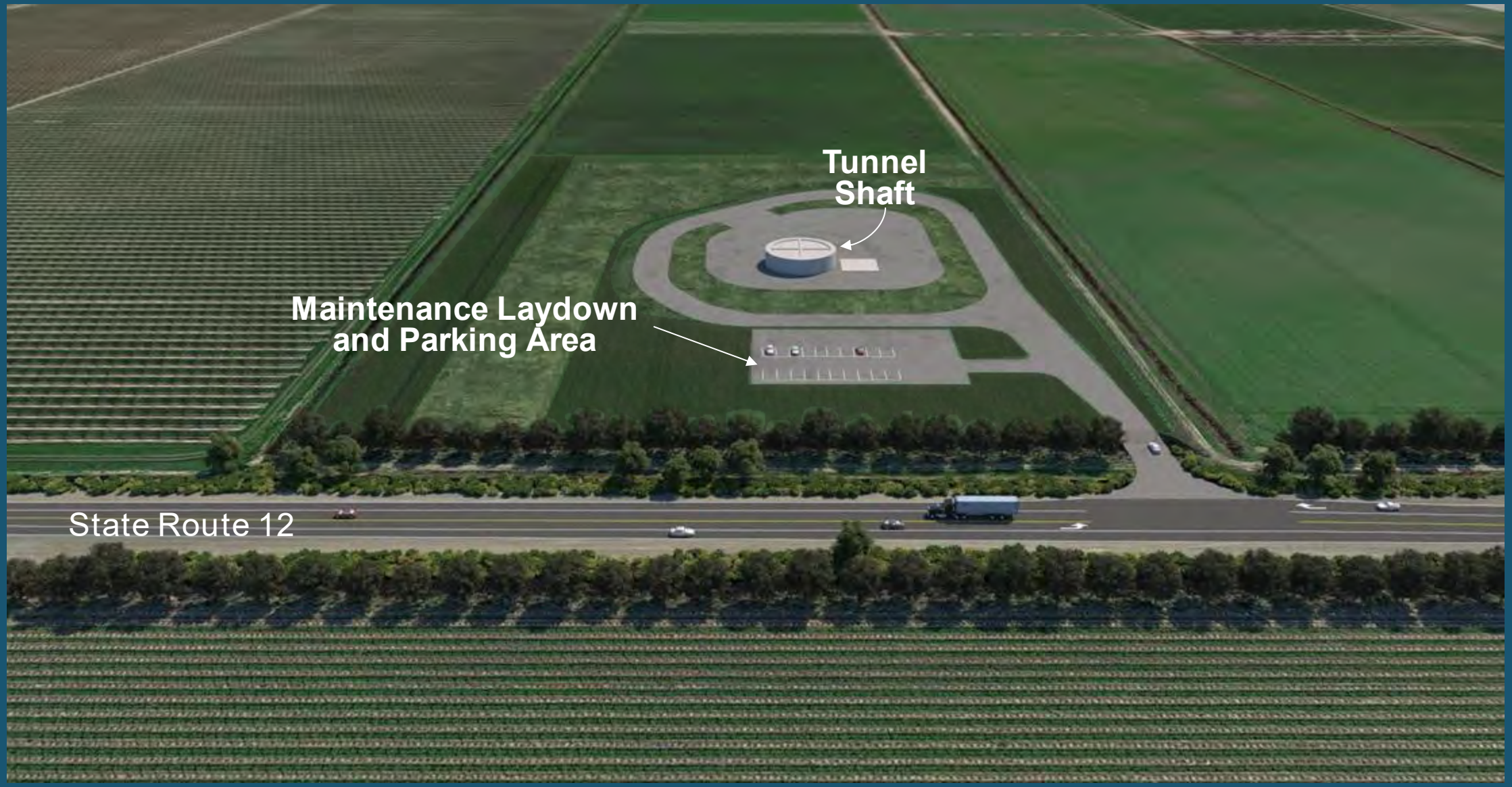
Intake - Typical



Twin Cities Launch Shaft Site (Typical)

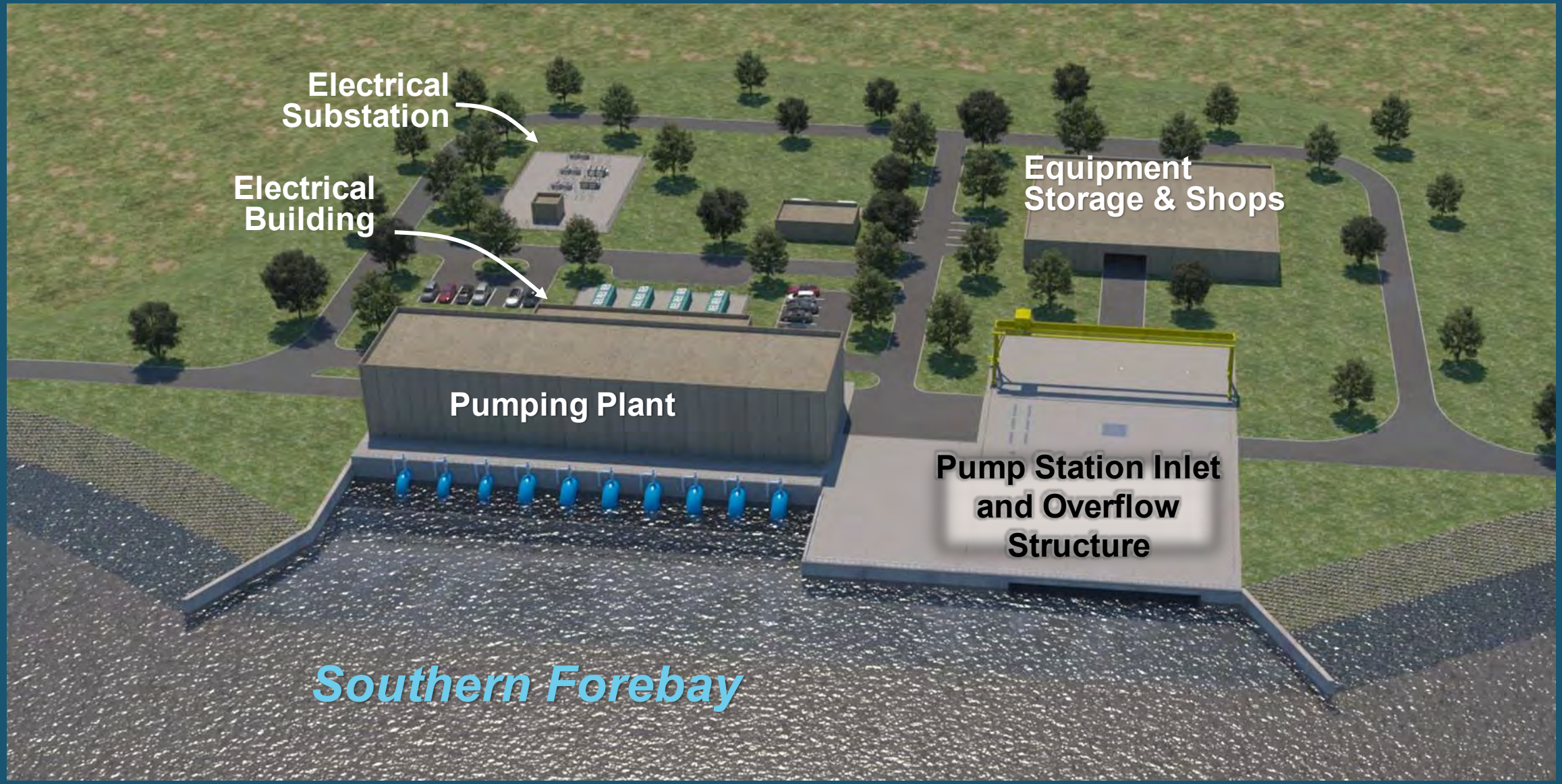


Terminous Reception Shaft (Typical)



Pumping Plant

South Delta Pumping Plant



Southern Forebay Complex

3. Site Water Management During Construction

Q: How will water be managed on the construction sites, particularly stormwater? Will the existing sloughs be used as a source of water or point of discharge?

Water Balance Goals

Overall Goal: Avoid reductions in surface water and groundwater supplies

- ✓ Maximize use of on-site water supplies to reduce discharge of stormwater and minimize need for other supplies
- ✓ Limit on-site surface water use to historical diversions
- ✓ Limit on-site groundwater use to regional groundwater use/acre
- ✓ Maximize use of recycled wastewater
- ✓ Minimize use of water from public water supplies

Water Uses and Sources at Construction Sites

Major Water Demands

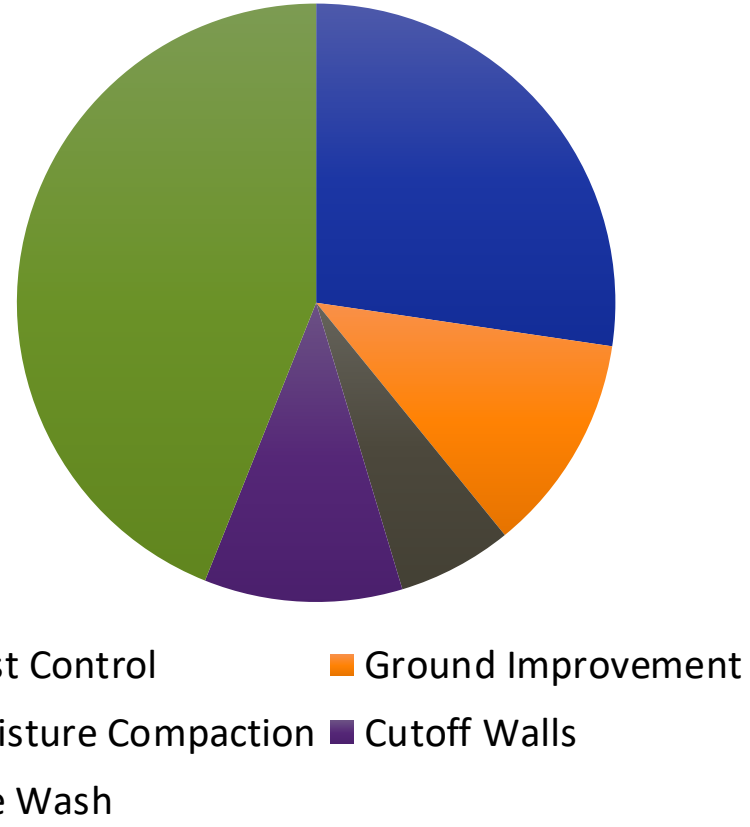
- Construction site dust control
- Water to mix soil and cement to stabilize ground
- Moisture for soil compaction
- Water to mix with cement/bentonite to create slurry wall structures
- Water injected at tunnel head to loosen soil
- Water to make concrete at the Batch Plants
- Tire Wash Basins at exit locations

Potential Water Sources

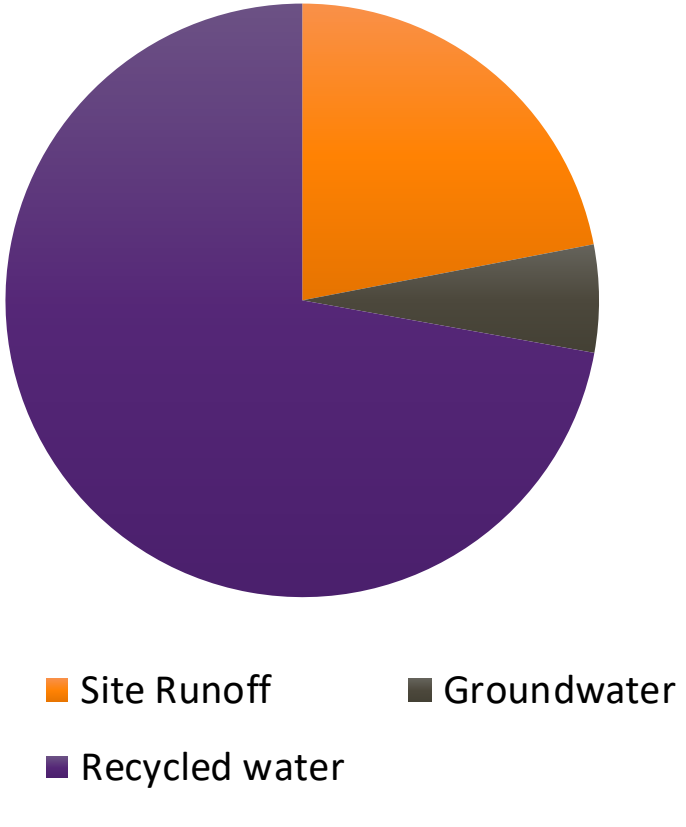
- Dewatering flows from excavations
- Existing surface water diversions (not to exceed historical diversions)
- Site runoff from storm events
- Groundwater wells (not to exceed regional diversion rates)
- Recycled water from nearby wastewater treatment plants
- Public water agency supplies

Example: Water Demands for Smaller Sites (e.g., Reception/Maintenance Shafts) would be from Local Recycled Water, especially in Summer Months

Potential Water Demand
New Hope Shaft - Central

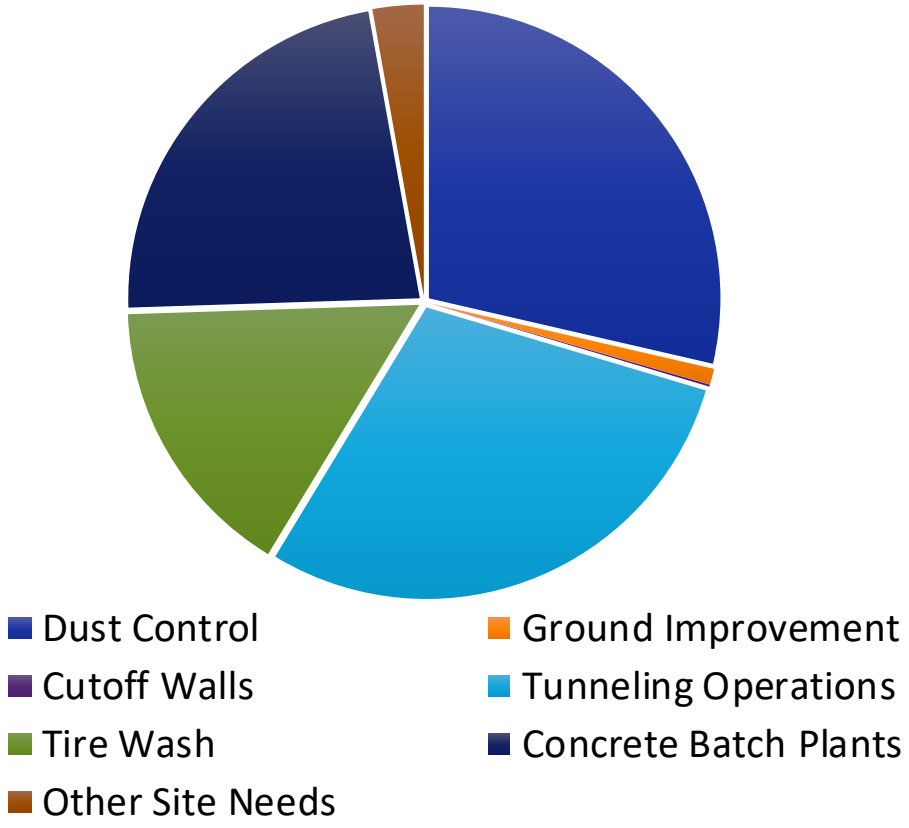


Potential Water Supplies
New Hope Shaft - Central

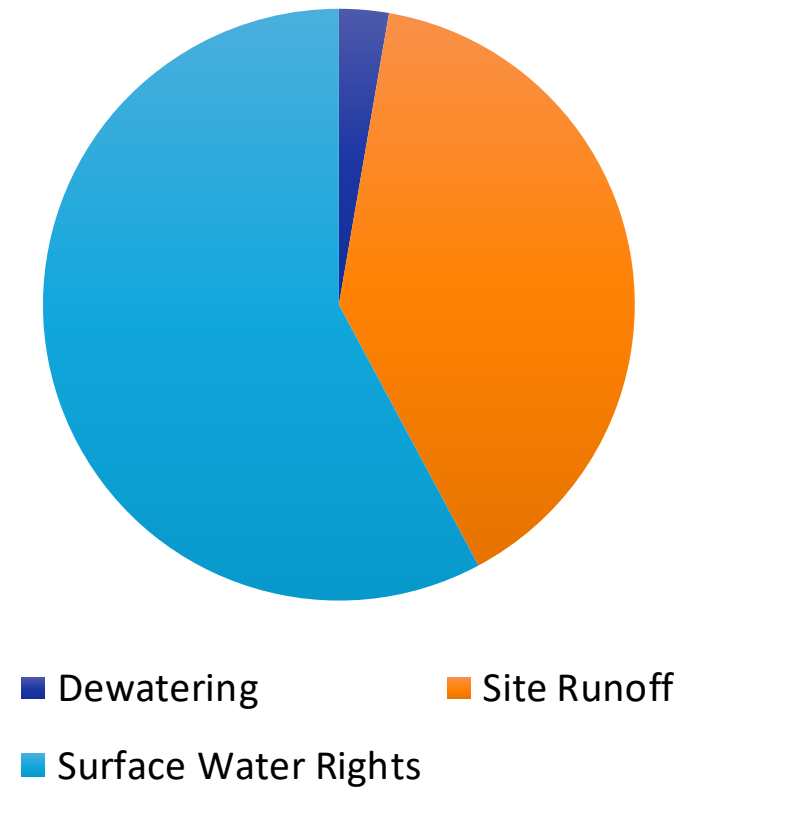


Example: Water Demands for Parcels with Existing Water Rights would also Use Site Runoff in Winter to Reduce Stormwater Discharges

Potential Water Demand
Southern Complex on Byron Tract



Potential Water Supplies
Southern Complex on Byron Tract



4. Air Quality Emissions During Construction

Q: Please include Air Quality as a future topic of discussion.

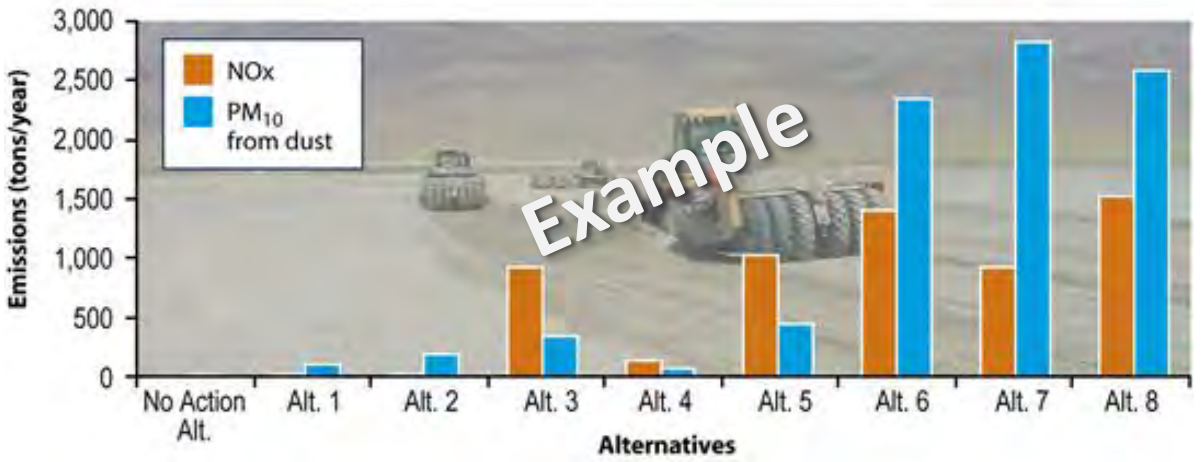
Site Air Quality Impacts – The Basics

DCA Assumptions & Inputs

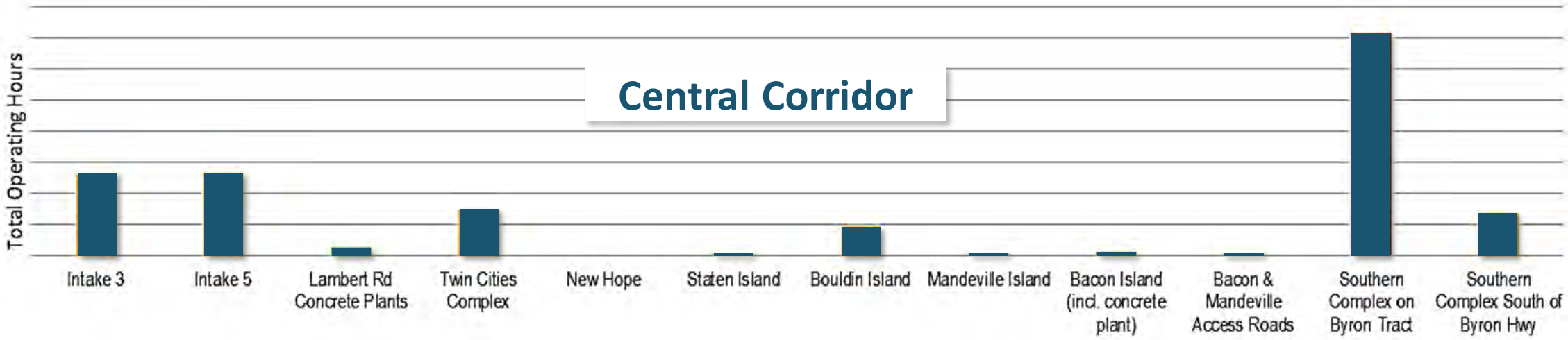
- If electric equipment is currently available, it was assumed that electric equipment would be used
- Non-electric equipment includes Tier 4 diesel engines if currently available
- Created list of non-electric equipment operating hours for each site
- Operating hours per construction schedules
- Major non-electric equipment includes:
  - Excavators
  - Dozers
  - Loaders
  - Rollers
  - Compactors
  - Grout Facilities
  - Asphalt Pavers
  - Generators
  - Graders
  - Pumps
  - Cranes
  - Forklifts
  - Welders

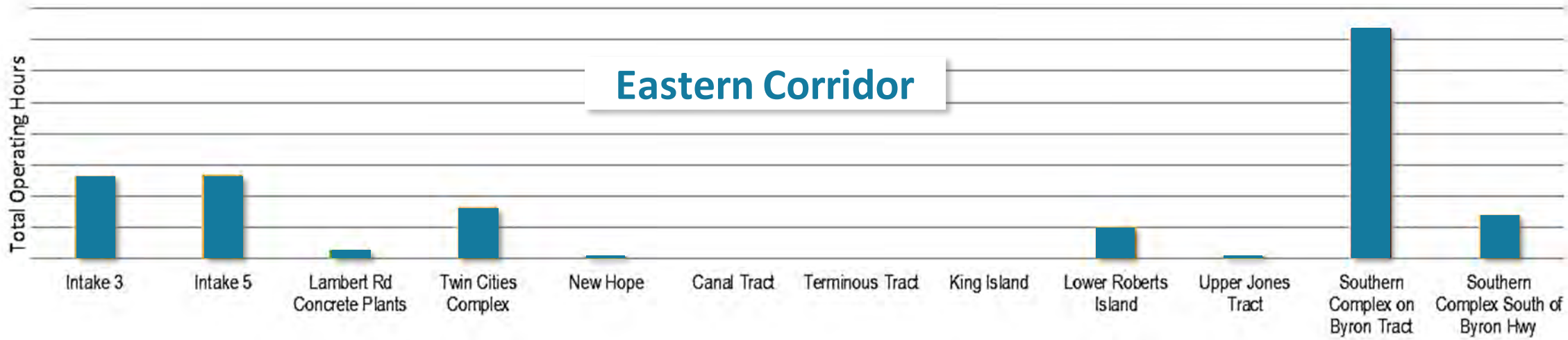
DWR – EIR Impact Analysis

- Use Air Quality Models to quantify emissions
- Compare to background air quality and thresholds
- If needed, identify mitigation measures
  - > Alternative Fuels
  - > Vehicles Retrofits
  - > Minimize Vehicle Miles
  - > Purchase Offset Measures



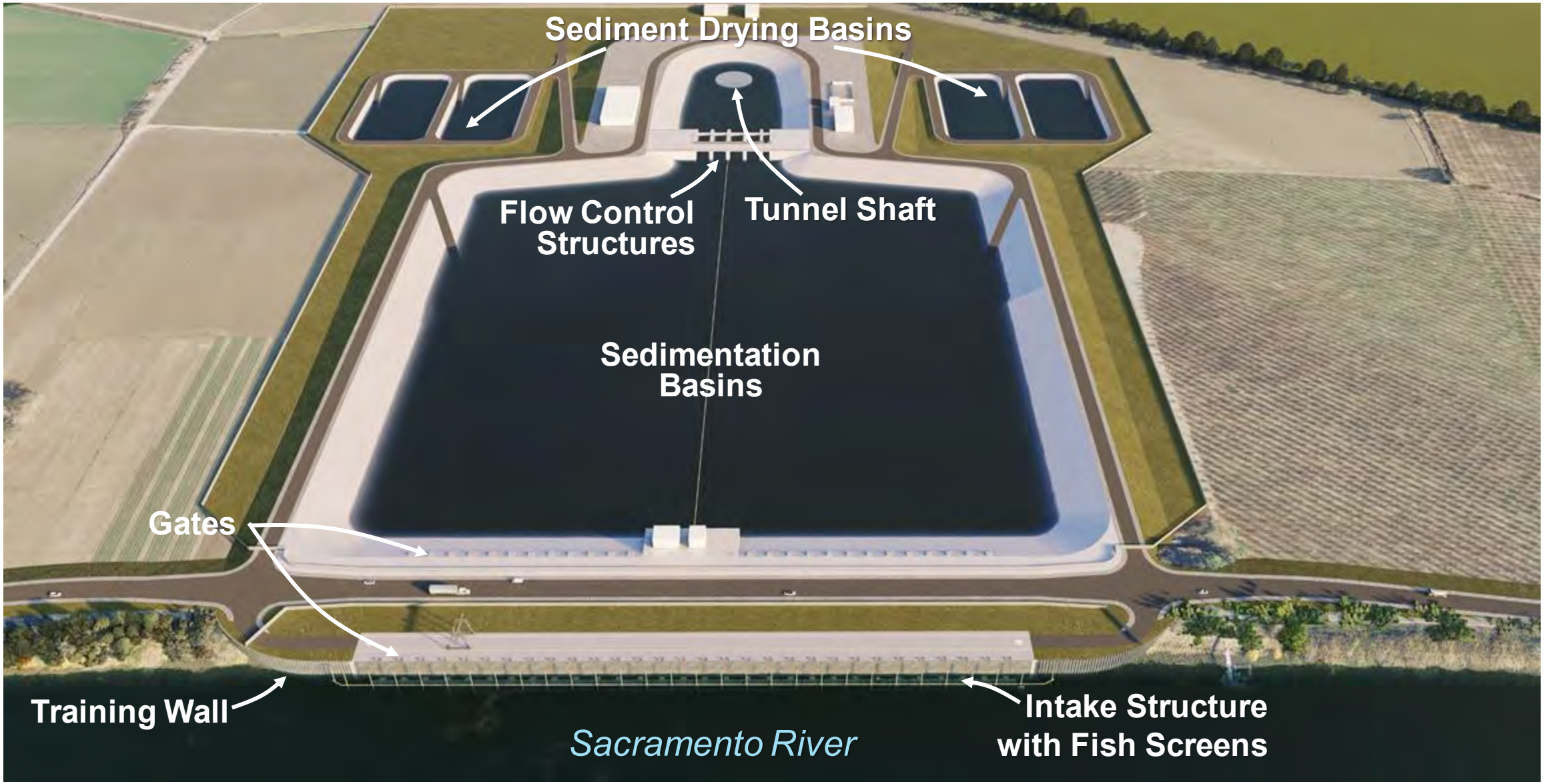
Relative On-Site Non-Electric Equipment Construction Use





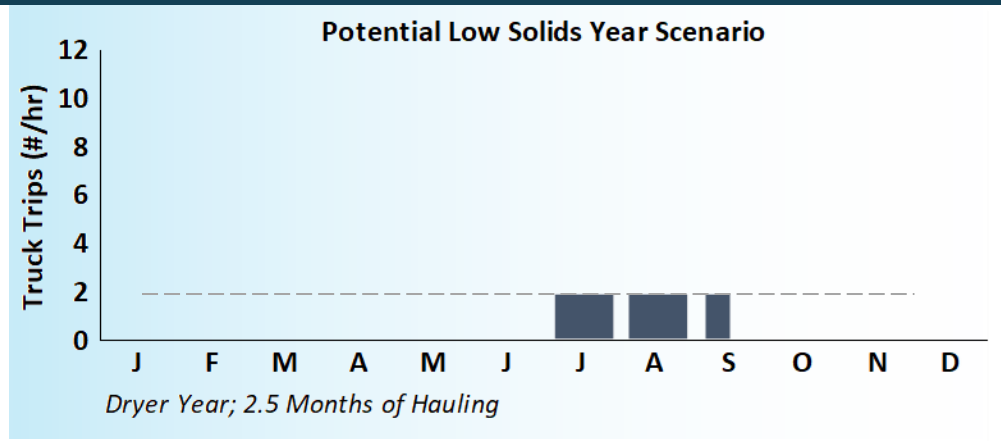
5. Post Construction Operations – Solids Hauling at Intakes

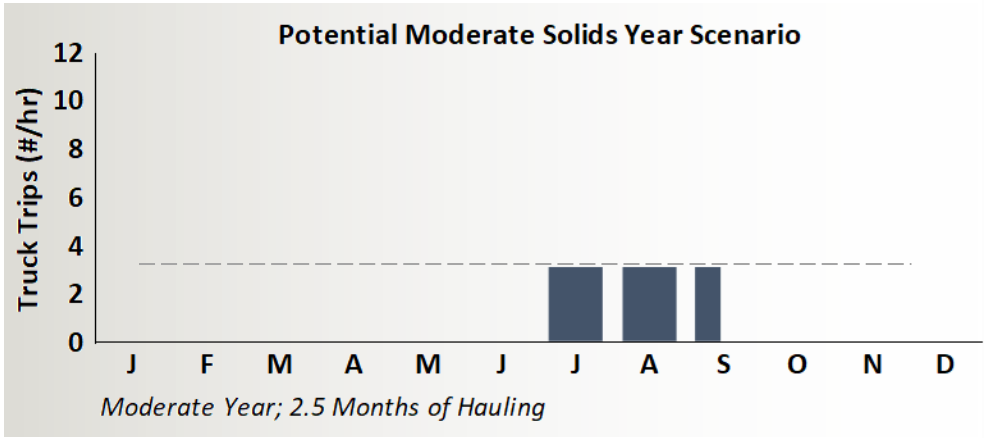
Q: Please identify post-construction traffic and noise levels at the construction sites, in particular the intake sites?

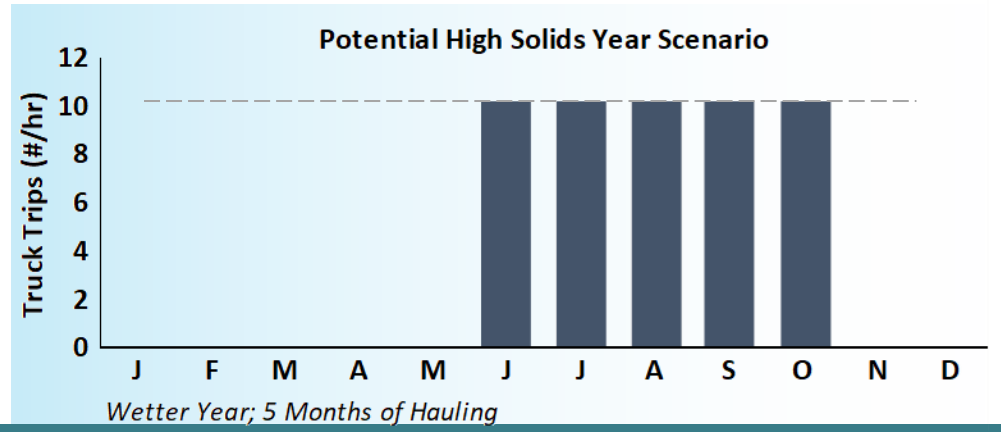


Intakes Solids Hauling - Post Construction

- Solids pumped from Sedimentation Basin to Drying Beds once per year during summer
- Anticipate 10 to 20 weeks each year to pump, dry, and haul solids off-site for disposal
- Total Solids Generated dependent upon:
  - Solids Loads in River
  - Total Volume Diverted (0 to 3,000 cfs per intake)
- Anticipate 2 to 10 trucks per hour (one way) to haul solids off site based on range of potential scenarios







6. Total Power Requirements and Power Line Corridors

Q: What are the total power requirements at the sites and how will power be brought to these sites? Will any renewable energy be built as part of the project?

Total Power Requirements and Power Line Corridors

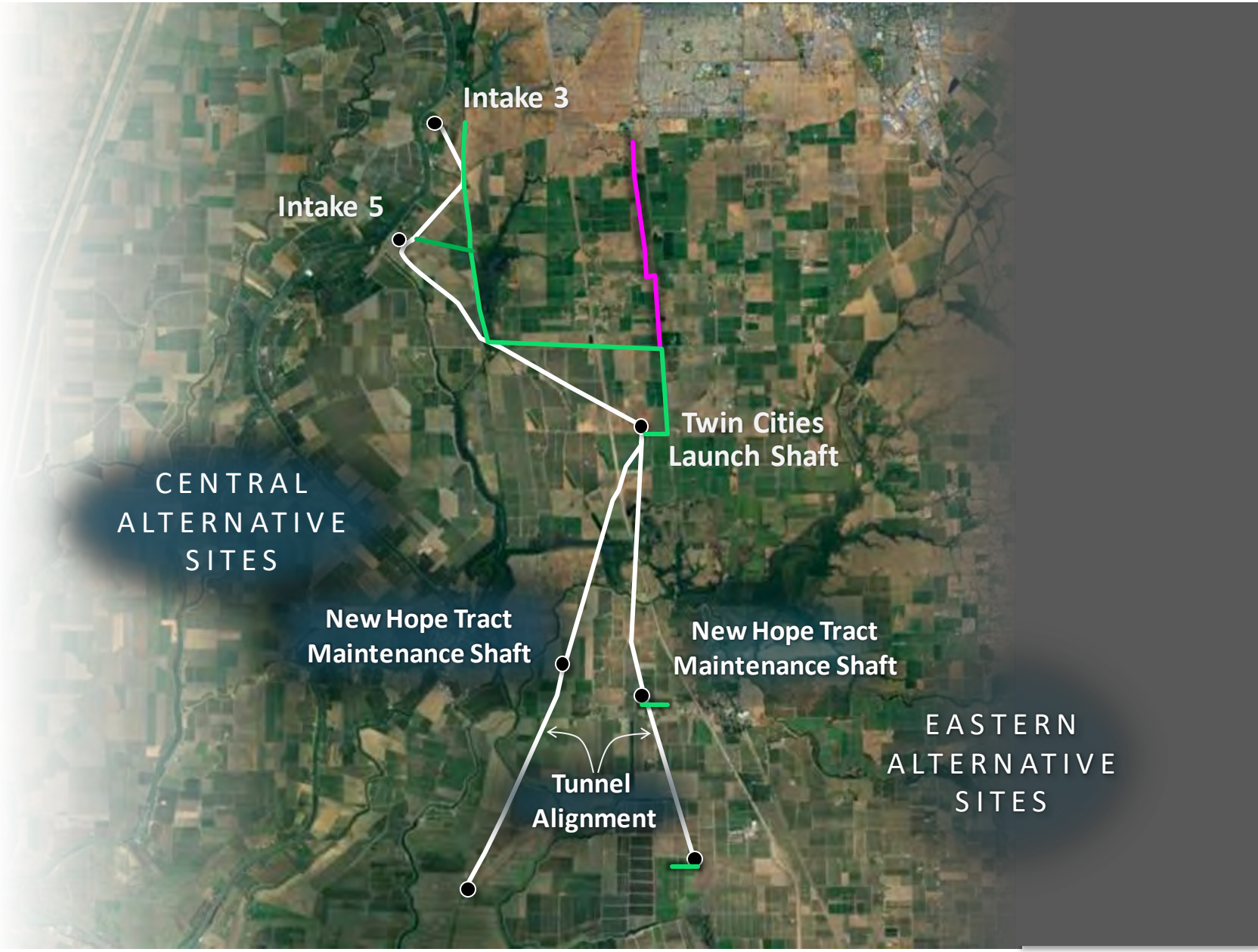
FACILITY	CONSTRUCTION	PERMANENT
Capacity (cfs) 6000	Load (kVA)	Load (kVA)
Intakes	8,000	4000
Batch Plants	4,000	-
Twin Cities Dual Launch Shaft and RTM Drying	62,000	<50
Bouldin Launch and Reception Shaft	29,000	<50
Lower Roberts Launch and Reception Shaft	29,000	<50
Maintenance/Reception Shafts (except Bacon Is)	1,000 (5,000)	<50
Southern Complex and Pumping Plant	71,100	122,000
South Delta Conveyance Facilities	2,000	2,000

Proposed Power 1 of 3

KEY

Underground

Overhead – Ex. Corridor

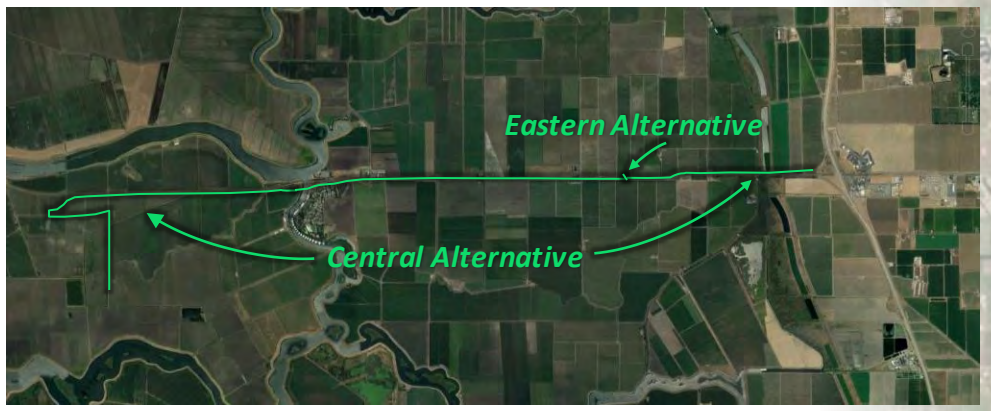


Proposed Power 2 of 3

KEY

Underground

Overhead – Ex. Corridor



CENTRAL ALTERNATIVE SITES

EASTERN ALTERNATIVE SITES

Terminous Tract Reception Shaft

Bouldin Island Launch Shaft

Tunnel Alignment

King Island Maintenance Shaft

Mandeville Island Maintenance Shaft

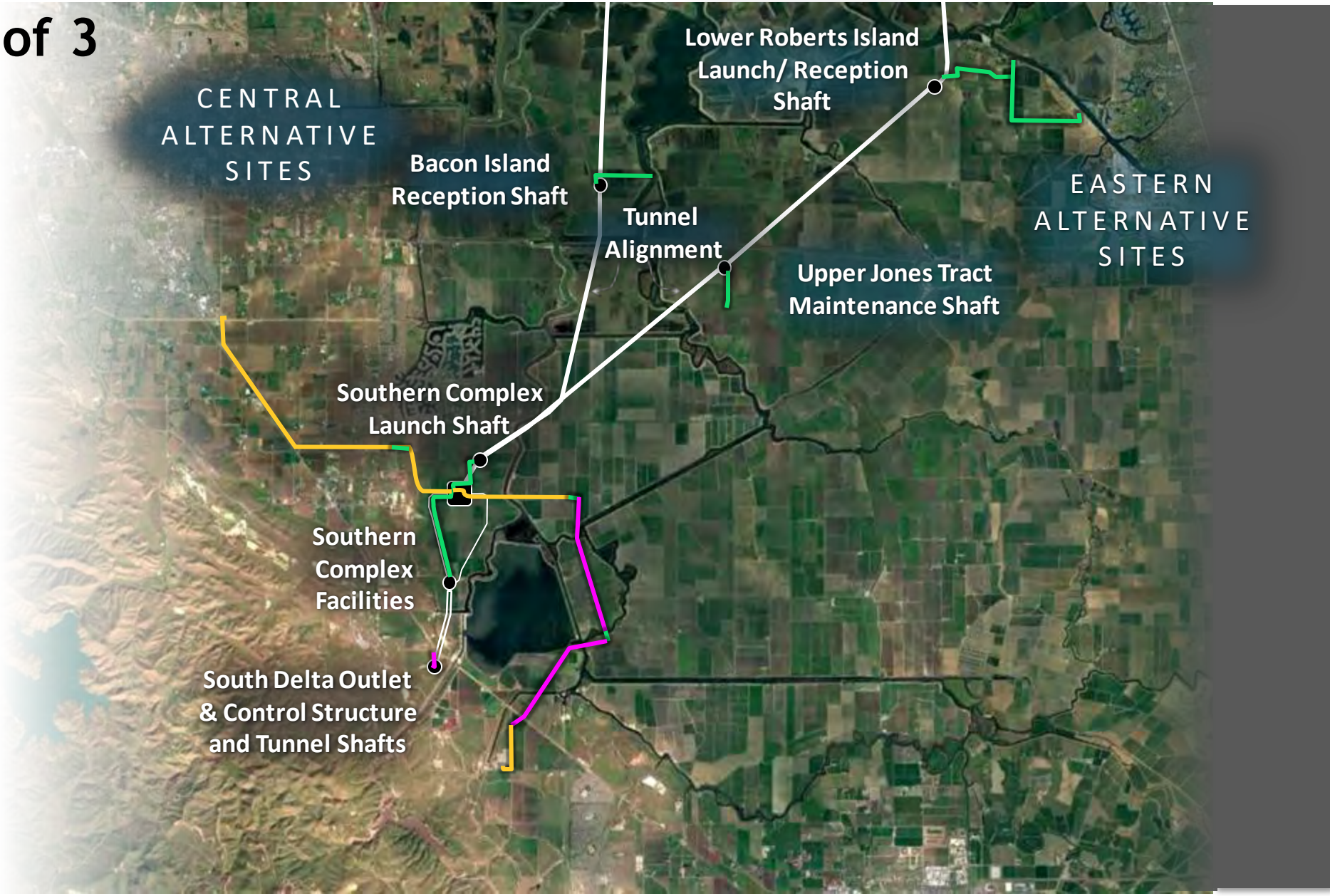
Lower Roberts Island Launch/ Reception Shaft

Bacon Island Reception Shaft

Proposed Power 3 of 3

KEY

- Underground
- Overhead – Ex. Corridor
- Overhead – New Corridor



7. Existing Train Traffic Loads and Idling In South Stockton

Q: There are current issues with air pollution from idling trains in South Stockton. What train traffic with the DCA add to this area and how can the DCA help reduce this issue?

Existing Train Traffic Loads and Idling In South Stockton

- No data on rail idling in South Stockton is available
- BNSF Stockton: ~20 freight services per day & ~8 Amtrak trains/day
- DCA: ~2 weekly deliveries at Lower Roberts Island site (liners, bulk materials); ~2 trains/day to the Southern Complex site (liners, RTM, bulk materials).
- Trains will pull off main line onto site spur; drop-off ~ 20 – 40 railcar loads; locomotive will depart after drop-off. Minimal idling.
- On-site rail movement managed by DCA Contractor under DCA governed operating specifications.

8. Emergency Response Plan - Construction

Emergency Response Plan During Construction

Coordination with Emergency Response Agencies throughout the region to provide for the safety of those working on the project, without compromising community coverage.

Delta Conveyance Emergency Response Plan will conform to existing plans and regulations:

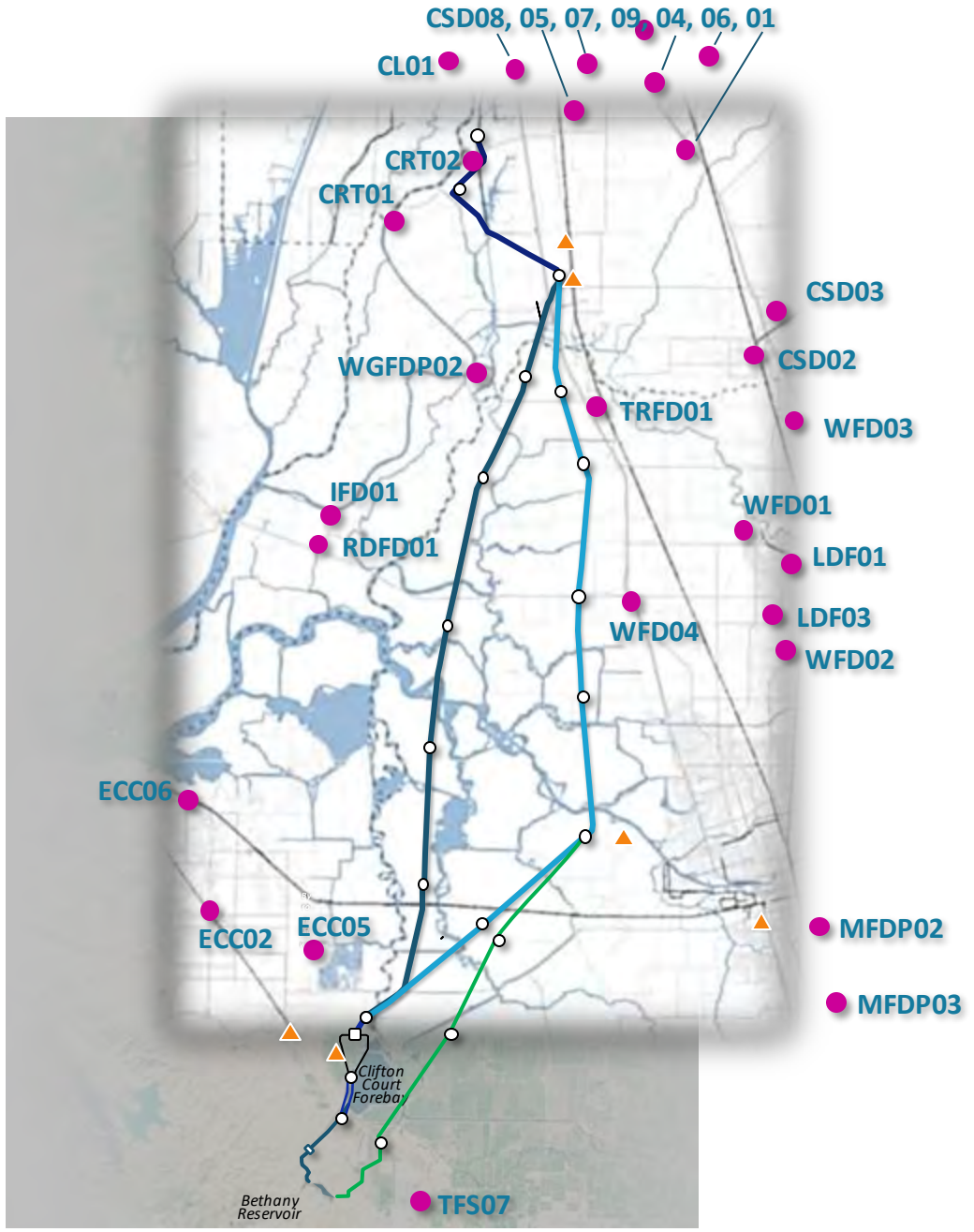
- Cal OSHA/Federal Tunneling Regulations
- general civil construction requirements
- DWR's Emergency Action Plan Requirements

The project would aim to:

- Enhance local emergency response capabilities
- Construct on-site facilities where needs cannot be adequately met with local facilities
- Augment or expand existing local emergency response agency facilities
- Leave a legacy in the way of equipment and training

Emergency Response - Coordination Agencies

Fire District	
Clarksburg Fire Protection District	CL
Cosumnes CSD Department	CSD
Courtland Fire Department	CRT
East Contra Costa Fire Protection District	ECC
Isleton Fire Department	IFD
Lodi Fire Department	LFD
Montezuma Fire Protection District	MFPD
River Delta Fire District	RDFD
Thornton Rural Fire District	TRFD
Tracy Fire Department	TFS
Walnut Grove Fire Protection District	WGFPD
Woodbridge Fire District	WFD



9. Soils Environmental Data – Year 1

Q: While levels of constituents in the RTM may be consistent with background levels at the surface, some naturally occurring contaminants are at high levels in the background. This doesn't necessarily mean that the material will meet standards. How are you assessing this issue?

Year 1 Testing Program

Sample Depths:

- **Background Surface Conditions – 0 to 3 ft**
- **Shallow Excavation – 0 to 10 ft; sites where soils excavated for use on project (e.g. intakes)**
- **Tunnel Depth – 115 to 160 ft; representative of RTM**

Constituents:

- **See table to right**

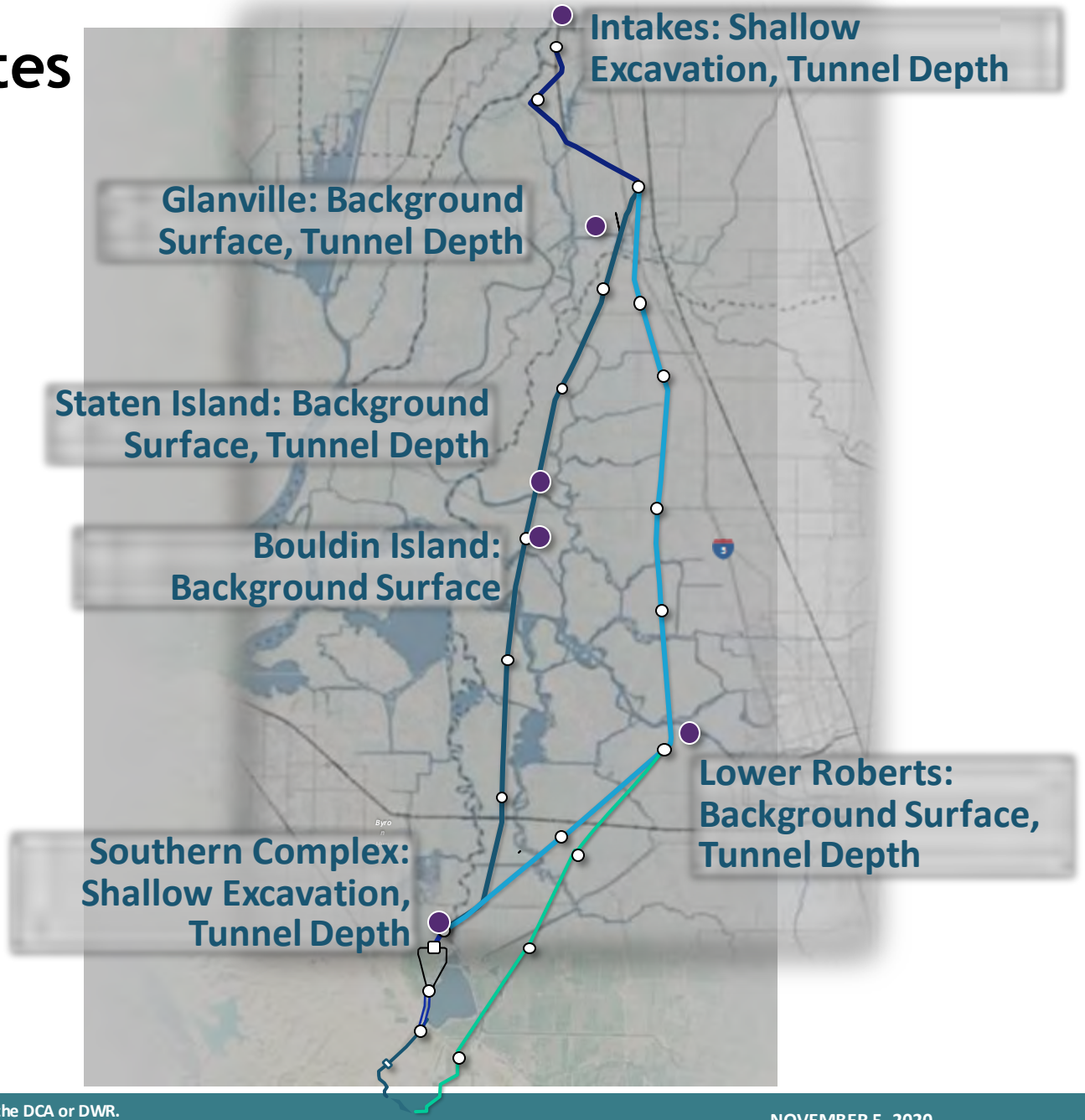
Schedule:

- **Drilling from October through June;**
- **Results available ~ mid-Summer 2021**

Analyte	Test Method
PAHs	• 8270SIM
Butyltins	• Krone Method
Ammonia	• SM4500NH3
Nitrate/Nitrite	• SM4500NO3
Metals	• ICP/MS
Metals, individual tests	• ICP/MS
Soluble Metals	• 6020 (DI-WET)
Mercury	• 7471
Methyl Mercury	• 1631
Soluble Mercury, discrete testing	• 7471 (DI-WET)
Hexavalent Chromium	• 7196
Soluble Hex Chromium	• 7196
TPH	• 8015M
Organochlorine Pesticides & PCBs	• 8080
Herbicides	• 8151
VOCs	• 8260
Semi-VOCs	• 8270
Total Organic Carbon	• Walkley-Black
Ag Testing including Boron	• Lab Standard Methods
Salinity as Chloride	• CL- SM2520
pH	• 9045D

Year 1 Soils Environmental Test Sites

Sample Type	Location
Background (0 to 3 ft)	• Glanville • Staten Island • Bouldin Island • Lower Roberts
Shallow (0 to 10 ft)	• Intakes • Southern Complex – Byron Tract
Tunnel Depth (115 to 160 ft)	• Intakes • Glanville • Staten Island • Lower Roberts • Southern Complex – Byron Tract



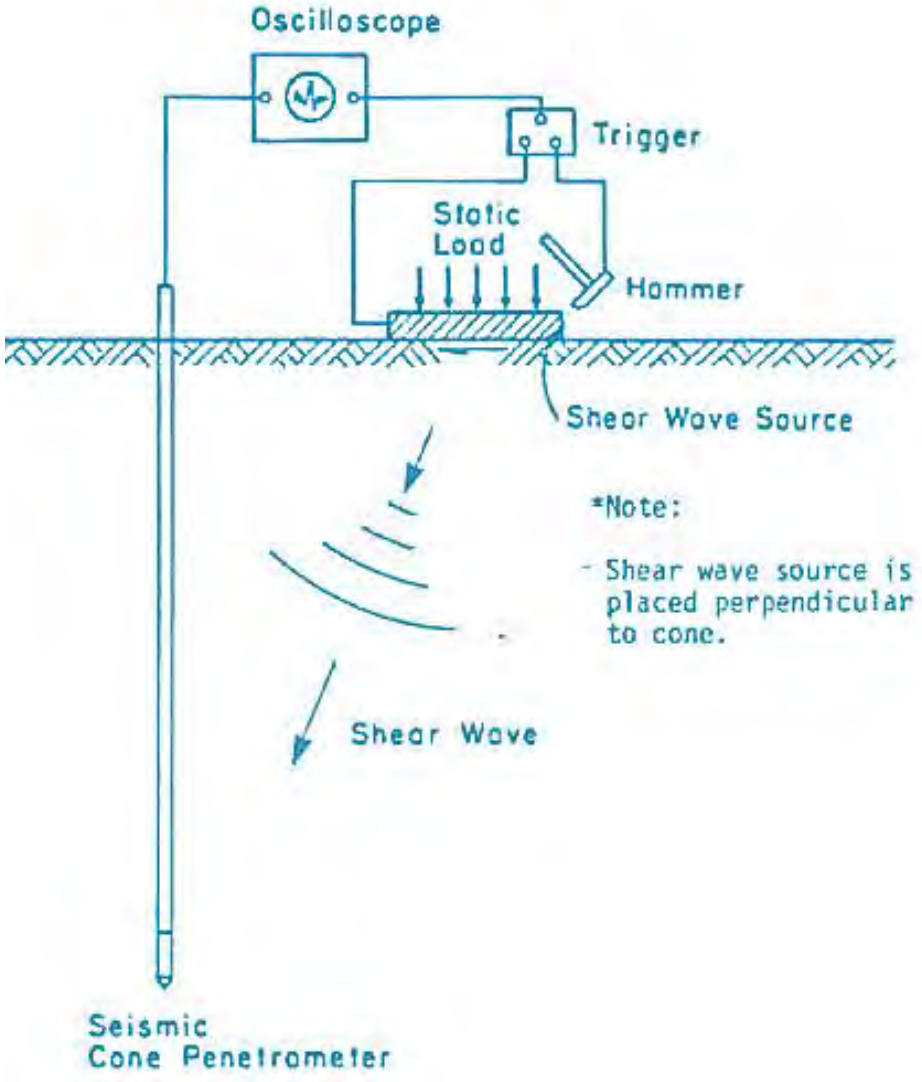
10. DCA Seismic Study

Q: Please explain all work that is being done by the DCA related to Earthquake analysis.

DCA Seismic Studies

- DCA performing various studies and field and laboratory tests to assess seismic risks at each site. Examples include:
  - Seismic Cone Penetration Tests (SCPTs) – examine propagation of ground motion from shaking
  - Downhole suspension logging
  - West Tracy Fault Studies
  - Laboratory Cyclic Shear Strength Testing – liquefaction potential
- Analyses required by building codes and regulations for site specific responses
- Data used for design of project facilities to meet seismic criteria for foundations and physical structures including existing levees

Schematic of Cone Penetration Test



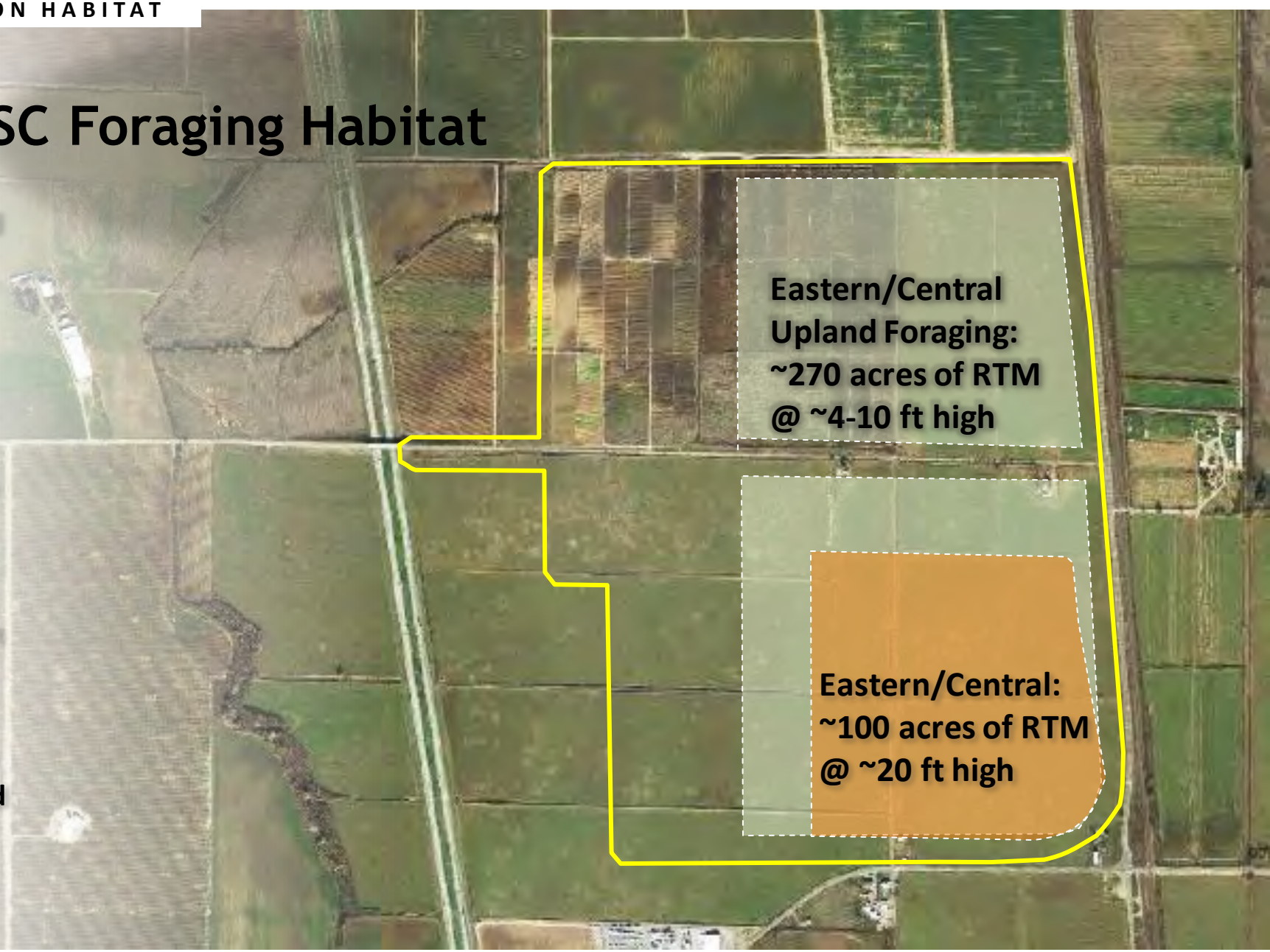
11. Twin Cities Stockpile – Potential for Uplands Habitat

Q: Please consider post-construction rehabilitation of the Twin Cities site for uplands foraging habitat.

Twin Cities Stockpile - Potential for Upland GSC Foraging Habitat

To create upland foraging habitat would require:

1. Deeper stripping to provide more native soil
2. Grade and level site to above recurring floodplain @ El. 19 ft
3. Spread amendments and cross rip
4. Spread topsoil and cross disc
5. Final grade and level
6. Construct irrigation (depending on crop type)
7. Plant foraging crop (corn, winter wheat, pasture, alfalfa, or native grasses) - crop type selection could also support Swanson's hawk and white tail kite

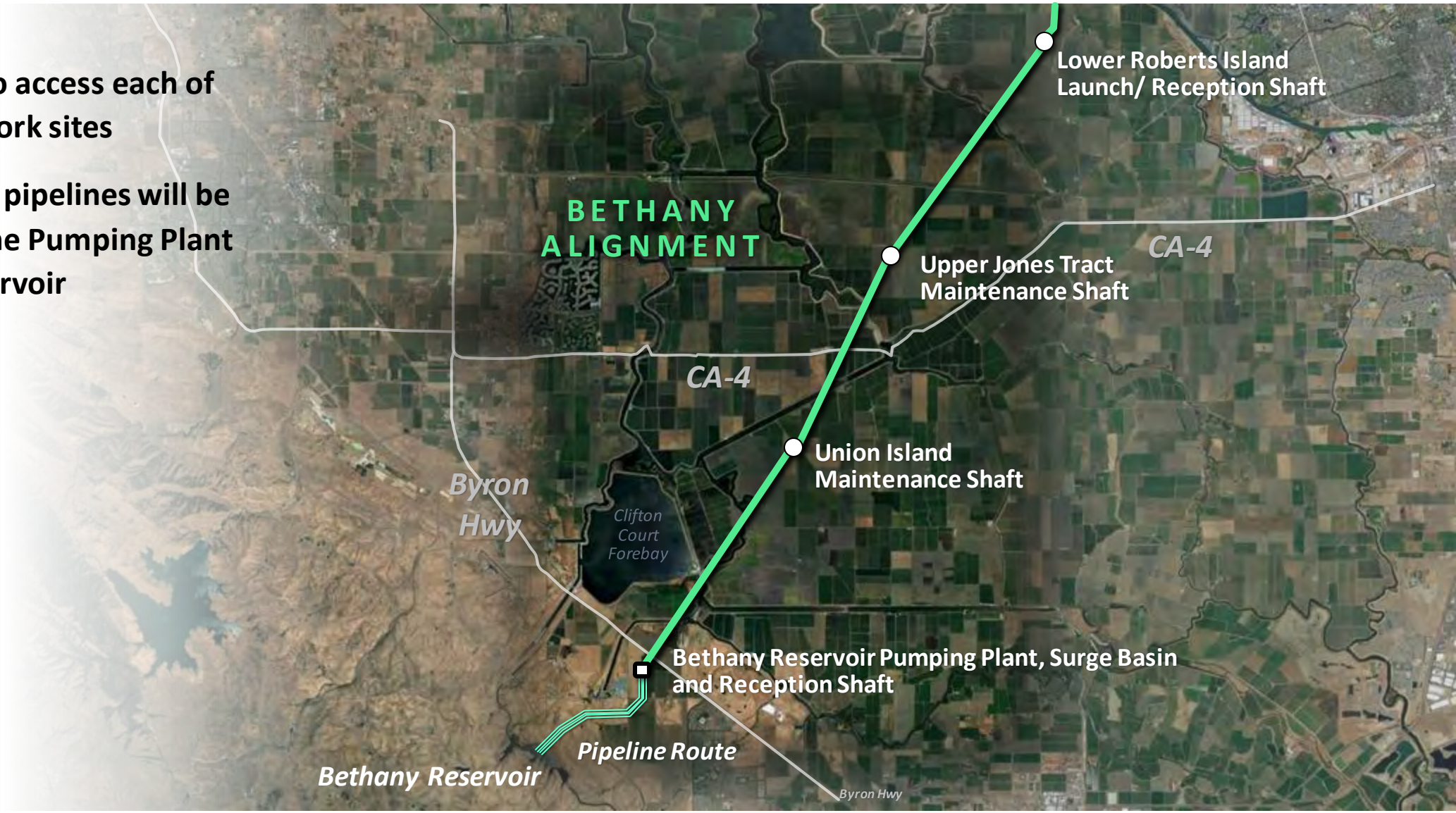


Item 4b.

Bethany Reservoir Alternative Update

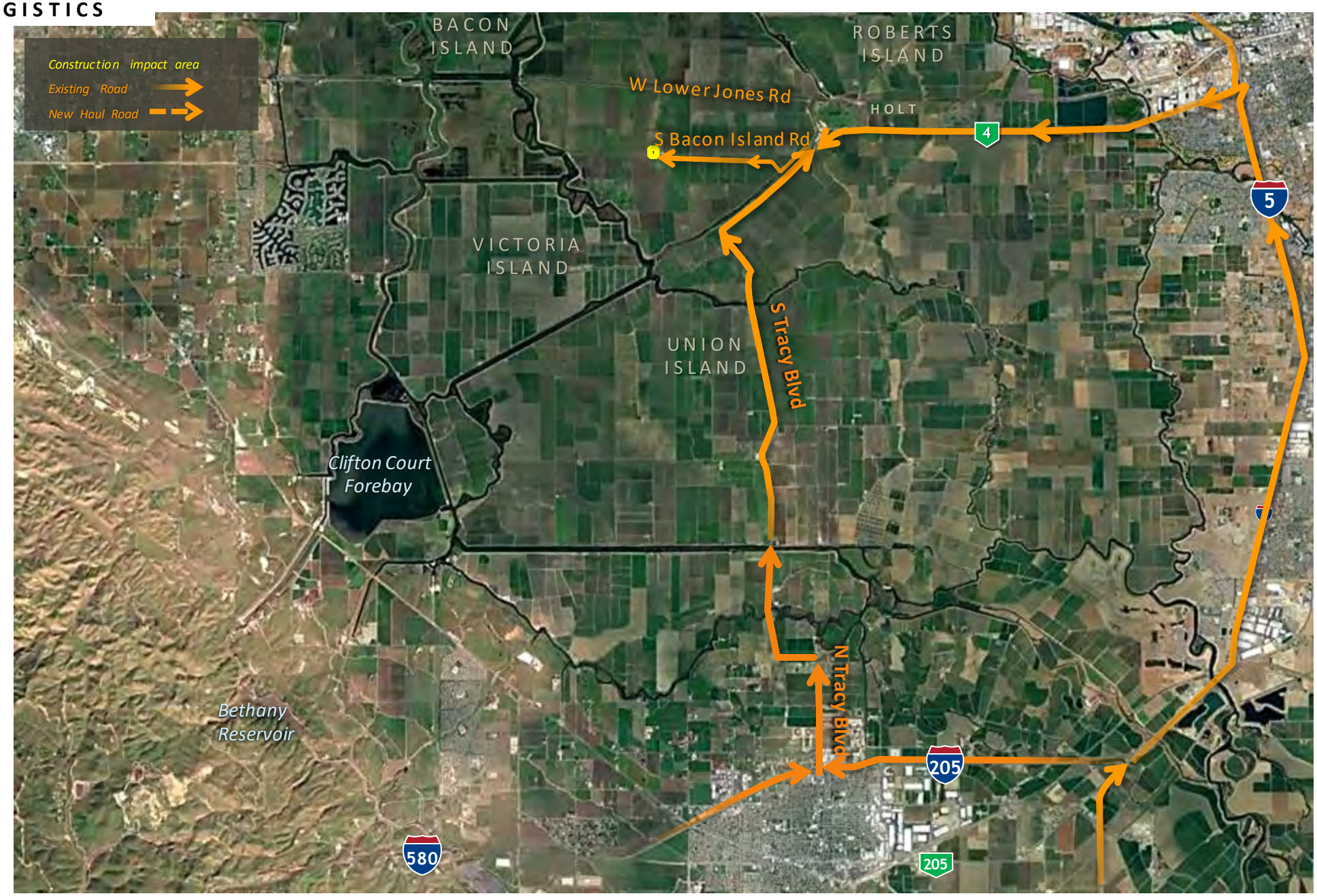
Bethany Update Topics

1. Logistics plans to access each of the four main work sites
2. Review how the pipelines will be installed from the Pumping Plant to Bethany Reservoir

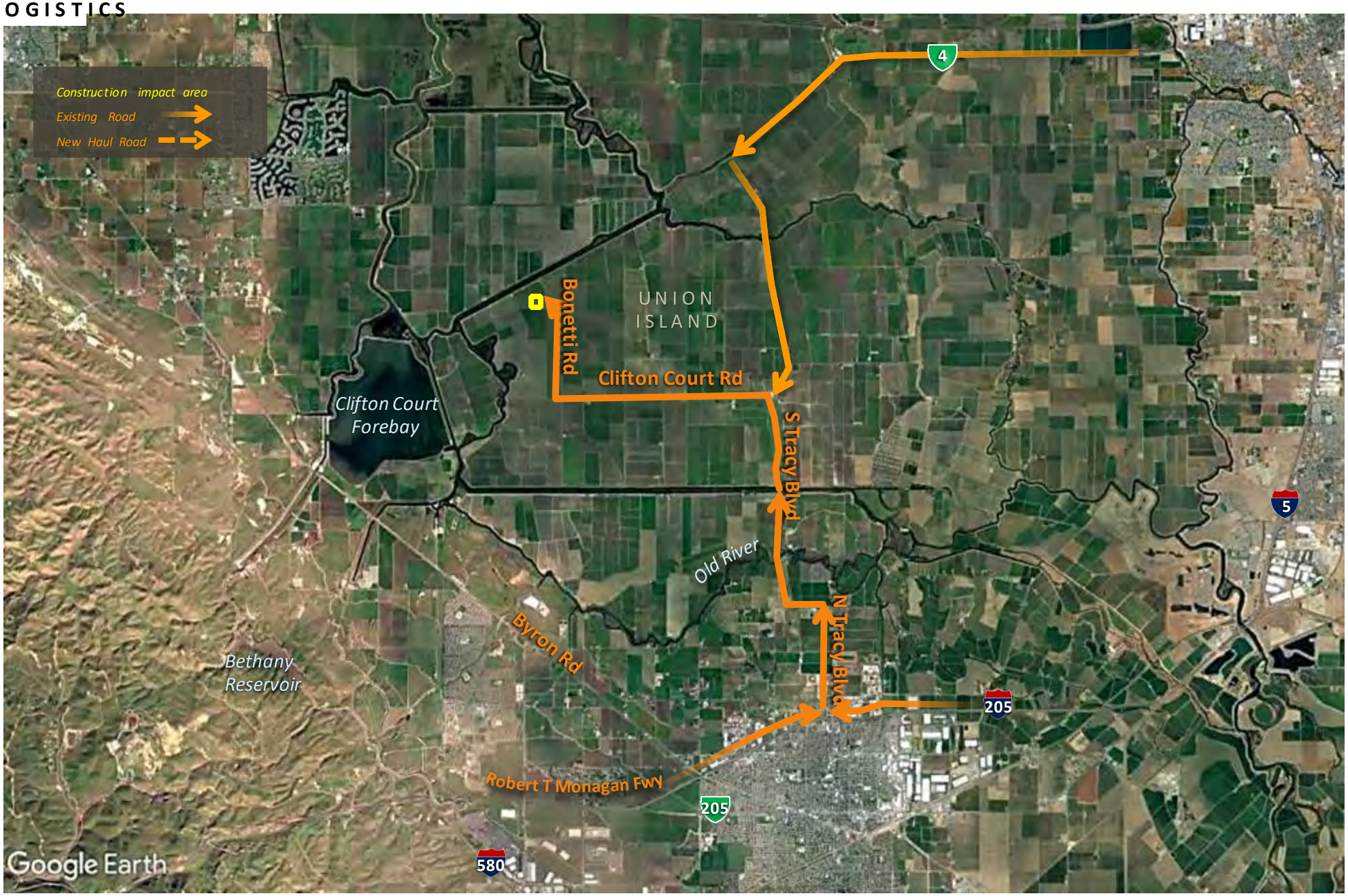


Logistics: Lower Roberts Island Launch Shaft Site Access Routes

Logistics: Upper Jones Maintenance Shaft Site Access Routes



Logistics: Union Island Maintenance Shaft Site Access Routes

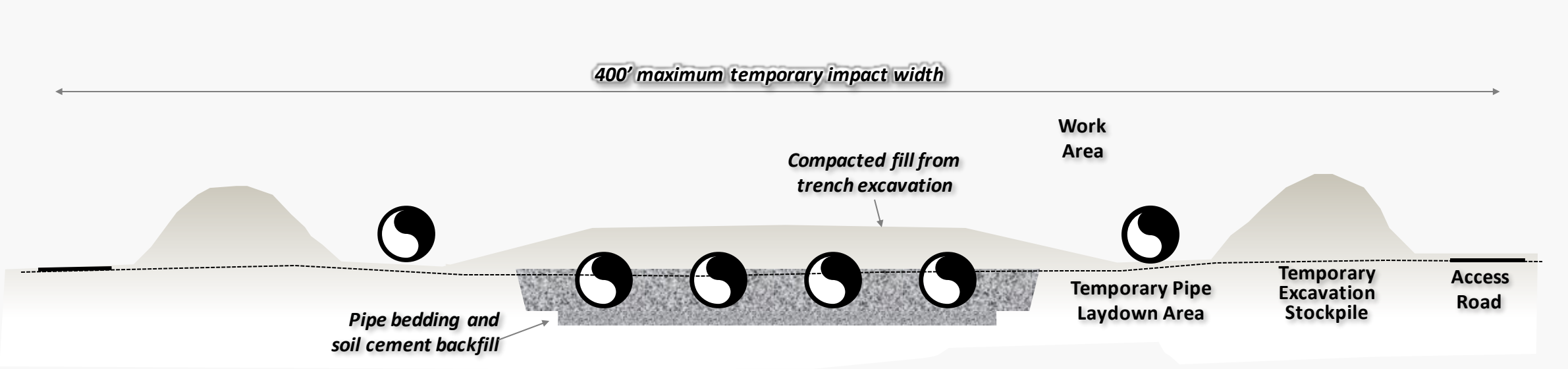


Logistics: Bethany Complex

Bethany Reservoir Alternative Pipeline Route

Cross-Section of Construction Aqueduct Trench - Open Cut Reaches

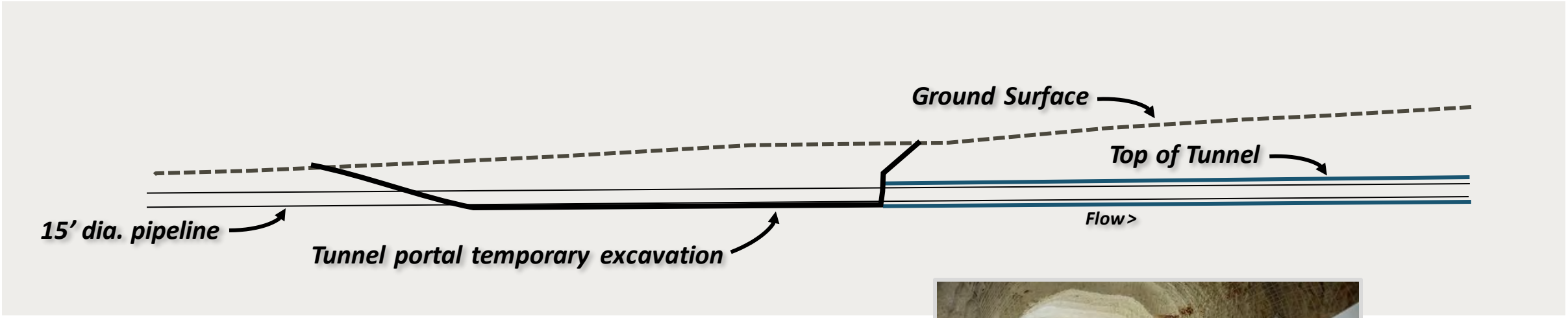
Typical construction phase trench section for open cut reaches of pipeline alignment



- Four, 15-ft diameter steel pipes
  - ~ 140 to 160 ft wide trench
  - ~ 12 to 15 ft deep trench
- Backfill trench with soil cement and reuse of excavated trench material

- Space on each side of trench for:
  - Stockpile of excavated material
  - Pipe section laydown
  - Access roads
- Fully buried under roads

Construction Phase Profile of Tunnel Portal



- Tunnel portal constructed to receive "cut and fill" pipes and launch tunneled pipe sections
- Portal about 200 ft long by 150 ft wide and 25 to 40 ft deep excavation
- Tunnel excavated with roadheader tunneling machine

- Sidewalls supported and stabilized during tunnel excavation
- 15 ft dia pipe installed in 30 ft sections – welded on site / in situ
- Space between tunnel and pipe filled with grout

Roadheader tunneling machine

Item 4c.

DWR Update

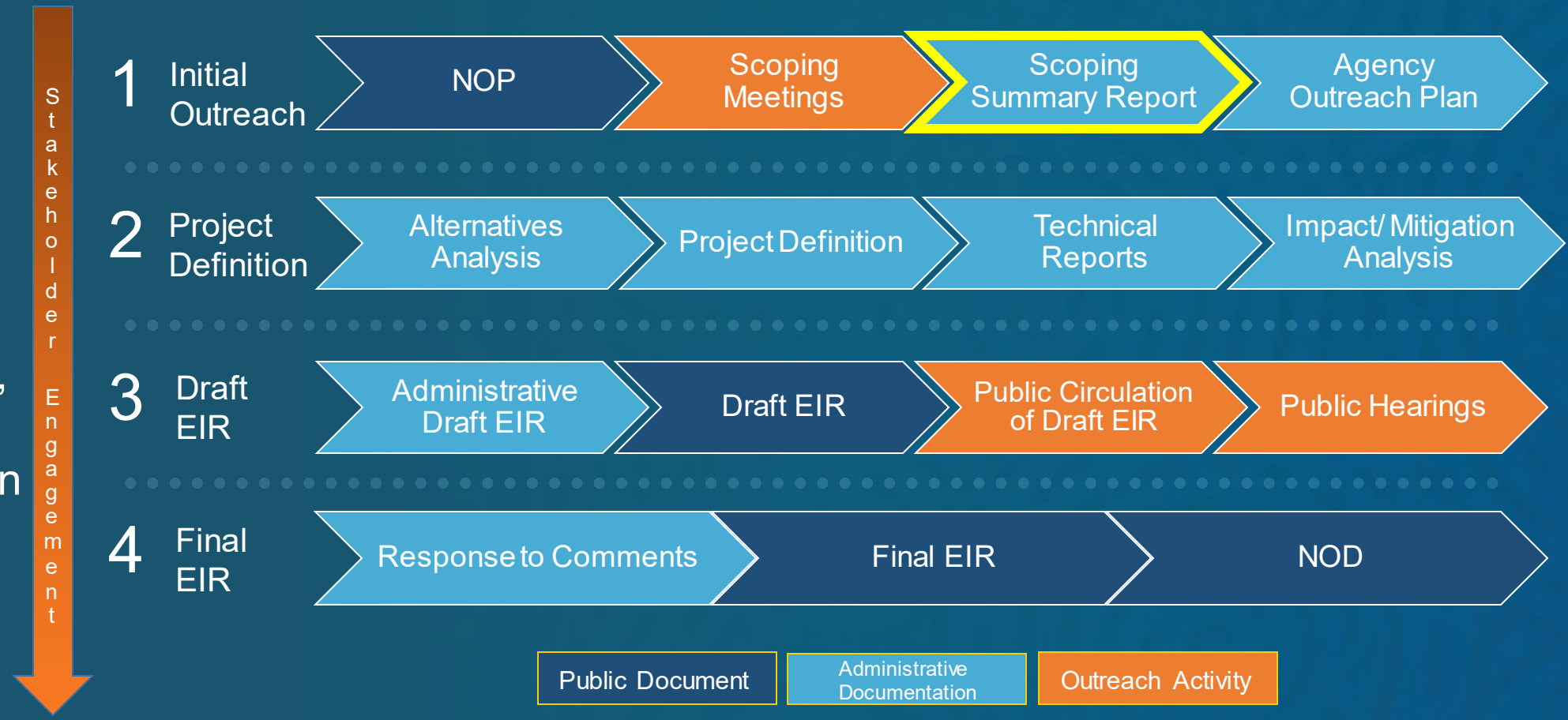
October 2020

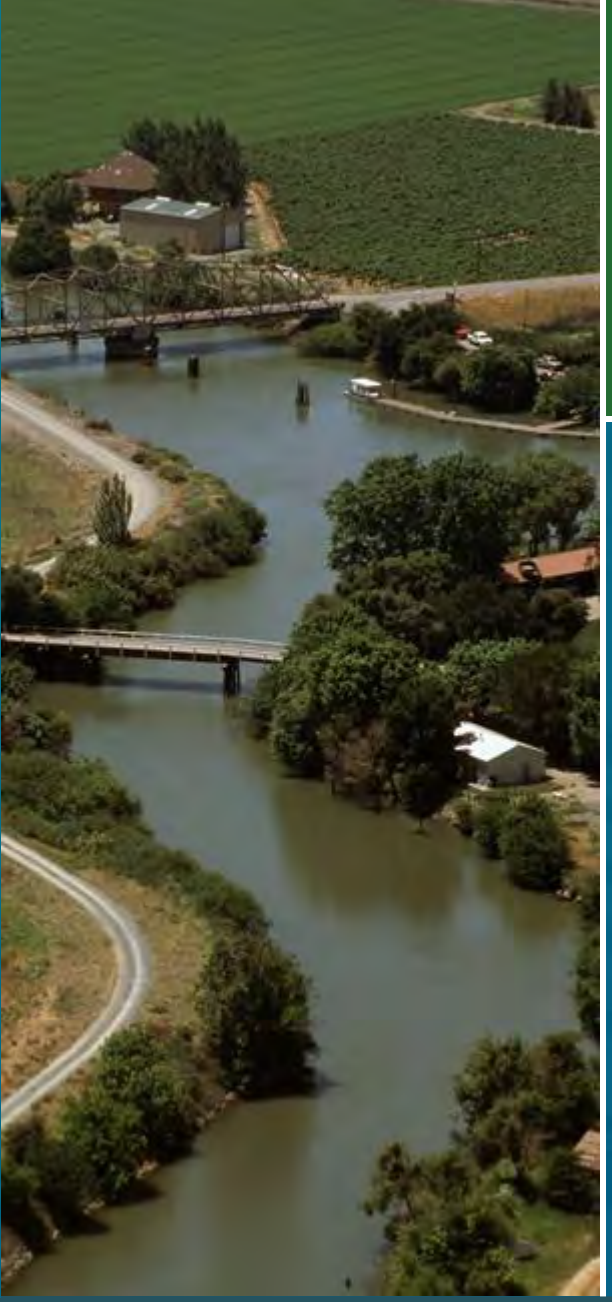
Delta Conveyance Project: *Environmental Review Update*

Carrie Buckman
Environmental Program Manager

Environmental Review Process

Identify, analyze and disclose the potential significant adverse environmental impacts of a proposed project, and provide feasible mitigation measures and alternatives to avoid or reduce such effects.





Environmental Planning Update

- California Environmental Quality Act (CEQA): work on existing conditions and analytical methods
- National Environmental Policy Act (NEPA): United States Army Corps of Engineers closed scoping on October 20 and received about 90 comment letters and emails
- Soil Investigations: field work under Initial Study/Mitigated Negative Declaration has started
- Community Benefits Program: DWR is preparing for a discussion of a Community Benefits Program concept at the December SEC meeting
- Environmental Justice Community Survey: survey open until the end of November

Item 4d.

SEC Questions or Comments on September 23, 2020 Presentation

Key Agenda Items: ***Bethany Update – Siting Analysis***

Bethany Update – RTM Management

DWR Update – EJ Survey

Item 4e.

Public Comment on Item 4

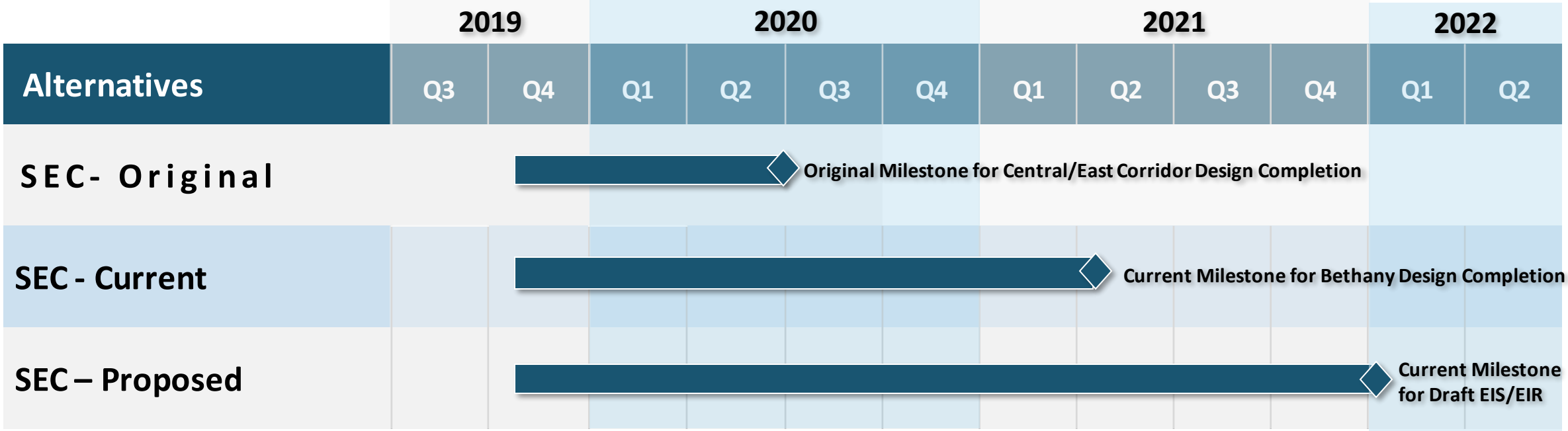
Item 5.

Future SEC Topics

Reminder - Original Charge of SEC (November 2019)

1. The DCA has a defined role in this Planning Phase that confines the areas of discussion within the SEC process.
2. The DCA endeavors to work collaboratively with the Delta Stakeholders to minimize the affects of construction of this project to the broader Delta community through engineering design, logistics optimization, and facility siting.
3. The byproduct of our engineering efforts and engagement with the Delta Community will be described in a DRAFT Concept Engineering Report to be delivered to DWR for their environmental review and assessment.
4. The case for the proposed project, the alternatives to be evaluated in the environmental documentation process, the flow and operating parameters of the proposed project, and the assessment of environmental impacts under the CEQA process, are all outside the purview of the DCA and thus outside the purview of this committee.

SEC Schedule



Proposed future SEC Topics:

- Continued update on Bethany Alternative
- Feedback on Community Benefits Program Framework
- Update on Geotech Studies

Proposed future SEC Topics:

- Design Changes for Mitigations
  - Air Quality
  - Noise
  - Traffic
  - Terrestrial Resources
  - Agricultural Resources

December 9th SEC Meeting Topics

- *Bethany Update*
  - Traffic Impacts & Mitigations
  - Pump Station & Surge Basin
  - Bethany Reservoir Outlet Structure
- *Introduction to Community Benefit Program Framework*

Volunteers for SEC Report to DCA Board

Item 6.

Non-Agendized SEC Questions or Comments

Item 7.

Public Comment on Non-Agendized Items

Thank you

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

DECEMBER 9, 2020

Stakeholder Engagement Committee Meeting

Meeting Agenda

1	**Welcome/Call to Order**
2	***Roll Call/Housekeeping***
3	***Minutes Review: November 5, 2020 Regular SEC Meeting***
4	***DWR Update***
4a.	***DWR Planning Status***
4b.	***Community Benefits Framework Discussion***
4c.	***Public Comments on Item 4***
5	***DCA Update: Technical Presentations***
5a.	***Bethany Complex***
5b.	***Bethany Alternative Traffic Analysis***
5c.	***SEC Questions or Comments on November 5th Meeting Presentation***
5d.	***Public Comment on Item 5***
6	***Future Agenda Items & Next Meeting***
7	***Non-Agendized SEC Questions or Comments***
8	***Public Comment on Non-Agendized Items***

Item 3.

Minutes Review:

November 5, 2020
Regular SEC Meeting

Item 4.

DWR Update

CALIFORNIA DEPARTMENT OF WATER RESOURCES

Introduction to Proposed Delta Conveyance Community Benefit Program

Carrie Buckman, Environmental Program Manager
Janet Barbieri, Communications Manager
Kathryn Mallon, DCA Executive Director

December 2020

COMMUNITY BENEFIT PROGRAM (CBP)
Agenda

- Background
- Case Studies and Best Practices
- Next Steps

Background

What is a Community Benefits Program?

- Defined set of commitments made by project proponents and created in coordination with the local community
- The commitments are made separate from and in addition to permit conditions or environmental mitigations
- Can include a wide range of benefits to address effects beyond what may be afforded by existing regulatory processes
- A demonstration of goodwill and concern regarding adverse effects communities may endure through construction of major capital works

Why Pursue a Community Benefits Program?

- Large infrastructure projects such as the proposed Delta Conveyance Project inevitably create effects to the communities and the local environment in which they are built.
- A Community Benefits Program would provide opportunities for Delta communities to articulate ways the Delta Conveyance Project can address project conflicts with any local Delta uses that affect the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place (Delta as Place).

Possible Objectives

- Provide a mechanism for the Delta community to identify opportunities for local benefits
- Provide a mechanism for the project proponents to demonstrate good faith, transparency and accountability to the community through commitments developed with stakeholder input
- Support project consistency with the Delta Plan policy DP P2 and, ultimately, the state's coequal goals for the Delta.

"Re-localizing sharing in benefit in line with the localization of impacts."

--Community Benefits from Onshore Wind Developments: Best Practice Guide for England

Build on Regional Vision

A CBP would provide additional opportunities for local communities to support the unique cultural, recreational, natural resource and agricultural values of the Delta articulated by the Delta Plan, National Heritage Area and Conservancy Grant Program (among many others).

- ✓ Acknowledge the Delta as a special place worthy of national and state attention
- ✓ Plan to protect the Delta's lands and communities
- ✓ Maintain Delta agriculture as a primary land use, a food source, a key economic sector, and a way of life
- ✓ Encourage recreation and tourism that allow visitors to enjoy and appreciate the Delta and that contribute to its economy
- ✓ Sustain a vital Delta economy that includes a mix of agriculture, tourism, recreation, commercial and other industries, and vital components of state and regional infrastructure

Conceptual Categories of Benefits

Delta As Place Fund

- Community driven framework for fund management that empowers local community
- Focus fund on those projects that can help protect, enhance, and sustain the unique cultural, historical, recreational, agricultural, and economic values of the Delta as an evolving place, consistent with the co-equal goals.

Project Implementation Commitments

- Jobs, training and labor
- Business, economy
- Construction partnerships
- Multipurpose Facilities





Three Distinct But Complementary Processes

Regulatory Mitigation

Purpose: Address project impacts related to specific regulatory requirements (e.g., CEQA/NEPA)

Community Benefits Program

Purpose: Provide resources to direct benefits toward communities most impacted by implementation, based on community collaboration.

Ombudsman Program

Purpose: Clearinghouse single point of contact to streamline information, support and claims. Includes ensuring just compensation as a result of direct construction impacts.

Case Studies and Best Practices

Example Case Studies

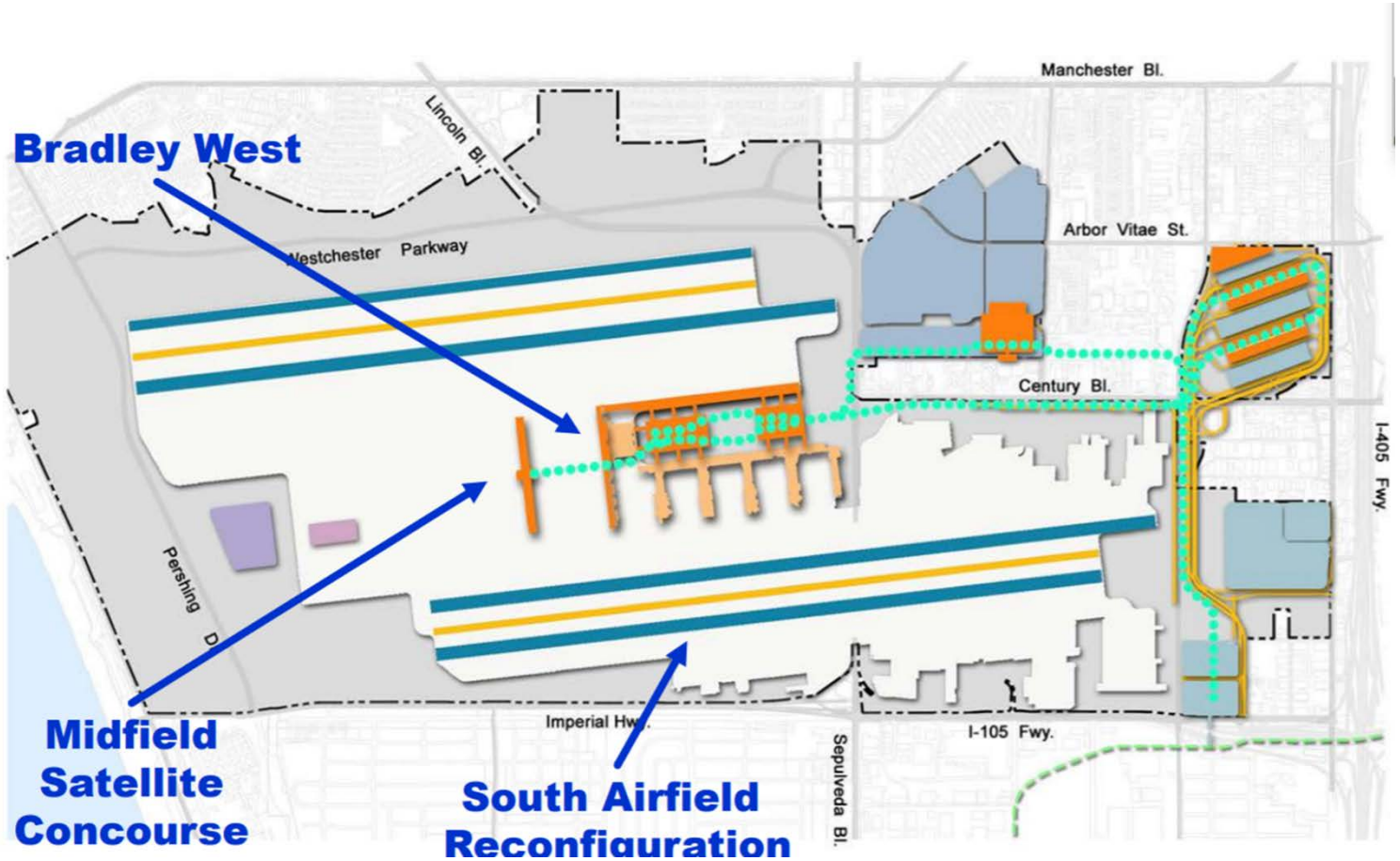
Los Angeles World Airports (LAX) $11Bil Expansion Program

NYC Dept of Environmental Protection $3.5Bil Croton Water Plant

Various Off-Shore Wind Programs

LAX EXPANSION

Los Angeles Airport (LAX) Expansion



- ✓ Developed legally binding Community Benefit Agreement (December 2004)
- ✓ Signatory: LAX Coalition for Economic, Environmental and Educational Justice
  - Broad coalition of community-based organizations and labor unions
- ✓ Community Benefits negotiated to address impacts and maximize local project benefits

LAX EXPANSION

Example Benefits Identified

- ✓ Local hiring program to give priority for jobs at LAX to residents and low-income and special needs individuals;
- ✓ Funds for soundproofing affected schools and residences;
- ✓ Retrofitting diesel construction vehicles and diesel vehicles operating on the tarmac, curbing dangerous air pollutants by up to 90%;
- ✓ Electrifying airplane gates to eliminate pollution from jet engine idling;
- ✓ Funds for studying the health impacts of airport operations on surrounding communities; and
- ✓ Increased opportunities for local, minority, and women-owned businesses in the modernization of LAX.

NYC DEP CROTON WTP

NYC DEP Croton Water Treatment Plant (WTP)

- ✓ Selected site on public golf course in Van Courtland Park, Bronx, NY
- ✓ Plant constructed entirely underground to reduce affects in public park
- ✓ Agreements negotiated in two areas:
  - On-site impacts to golf course
  - Broader Bronx Community
- ✓ Community monitoring committee formed and held monthly meetings to review overall progress

Integrated Site Facilities

Croton WTP during construction. Temporary driving range and course reroute built prior to start of WTP construction; payments for lost revenue during construction.

NYC DEP CROTON WTP

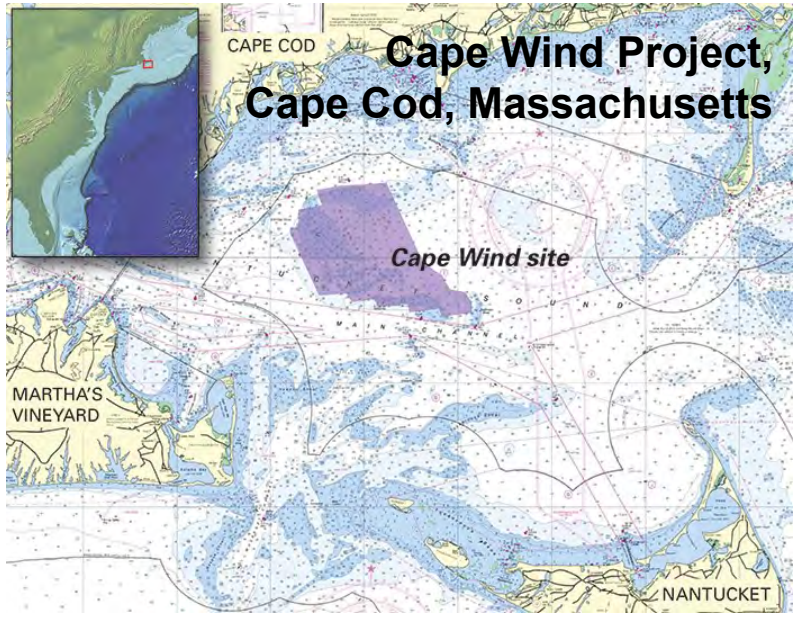
Final driving range and clubhouse constructed above buried treatment plant.

NYC DEP CROTON WTP

Support for Bronx Borough Parks

- ✓ Roberto Clemente State Park Reconstruction
- ✓ Van Courtland Park Upgrades
- ✓ Van Courtland Park Forestry Management Fund
- ✓ Tree Planting Fund
- ✓ Bronx Borough Public Parks Fund

Example Features of Offshore Wind Farm CBAs



Cape Wind Project, Cape Cod, Massachusetts

- Funding for Restoration of Bird Island
- Annual payment for natural resource preservation, marine habitat restoration and coastal recreation enhancement projects in region

- Established grant program for assistance on local projects such as upgrade of a local village pond and its adjoining land

Sheringham Shoal Community Fund North Norfolk, England

VARIOUS WIND PROJECTS

Block Island Wind Farm Block Island, Rhode Island

- Grant money to hire third party expert to help understand planning submission drawings and other technical issues
- Hired ombudsperson to help keep town informed
- Added power and fiber optic line to connect island to mainland grid to provide high speed internet and eliminate diesel fueled power plant

Sample Best Practices

- Grassroots process with open and transparent collaboration to encourage broad community participation - outreach to interest groups that do not always have voice or participate
- Results of all meetings will be recorded and made public
- Make participants aware that participation does not affect their rights in the planning process
- Build on plans and strategies that have already been developed in Community
- Ensure benefits are fair and proportional to project magnitude
- Clear oversight and monitoring program to ensure sponsor and recipients are meeting their responsibilities

Next Steps

Phases of Development and Implementation

PHASE 1
Information Gathering

December 2020 to February 2021

PHASE 2
Develop Community Benefits Program Framework

March 2021 to December 2021

PHASE 3
Complete Benefit Identification and Finalize Program

January 2022 to December 2023

PHASE 4
Implementation and Oversight
(pending project review and approvals)

PHASE 1 *Information Gathering* | PHASE 2 *Develop CBP Framework* | PHASE 3 *Negotiate Benefits / Finalize Agreements* | PHASE 4 *Implementation and Oversight*

Information Gathering

- Interviews with Delta stakeholders and stakeholder groups to introduce proposed Community Benefit Program concept and initial solicit feedback
  - Local elected officials and Delta organizations (e.g. DSC, DPC, DC)
  - Legacy communities
  - Tribes and Tribal Members
  - Environmental Justice / Disadvantaged Communities
  - Agricultural interests
  - Recreational interests
  - Natural resources interests

PHASE 1 *Information Gathering* | PHASE 2 *Develop CBP Framework* | PHASE 3 *Negotiate Benefits / Finalize Agreements* | PHASE 4 *Implementation and Oversight*

Information Gathering

- CBPs require communities to be clear on what they need and the long-term benefits that can be derived.
- Local planning organizations can often serve that function to work with citizens to develop long term plans
- The Delta is diverse and dispersed with multiple and sometimes overlapping planning organizations
- Need input on how to navigate the current Delta community structure and identify:
  - methods to work collaboratively with community to develop the program
  - stakeholder identification

What may be included in the Framework Document?

- Benefit categories and goals
- Tenets and stakeholders
- Objectives for each benefit category
- Process design

Community Engagement Approach

1. Interviews with community members and community groups
   a. Interview the SEC as one of several groups (but also individuals as desired)
   b. Document and publish input for transparency
2. Public workshops
   a. Review interview results
   b. Present draft language
   c. Solicit public input
3. DWR uses interviews/workshops to prepare Draft Framework (appendix to DEIR)

Closing

Core Commitments

1. **Transparent**
   Open process to collaborate effectively
2. **Constructive**
   Participation in good faith with community to create a positive legacy
3. **Inclusive**
   Broad stakeholder participation to expand capture of voices
4. **Fair**
   Benefits related to localized nature of effects
5. **Unconditional**
   Community benefits are not dependent on support for project

Discussion:

- Do you understand the concept?
- Do you have any thoughts about how the SEC fits into the Framework development process?
- Do you have recommendations for who to interview?

Item 5.

Technical Presentations

5a. Bethany Complex

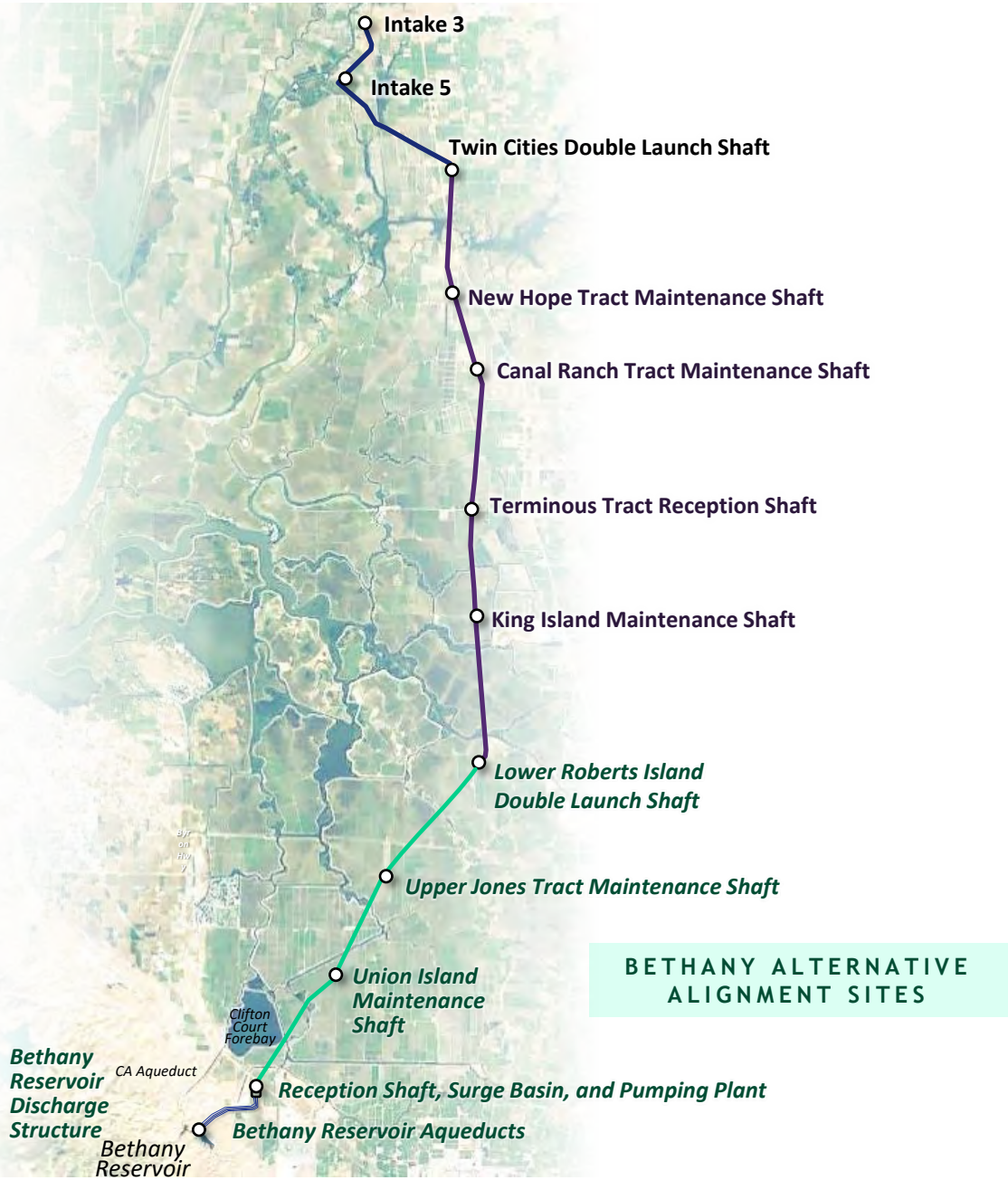
5b. Bethany Alternative Traffic Analysis

Item 5a.

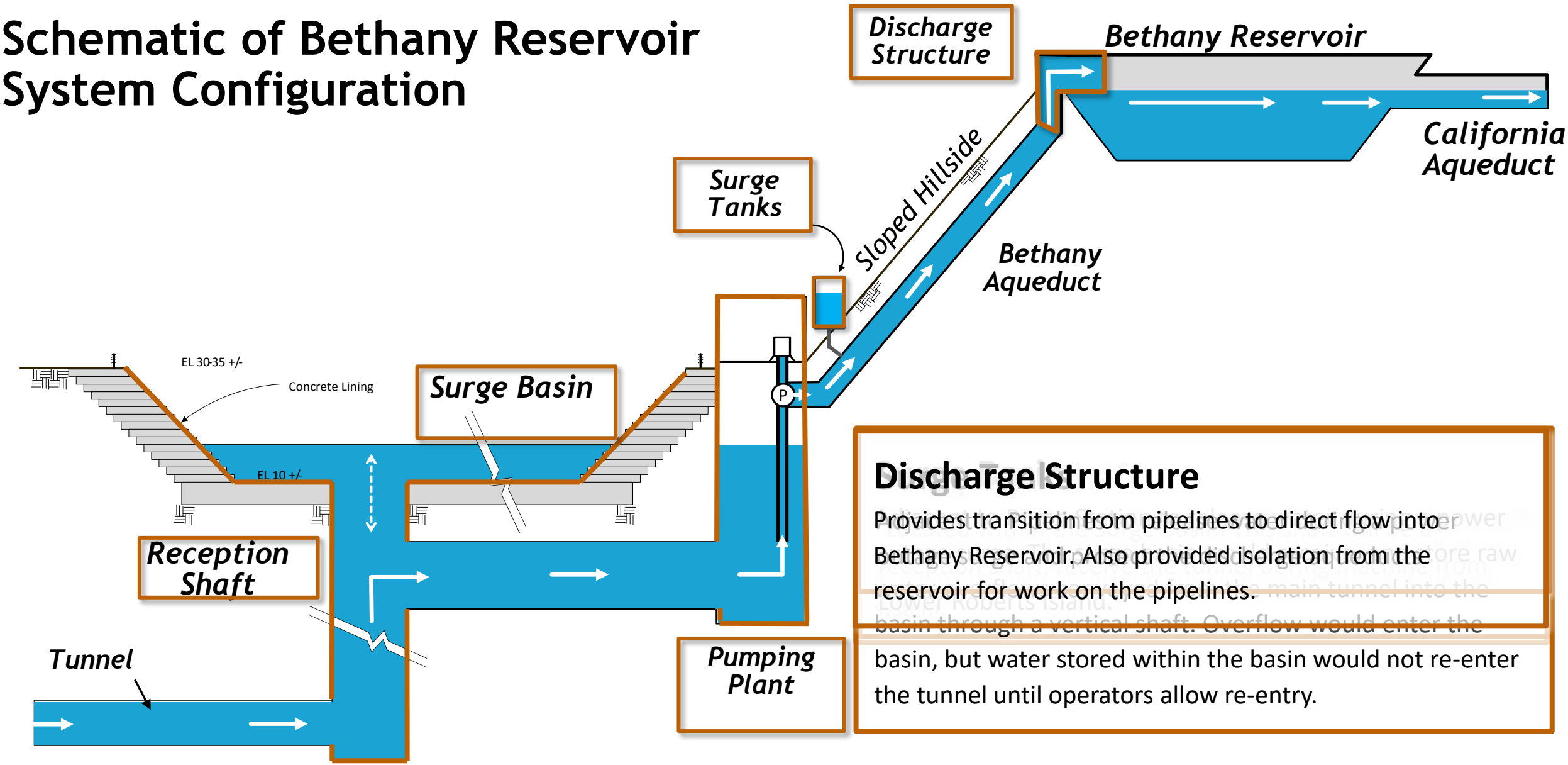
Bethany Complex

Bethany Alternative

- **Bethany Reservoir Alternative**
  - Bethany Alternative uses the same alignment as the Eastern Alignment up to Lower Robert Island Shaft, at this point the shaft becomes a double launch shaft.
  - Two additional maintenance shafts would be needed for the Bethany Alternative:
    - Upper Jones Maintenance Shaft
    - Union Island Maintenance Shaft
  - The tunnel reach from Lower Roberts extends to the Pumping Plant complex near the existing Central Valley Project facilities just south of Byron Highway.
  - The pumping plant diverts the tunnel flow up to a discharge structure along the shore of Bethany Reservoir via 4 parallel aqueducts.



Schematic of Bethany Reservoir System Configuration

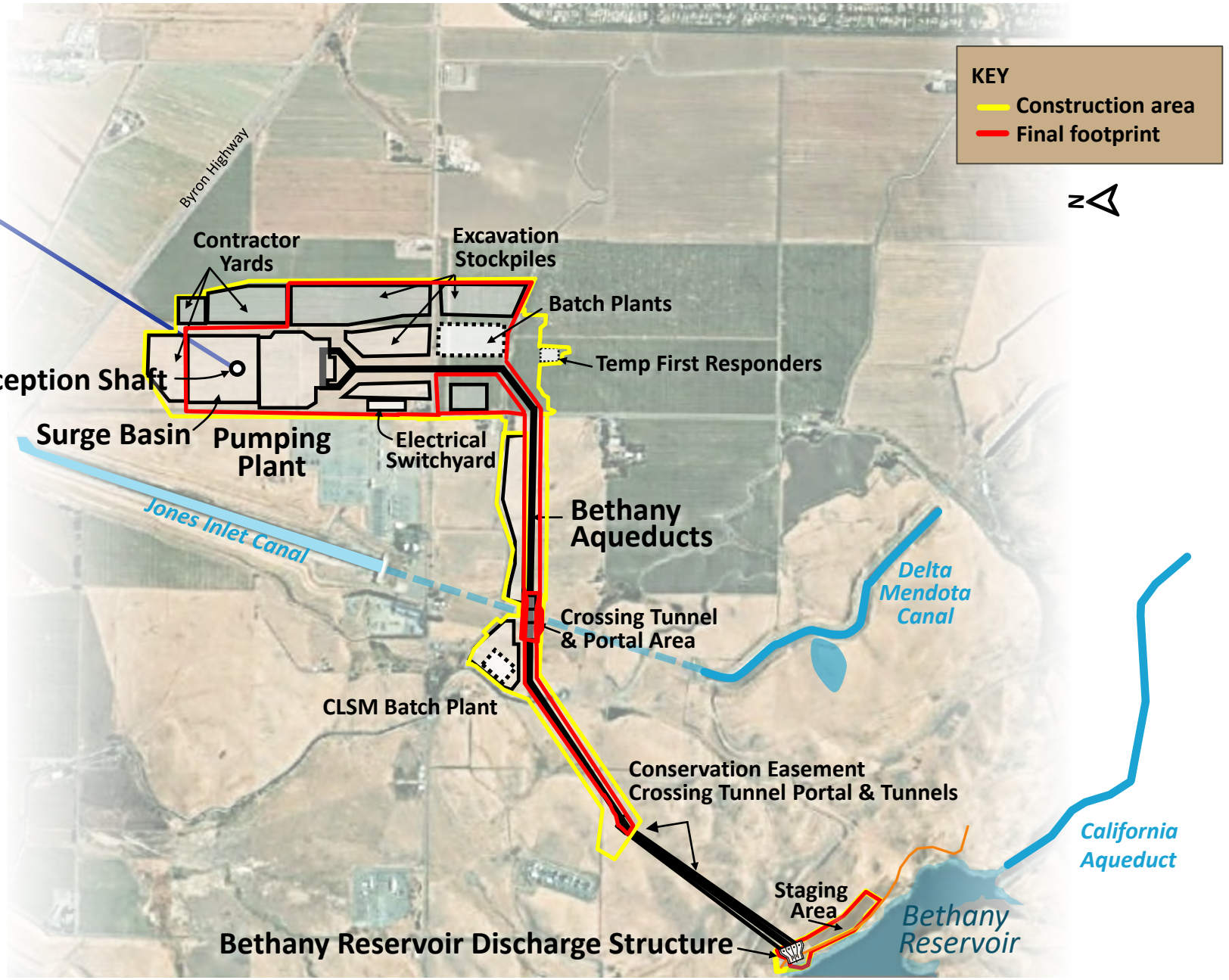


Discharge Structure

Provides transition from pipelines to direct flow into Bethany Reservoir. Also provided isolation from the reservoir for work on the pipelines.

basin, but water stored within the basin would not re-enter the tunnel until operators allow re-entry.

Bethany Complex

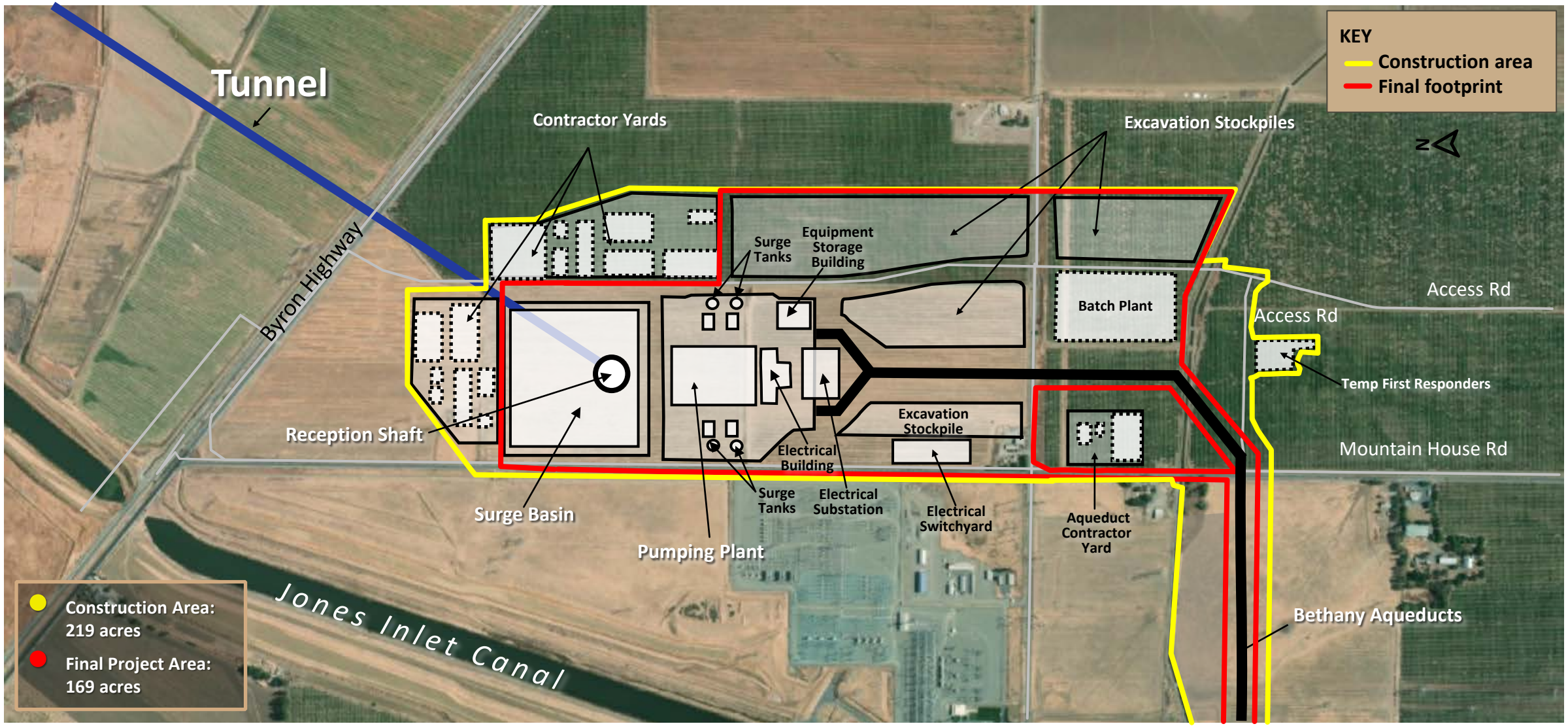


Pumping Plant Complex
- Construction Area: 219 acres
- Final Project Area: 169 acres

Bethany Aqueducts
- Construction Area: 136 acres
- Final Project Area: 54 acres

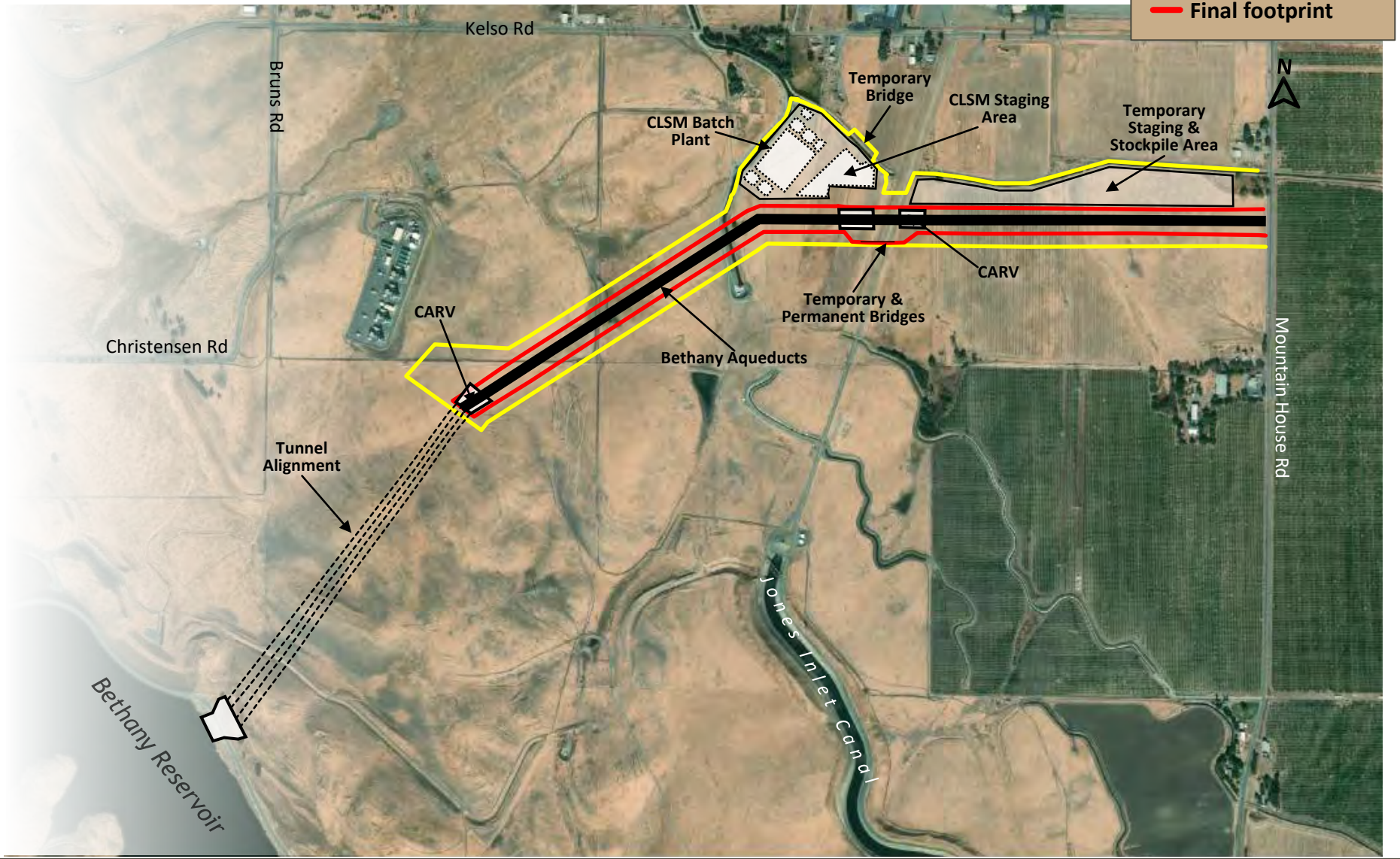
Bethany Reservoir Discharge Structure
- Construction Area: 14 acres
- Final Project Area: 12 acres

Bethany Pumping Plant



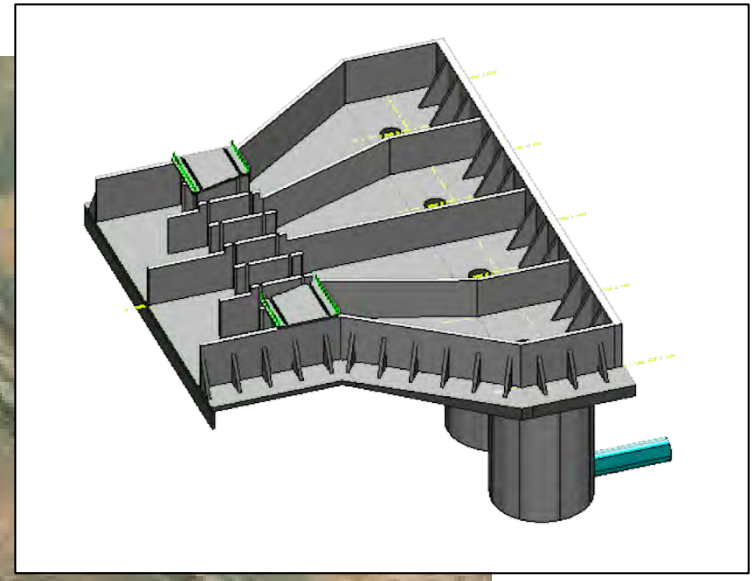
Bethany Pumping Plant

Bethany Aqueducts



- Construction Area: 136 acres
- Final Project Area: 54 acres

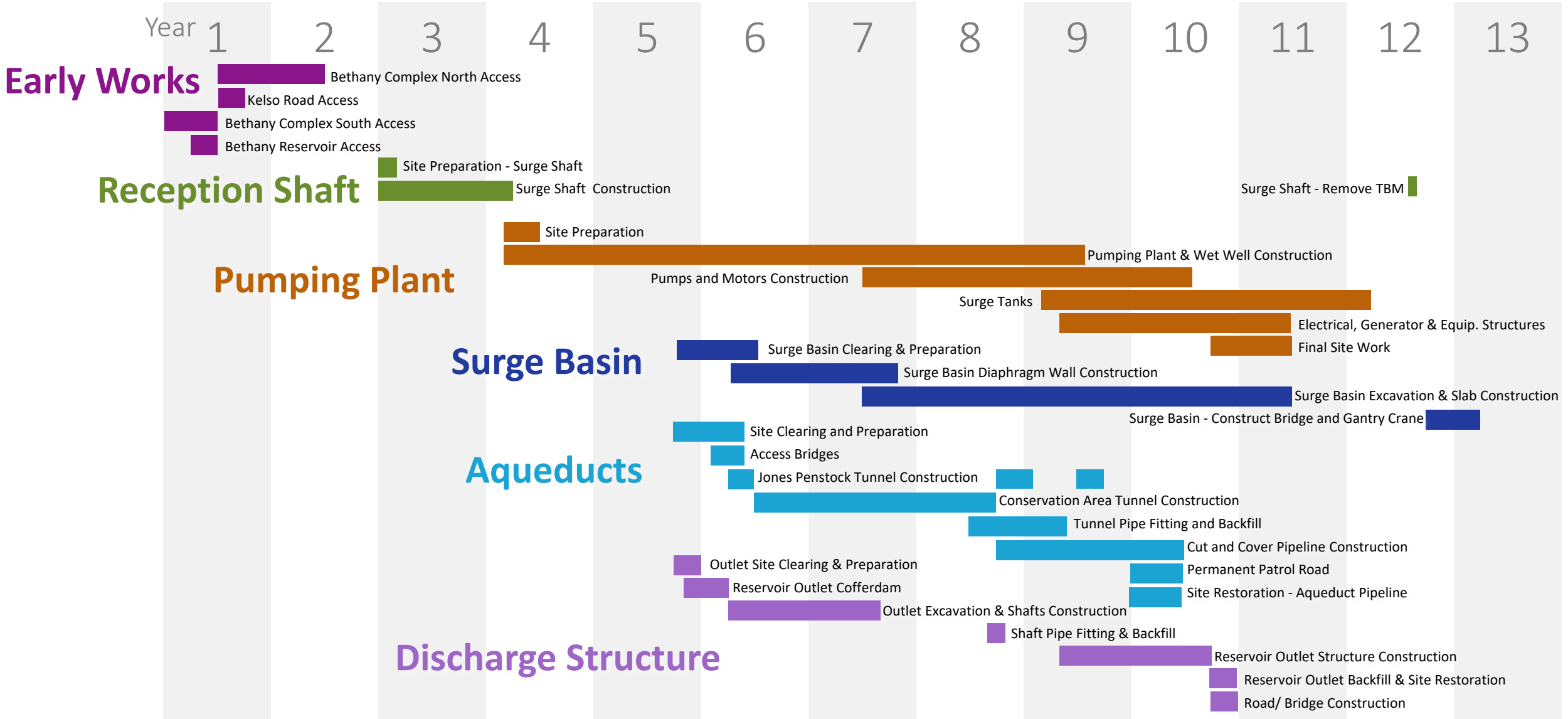
Bethany Reservoir Discharge Structure



- Construction Area: 14 acres
- Final Project Area: 12 acres

KEY
- Construction area
- Final footprint

Construction Schedule for Bethany Complex



Item 5b.

Bethany Alternative Traffic Analysis

Agenda

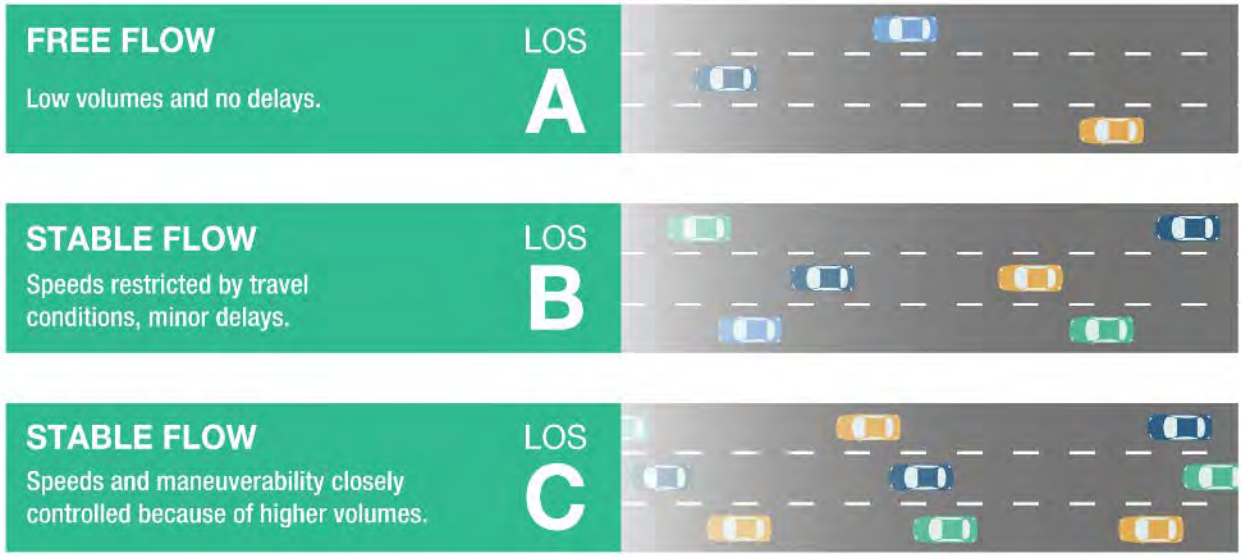
- Description of Methodology
- Analysis of the Bethany Alternative

Note

This is NOT a CEQA analysis but helps the engineering team to identify our recommended logistics measures. Ultimately, the CEQA process will be the final arbiter of recommended logistics improvements to manage traffic impacts.

Description of Methodology

What Is Level of Service (LOS)?



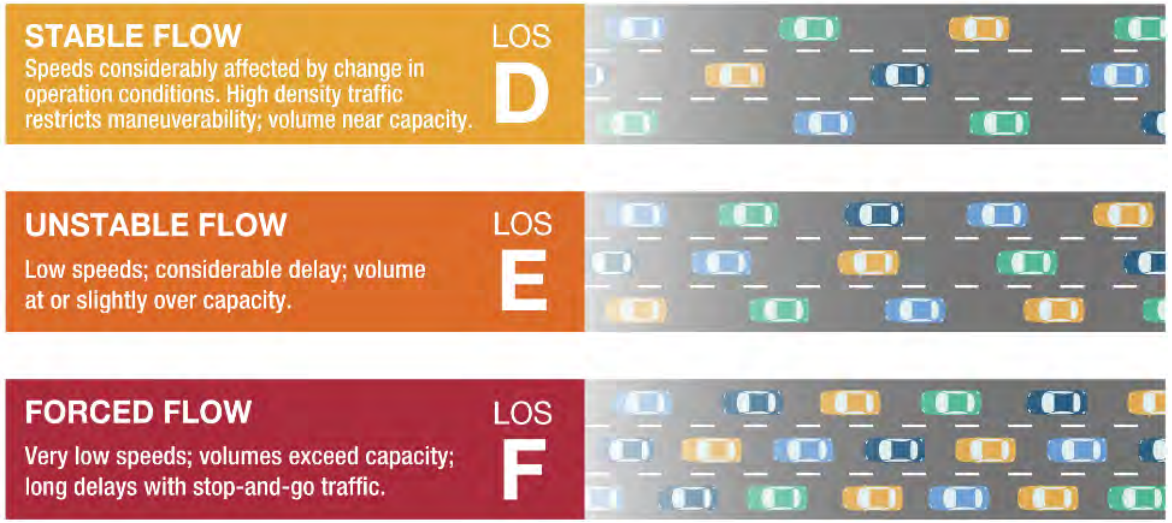
Levels A through C

Allow traffic to move at posted speed limit

Common on urban roads

Levels D through F

Increasing levels of restriction from other traffic



Existing LOS

Figure 8: San Joaquin County RCMP 2018 Basic Freeway Segment LOS PM

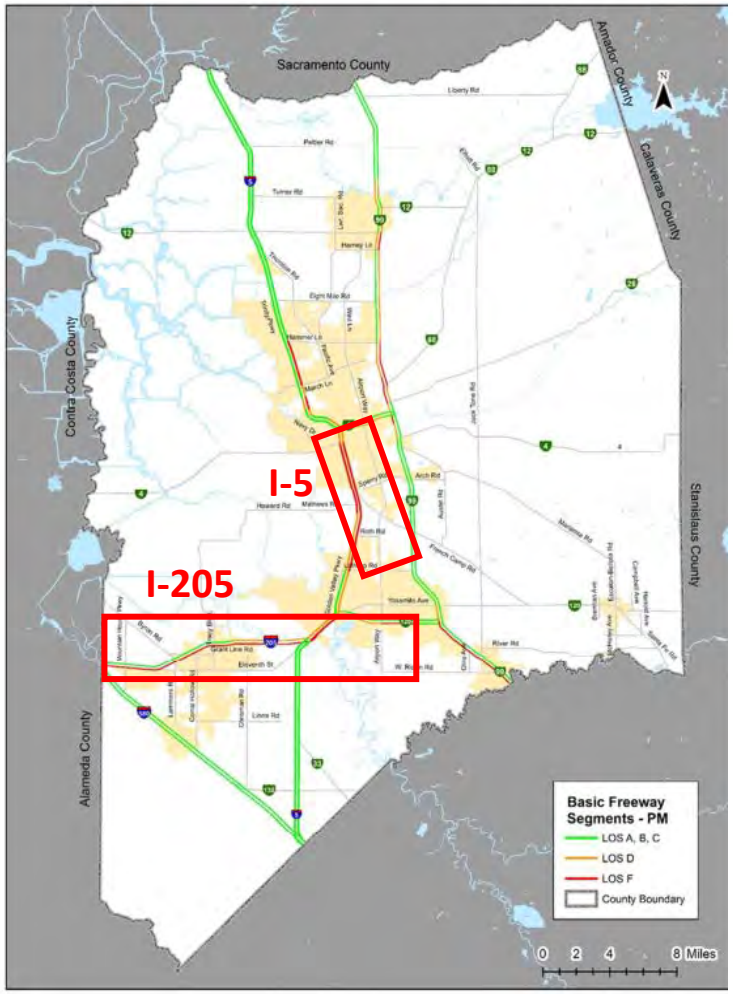


Figure 10: San Joaquin County RCMP 2018 Two-Lane Highway Segment LOS – PM Peak

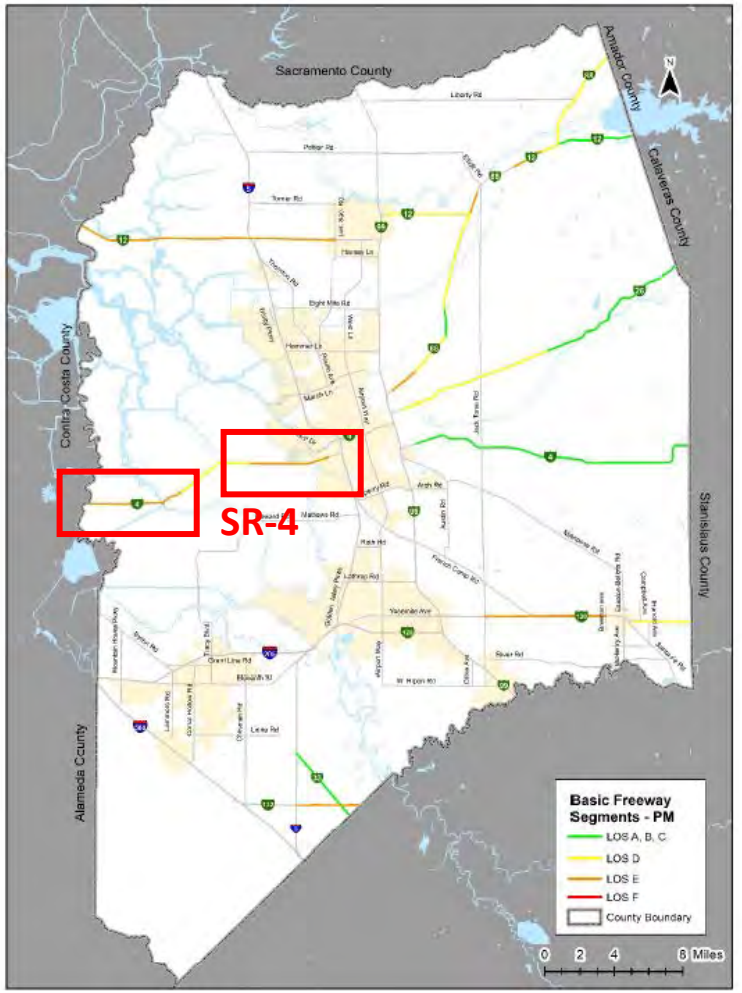
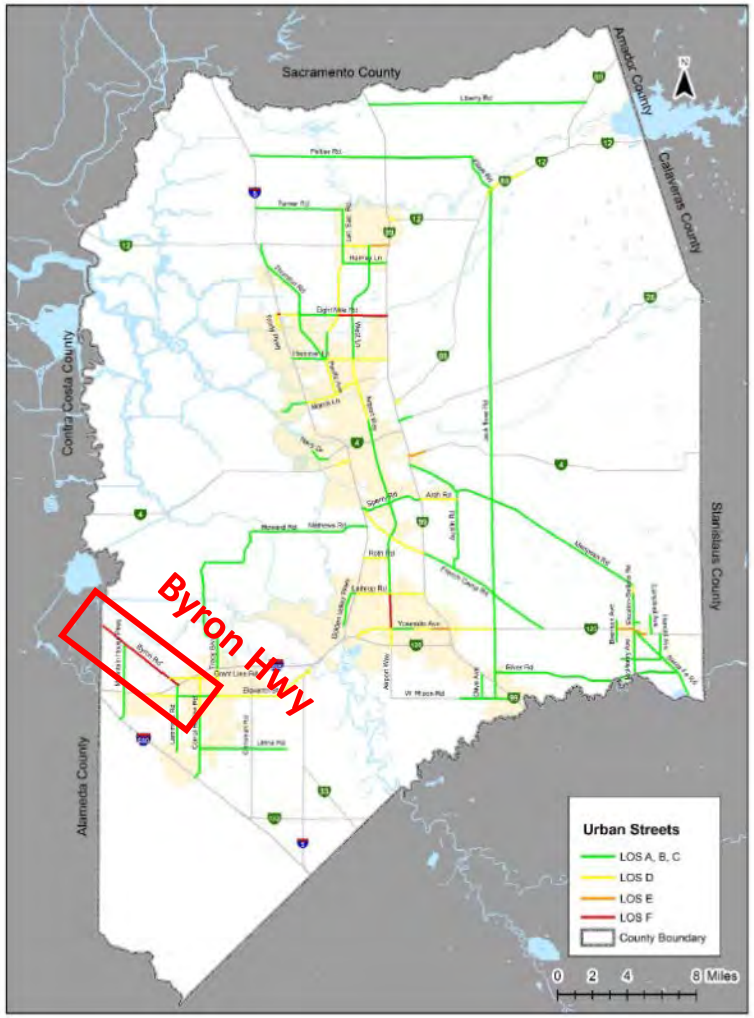


Figure 11: San Joaquin County RCMP 2018 Urban Street Segment LOS



Source: San Joaquin County Regional Congestion Management Program 2019 Monitoring and Performance Report

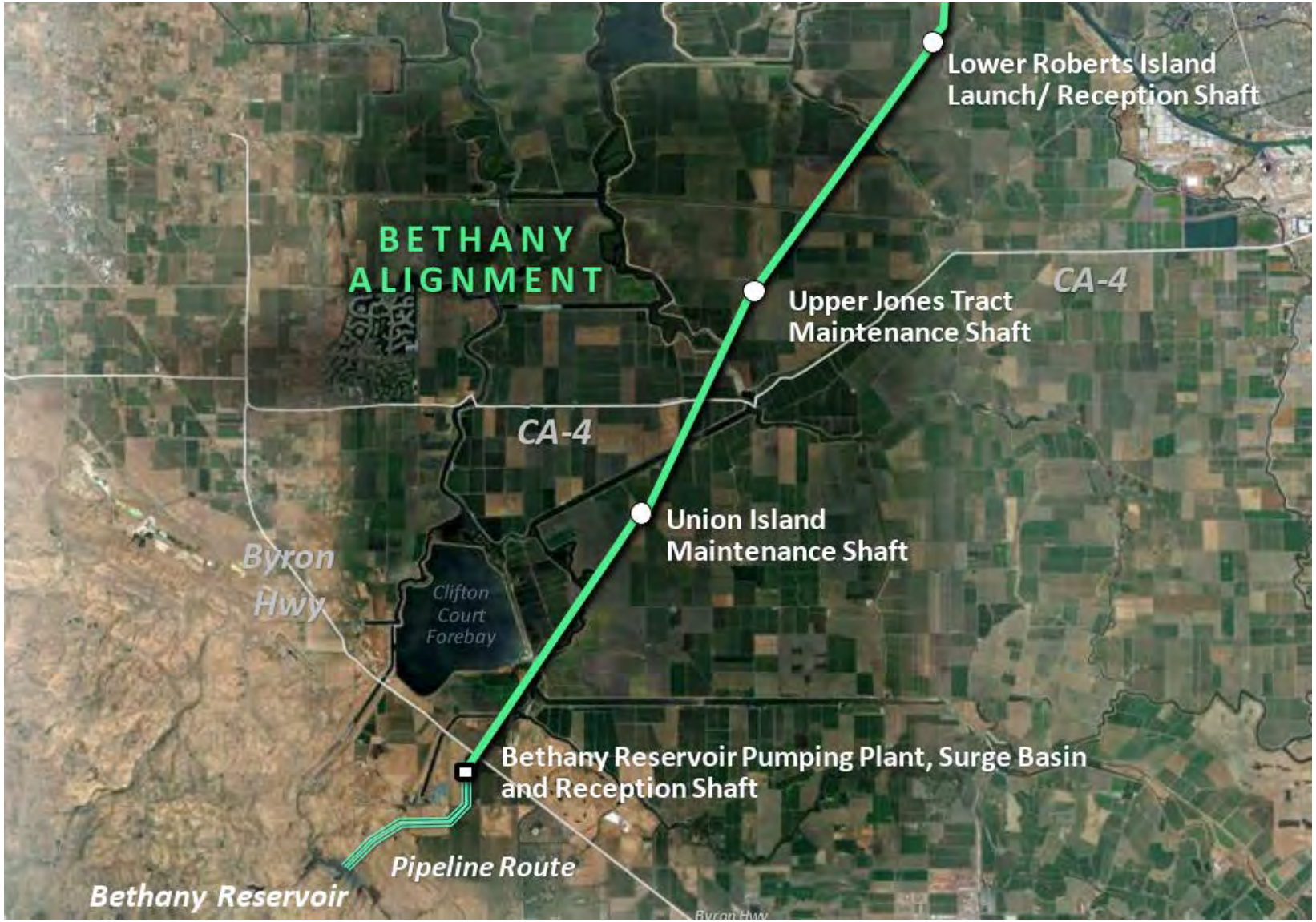
Delta Conveyance: Thresholds for Remedial Action

1. The construction traffic creates a LOS worse than the target LOS ***and*** the project's traffic is 10% or more of the total traffic volume.
2. The target LOS is:
   - LOS C for local roads
   - LOS D for major commute routes (SR-4, SR-12, Byron Hwy)
   - LOS D for any new roads built for the project

Note: This is similar to the LOS goals in San Joaquin and Sacramento Counties but with consideration of the project's traffic in relation to existing traffic (10% threshold)

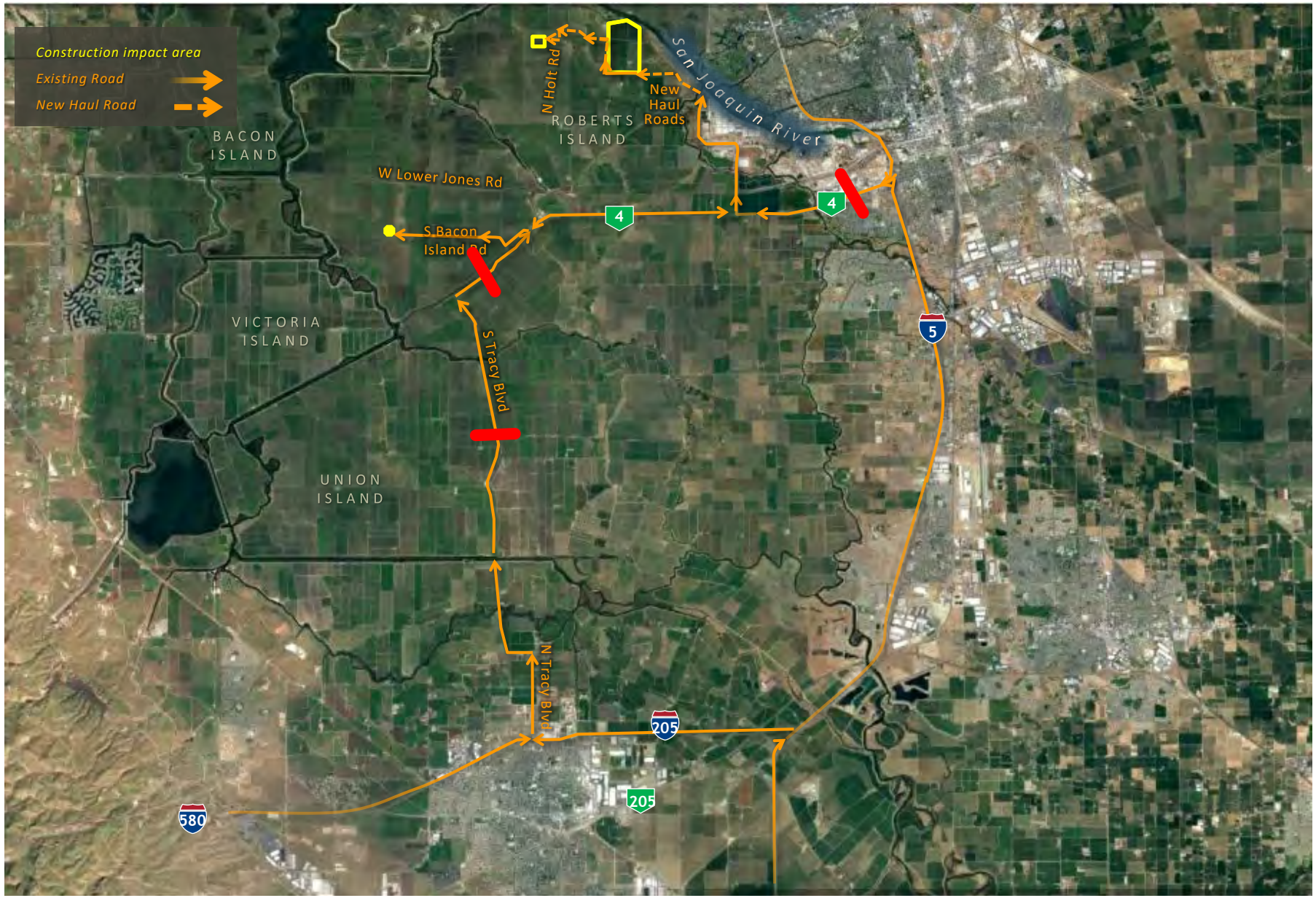
Analysis of the Bethany Alternative

Sites Involved



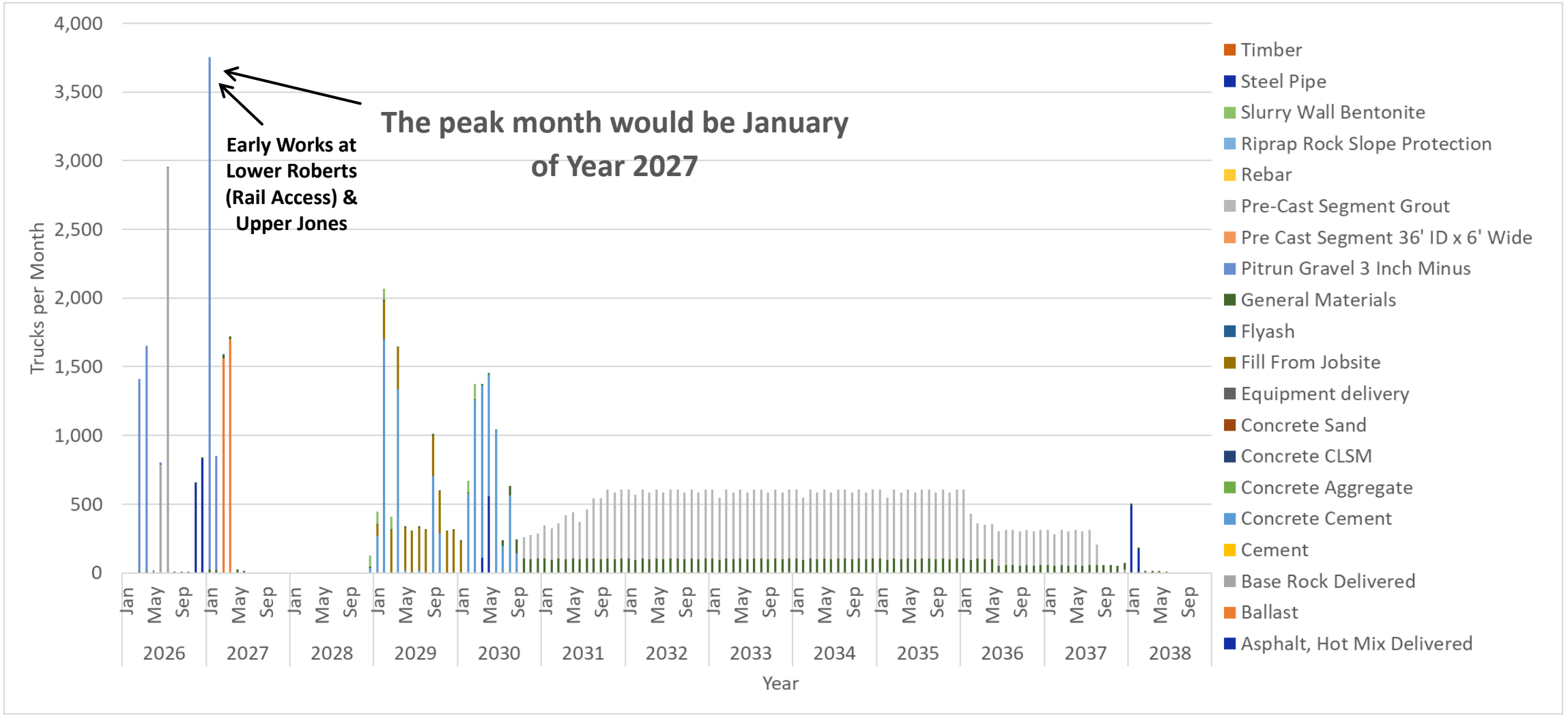
SR-4

Major Impacts are from Lower Roberts Island & Upper Jones Tract

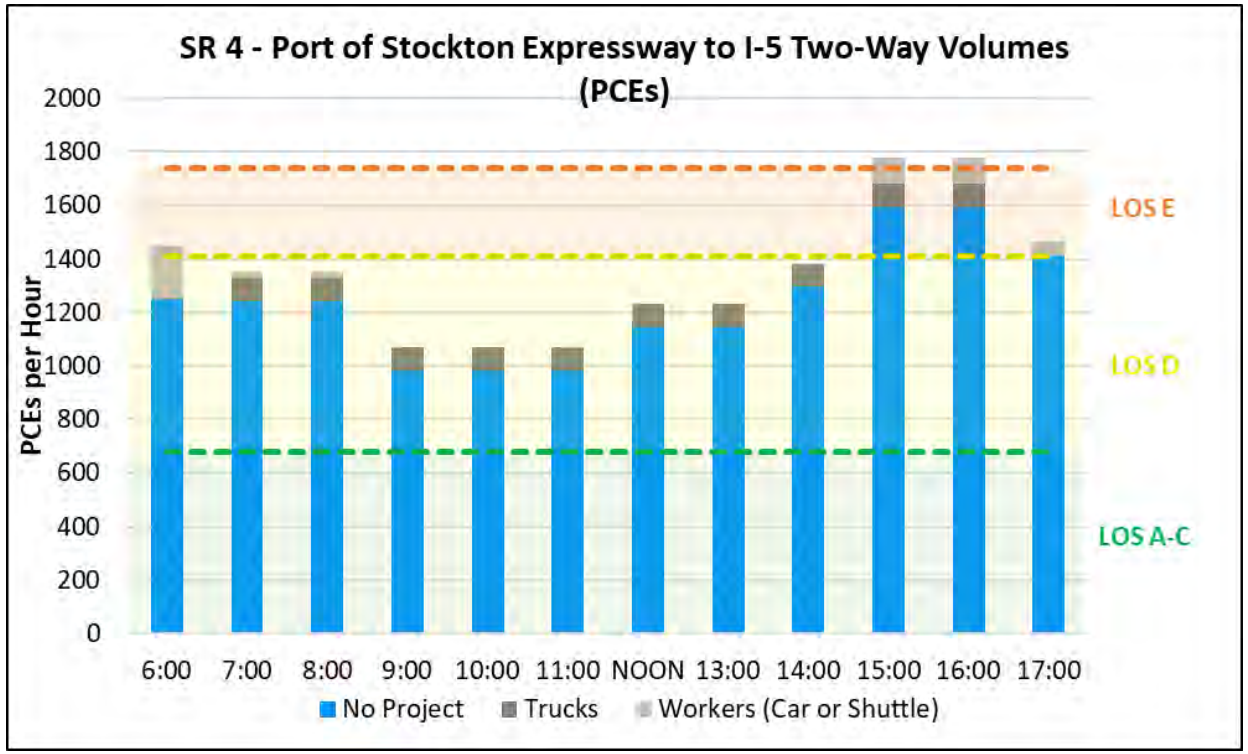


Peak Month for Lower Roberts & Upper Jones

Affecting: SR-4



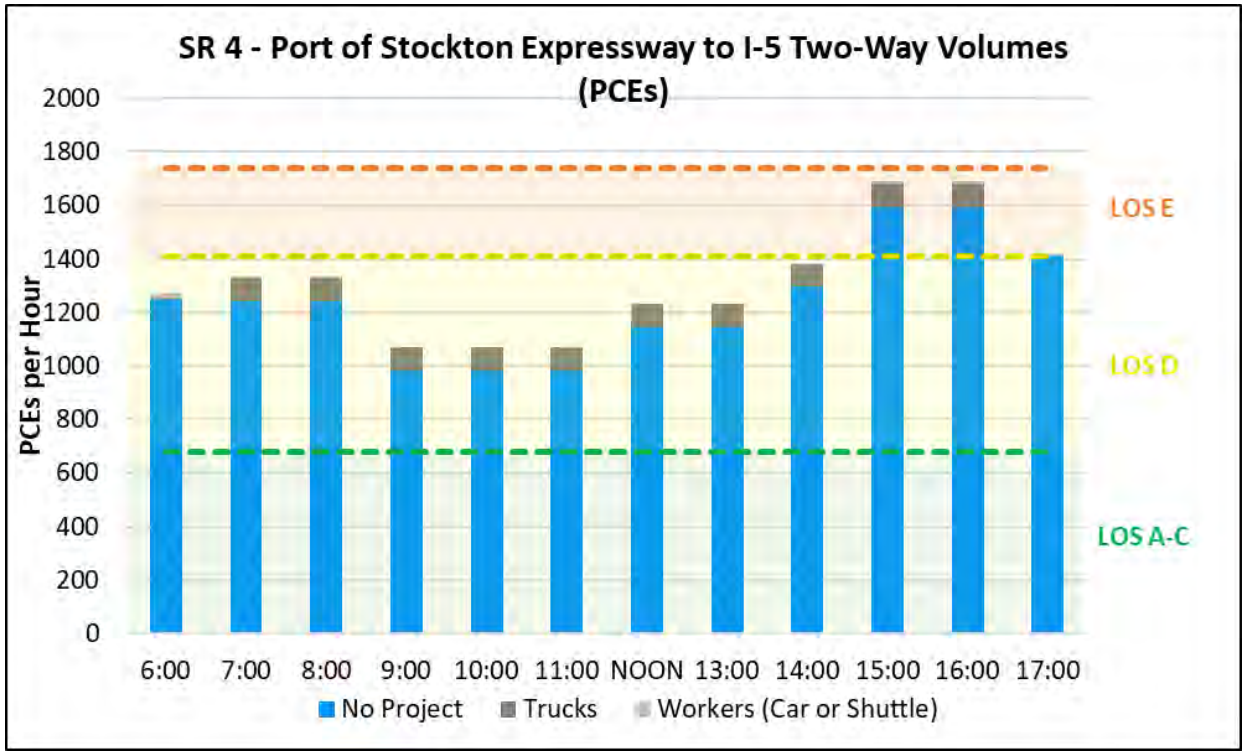
Traffic Conditions: SR-4 west of I-5 *(2-lane bridge)*



Worker trips are all <u>drive-alone</u>.

LOS "F" in the AM & PM peak.

Project would temporarily add 16%.



Worker trips are all <u>taking shuttle</u> (10 people/shuttle).

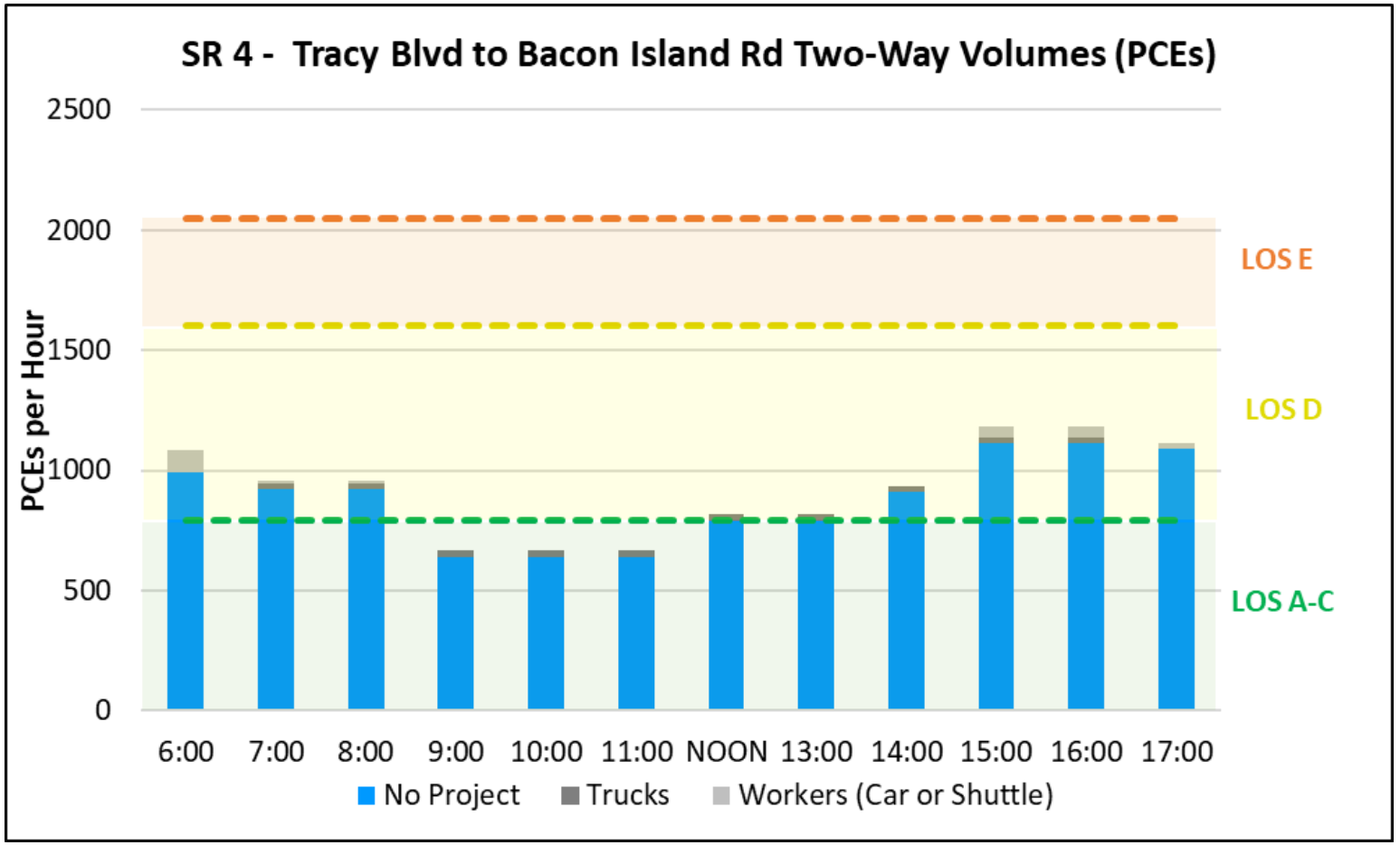
LOS "E" in the evening without project trips.

Project would temporarily add 6% (Truck & Worker), which is below the threshold triggering remediation

Traffic Conditions: SR-4 west of Bacon Island Road

LOS would be "D" or better even with the addition of project traffic.

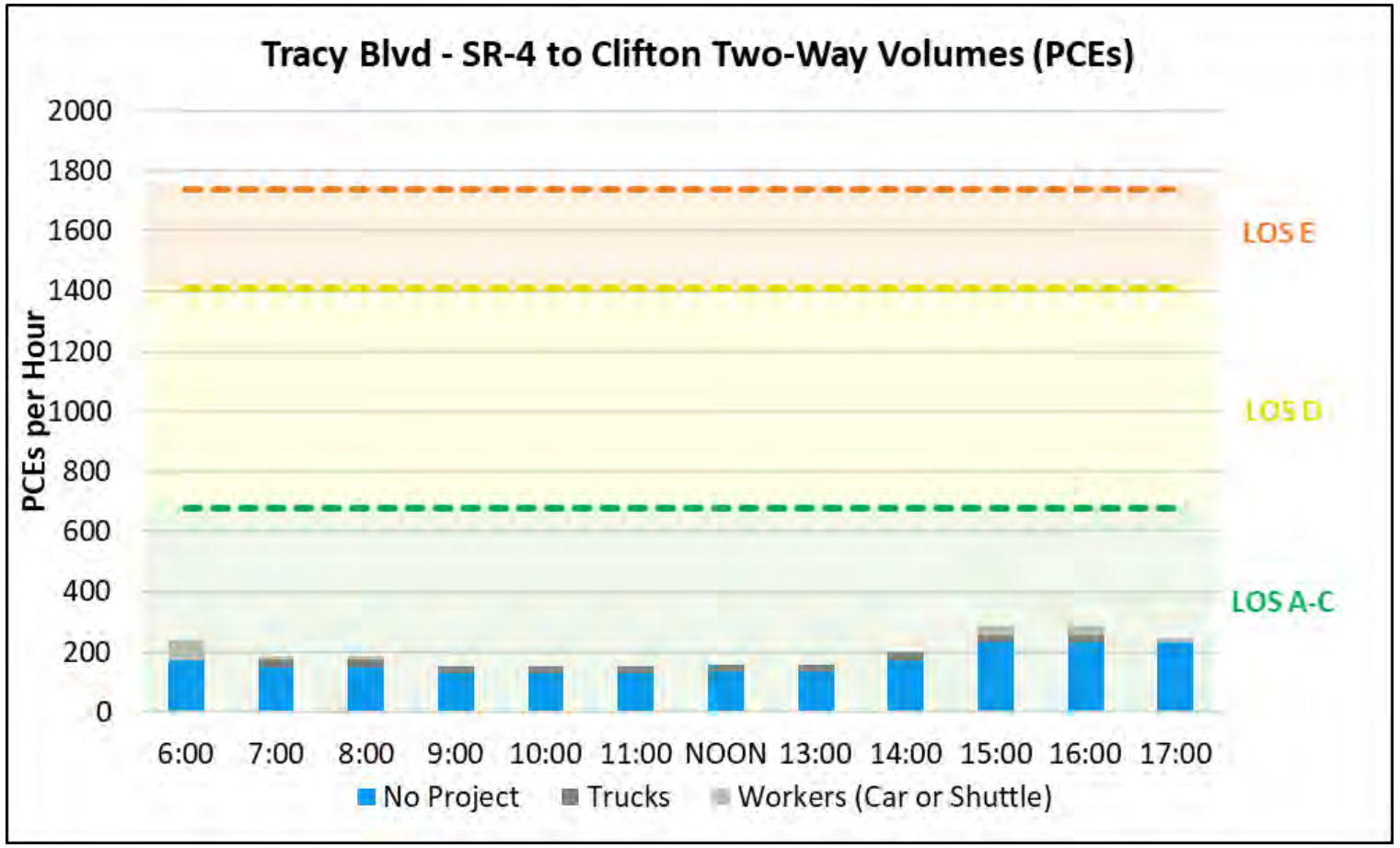
Project traffic would be minor in relation to background traffic



Traffic Conditions: Tracy Blvd between SR-4 and Clifton Court Road

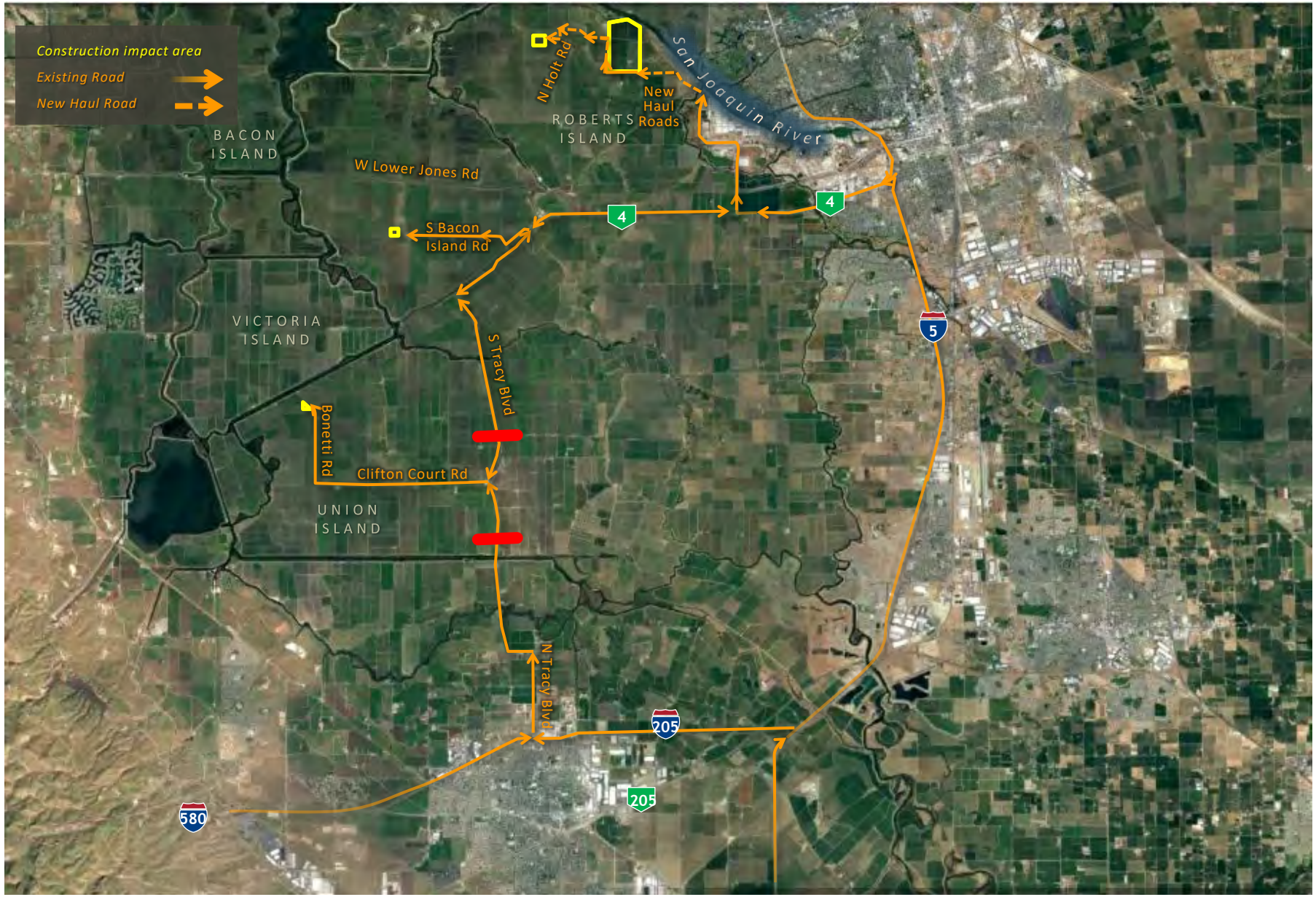
LOS would be "C" or better even with the addition of project traffic.

Project traffic would be minor in relation to background traffic



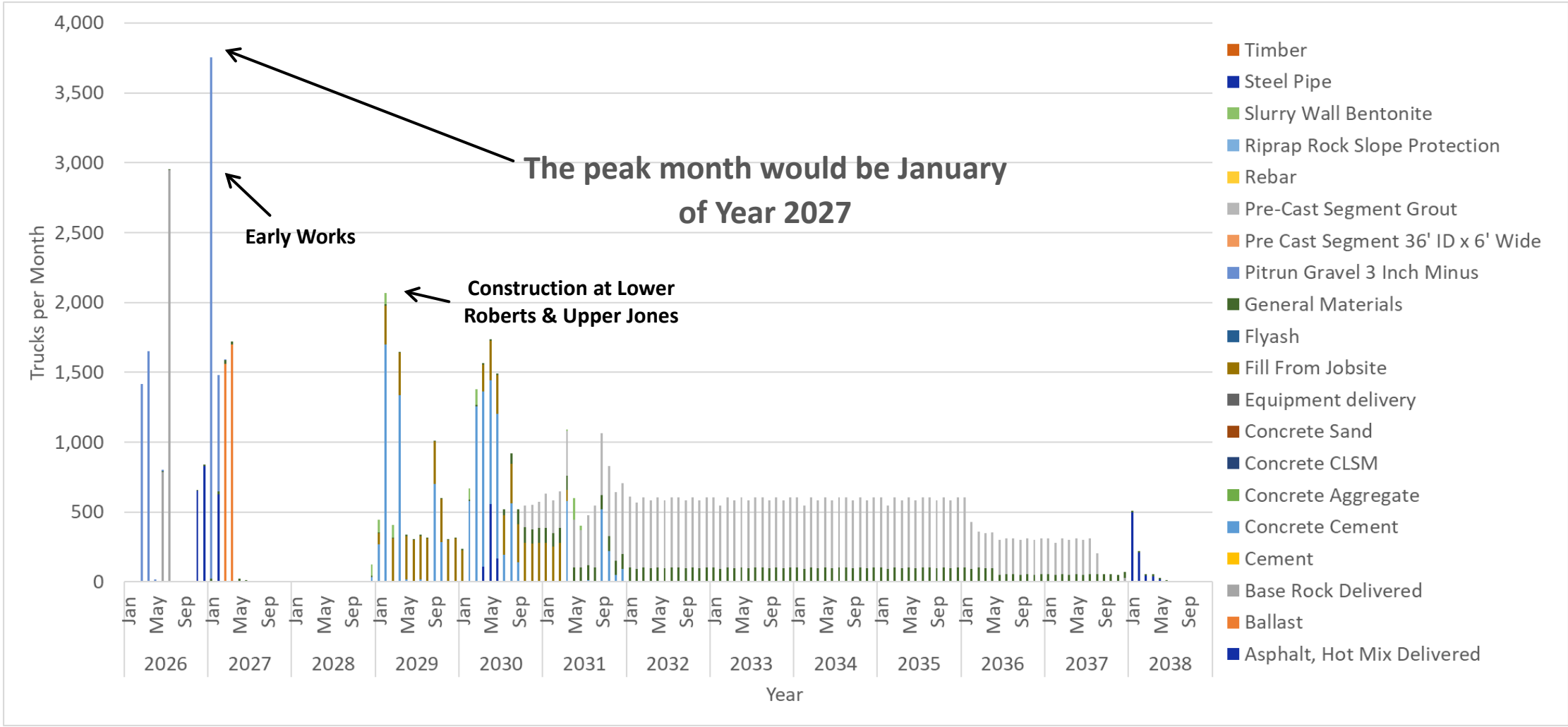
Tracy Blvd

Major Impacts are from Lower Roberts Island, Upper Jones Tract, and Union Island



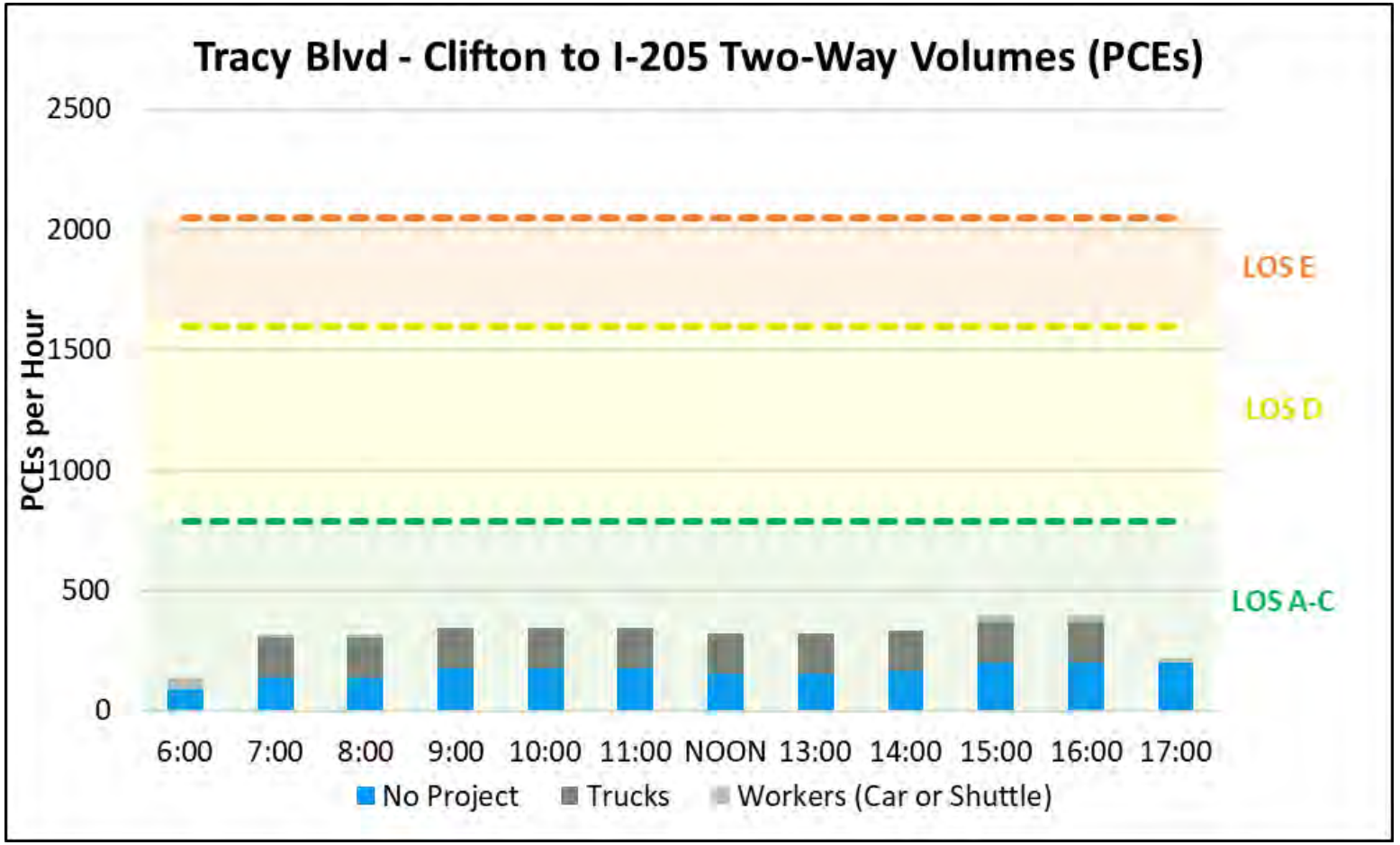
Peak Month for Lower Roberts, Upper Jones, and Union Island

Affecting: Tracy Blvd



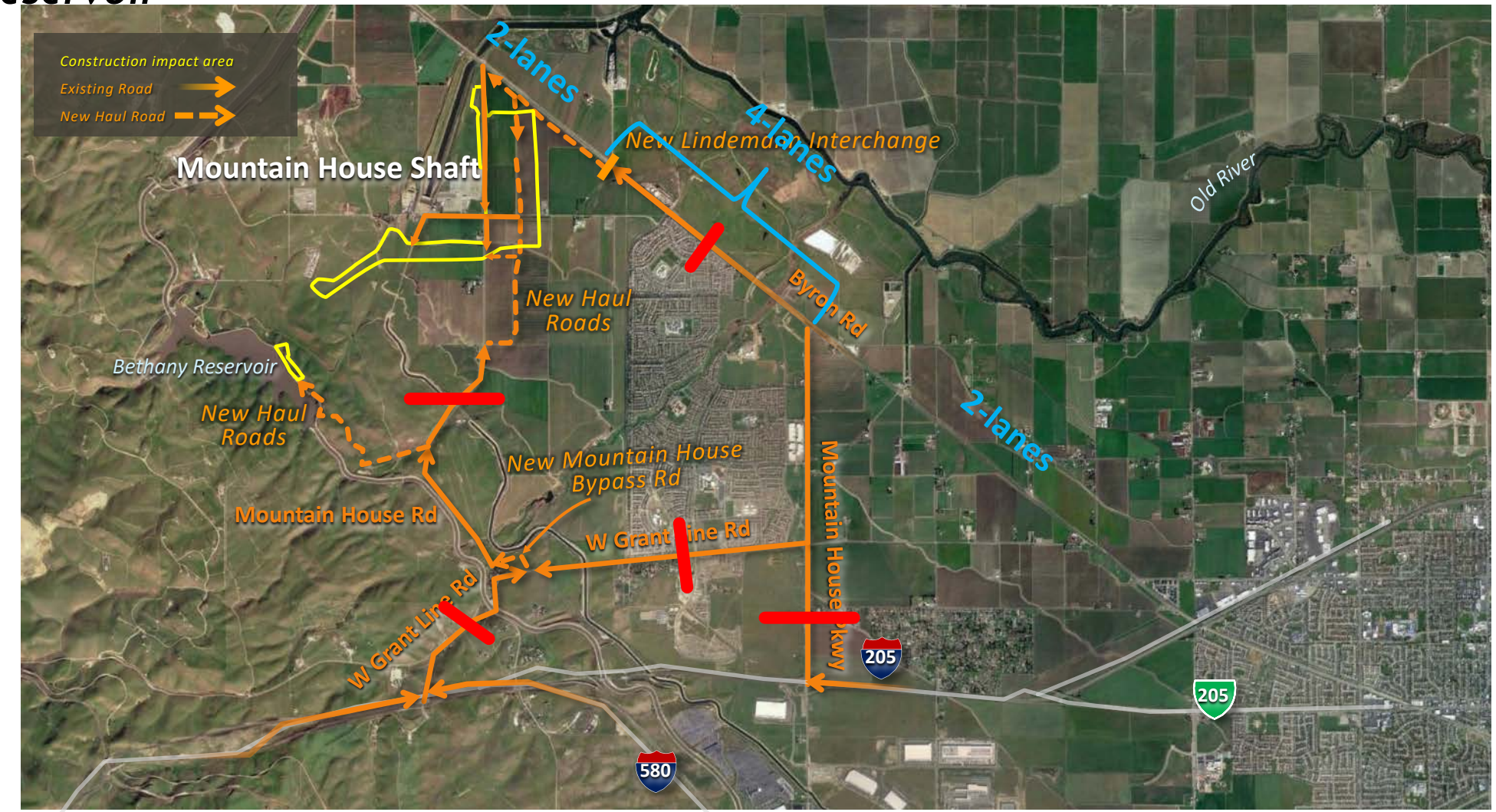
Traffic Conditions: Tracy Blvd between I-205 and Clifton Court Road

Project traffic would be significant in relation to background traffic, but LOS would be "C" or better even with the addition of project traffic.



Byron Hwy, Mountain House Pkwy, Mountain House Rd, W Grant Line Rd

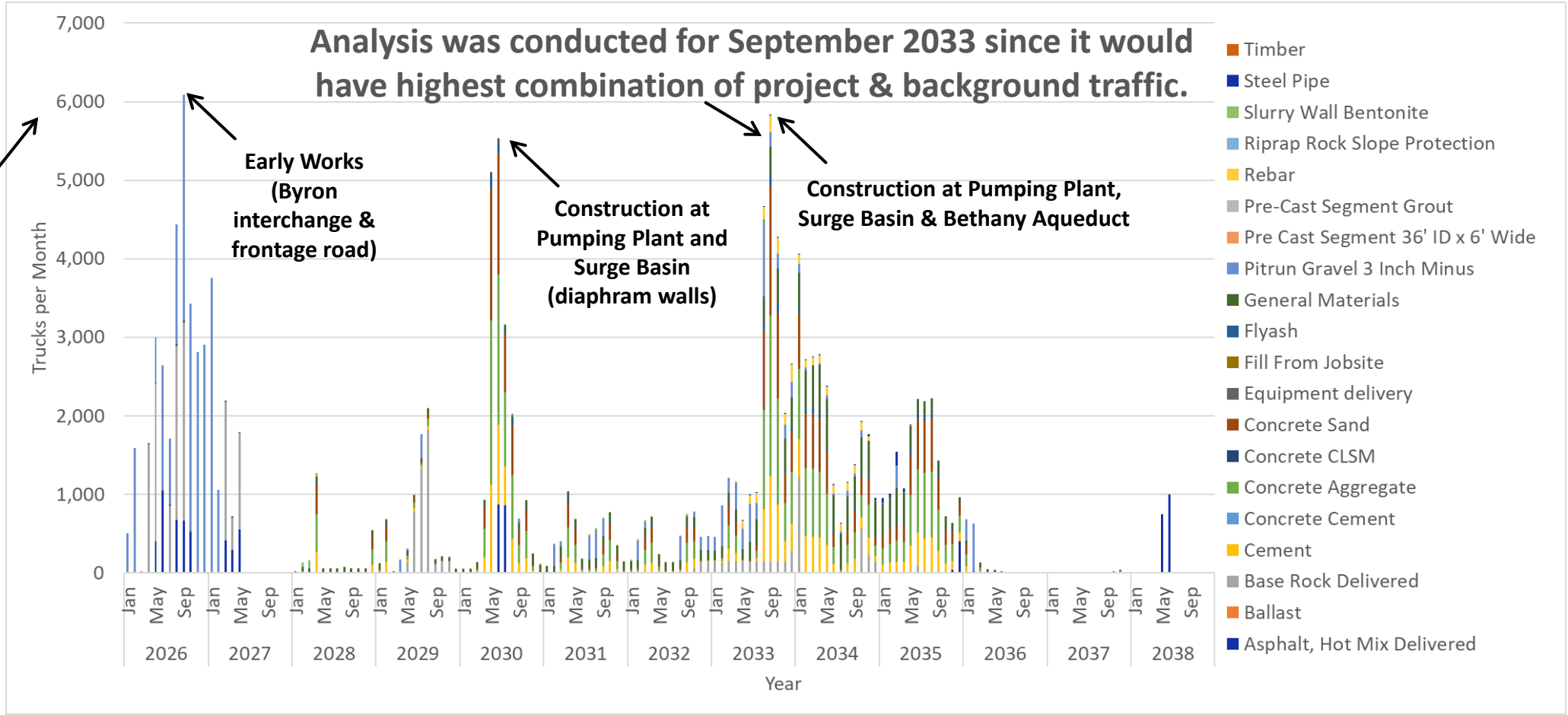
Major Impacts are from Bethany Complex, Bethany Complex Batch Plant, Bethany Aqueduct, Bethany Reservoir



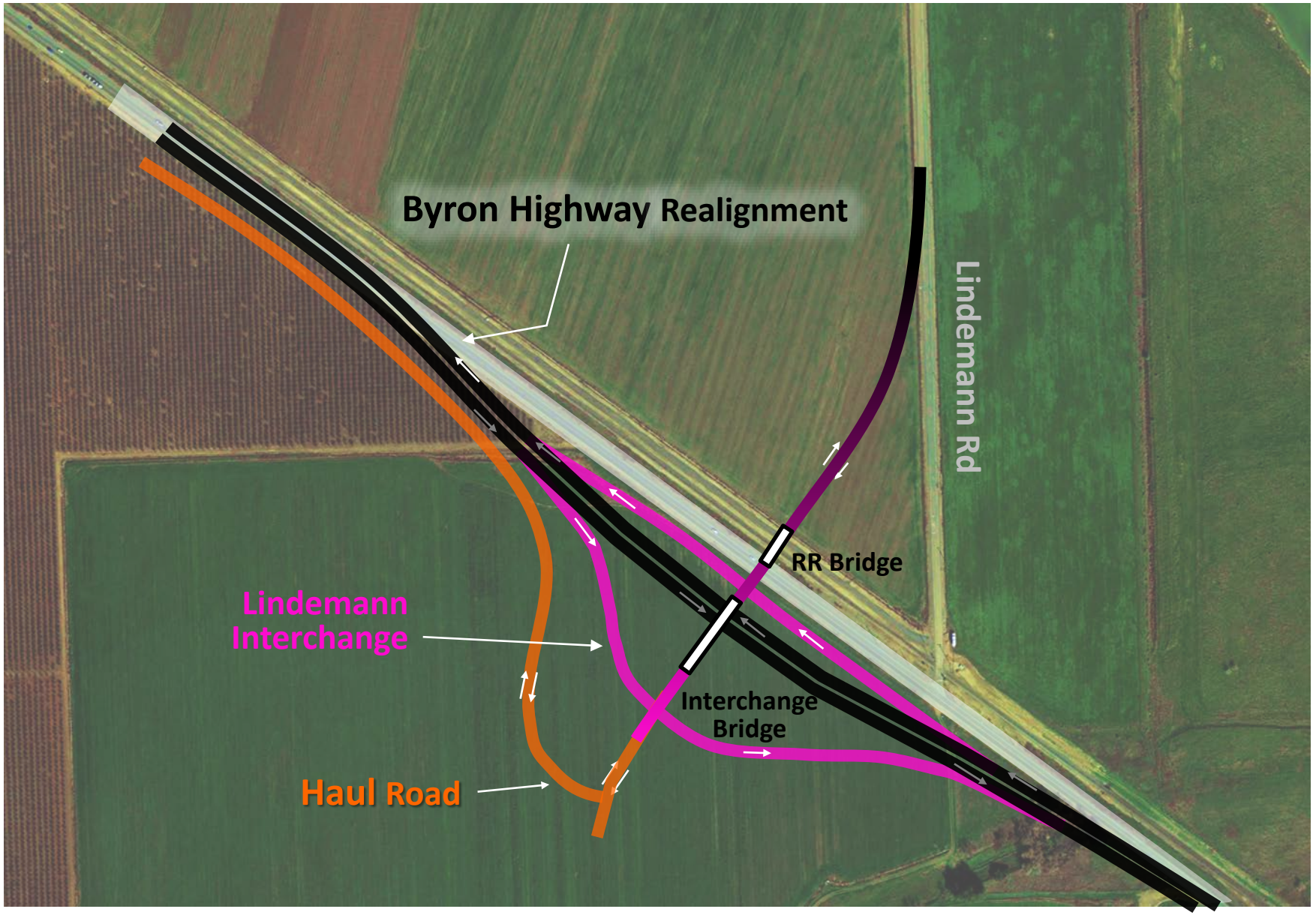
Peak Month for Bethany Complex, Bethany Complex Batch Plant, Bethany Aqueduct, Bethany Reservoir

Affecting: Byron Hwy, Mountain House Pkwy, Mountain House Rd, W Grant Line Rd

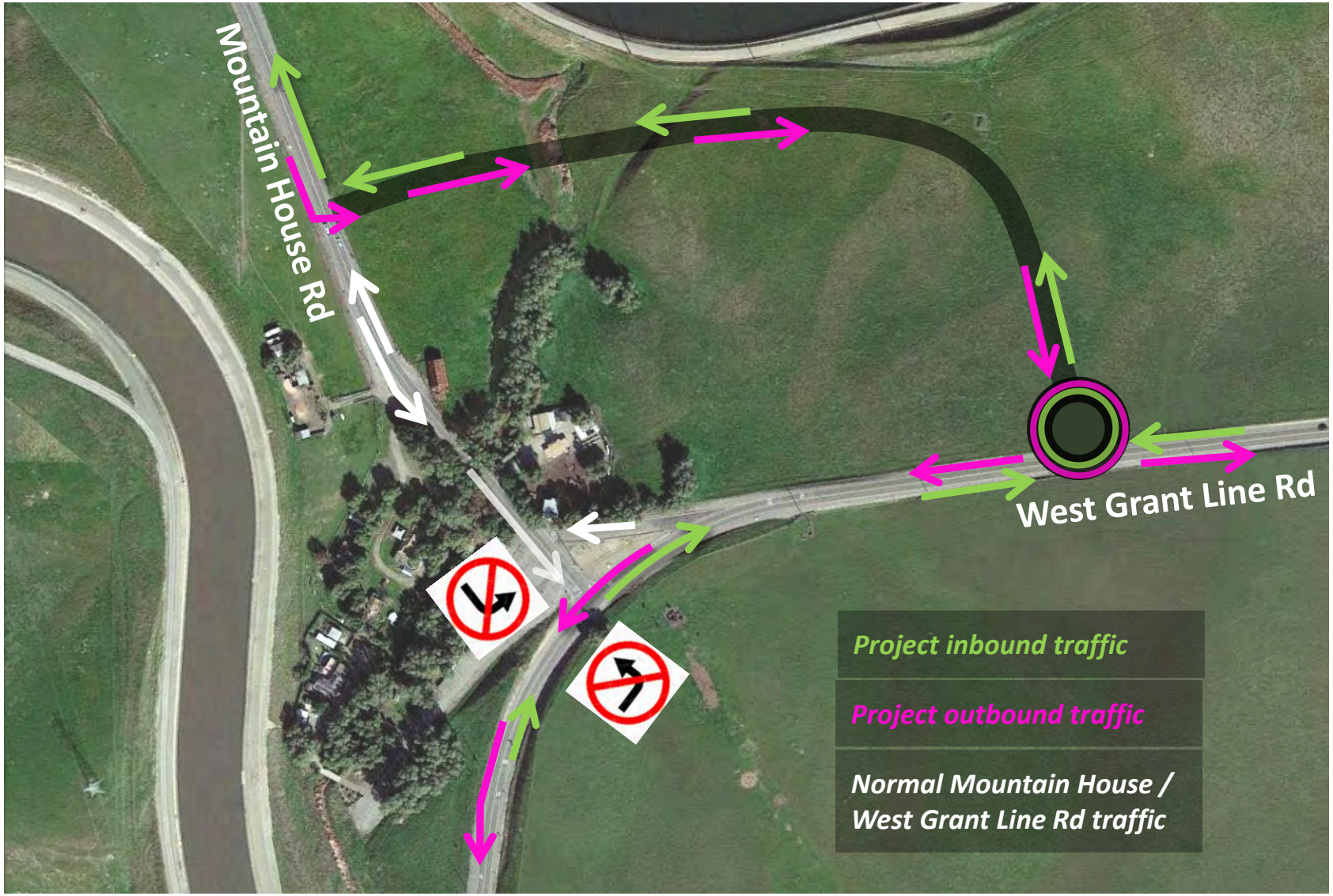
Other alternatives had up to 21,000 truck trips in the peak month



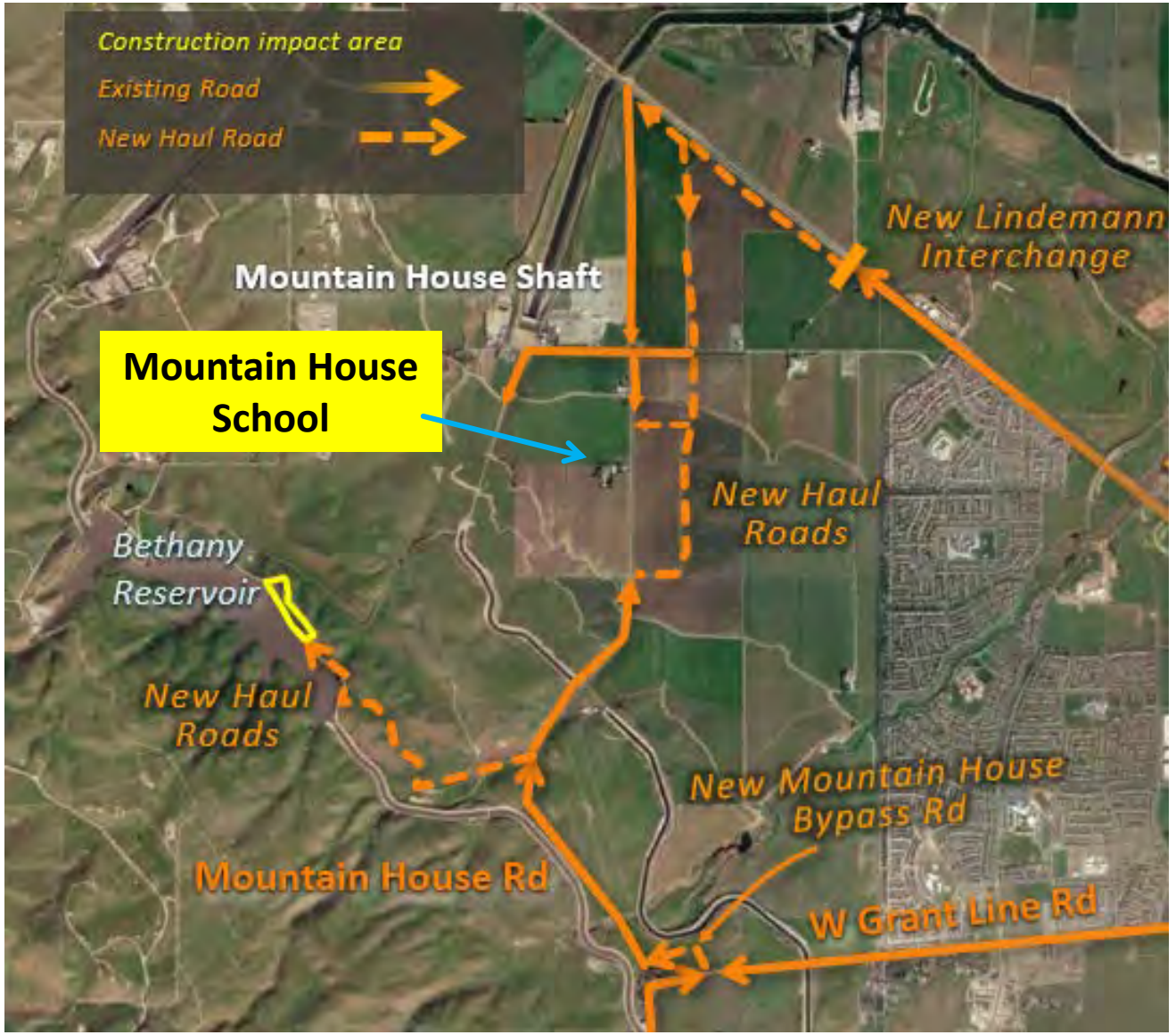
Lindemann Interchange



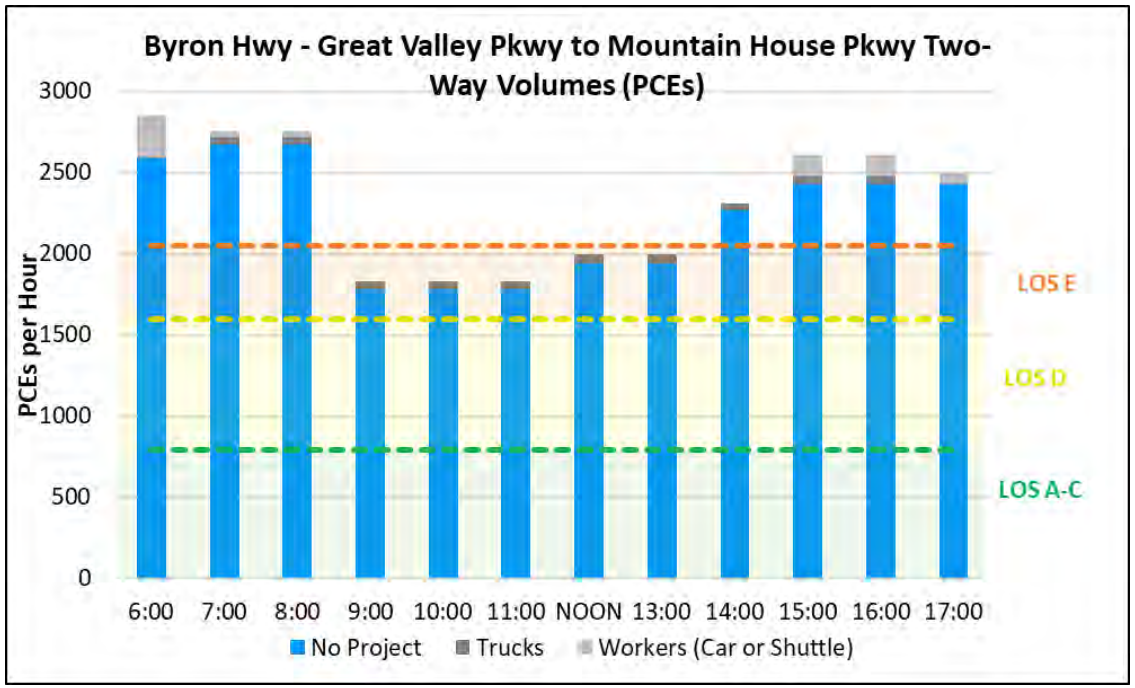
West Grant Line Road Roundabout



Bypassing Mountain House School

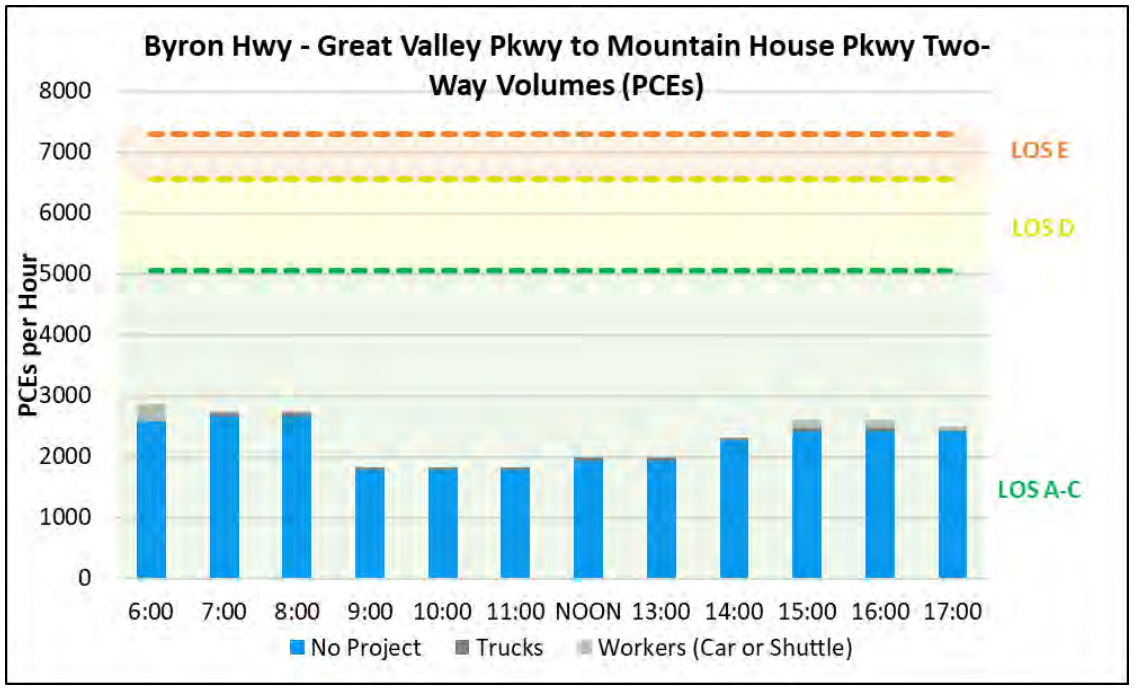


Traffic Conditions: Byron Hwy between Lindemann Road and Mountain House Parkway



Without Widening

LOS is "F" during peak periods and "E" midday

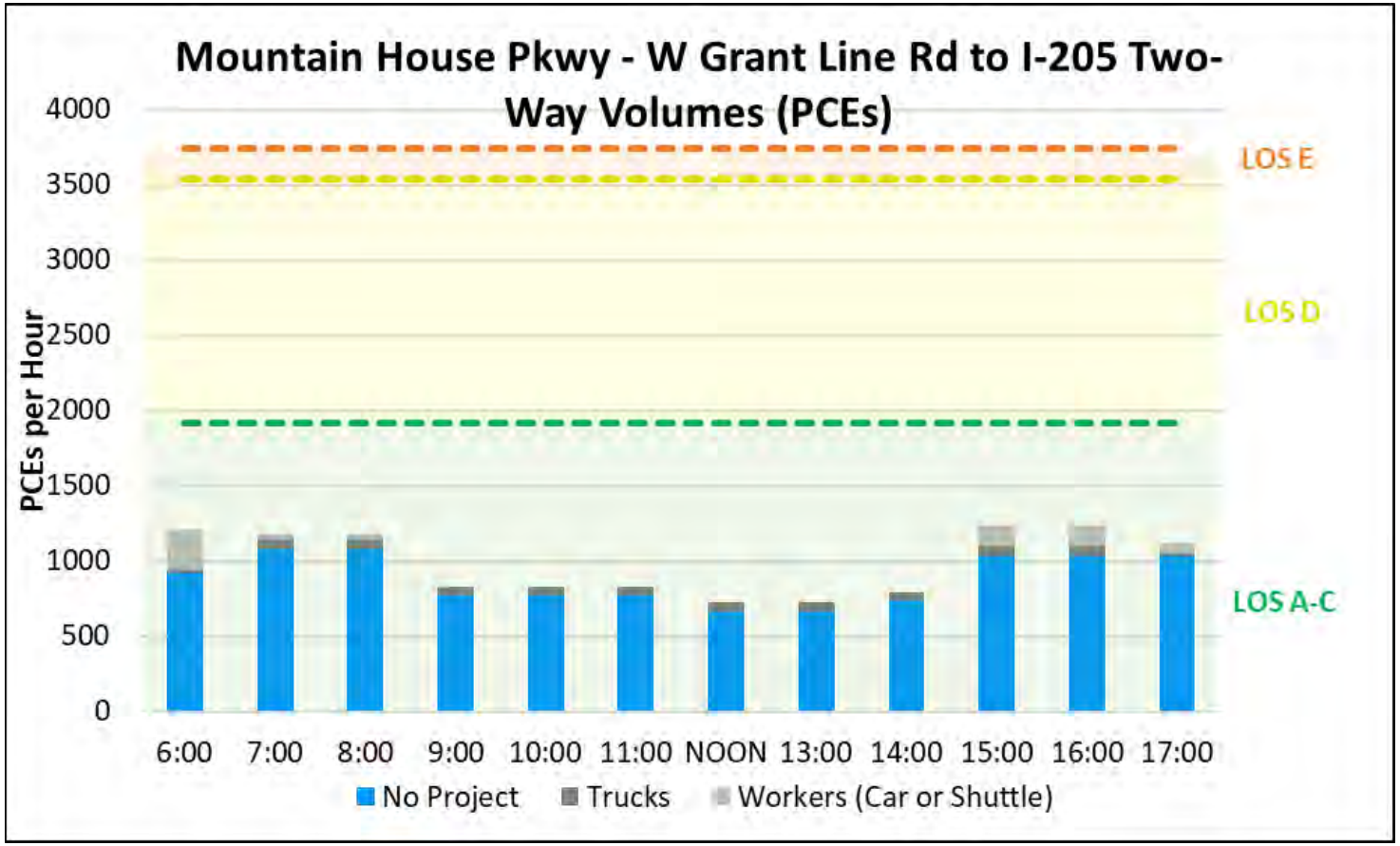


With Widening

LOS is "C" or better at all times of the day

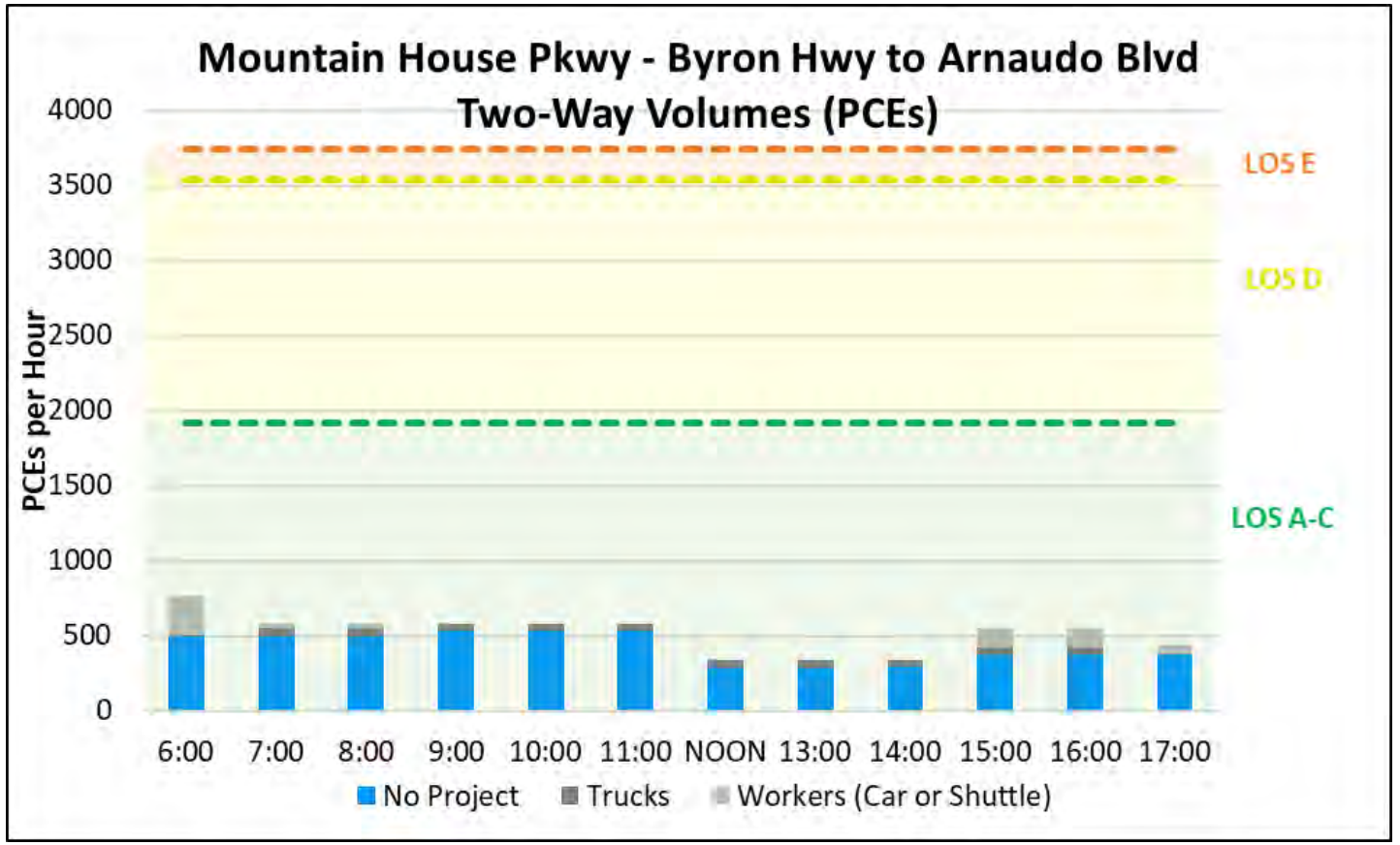
Traffic Conditions: Mountain House Parkway between I-205 and West Grant Line Road

LOS would be "C" or better even with the addition of project traffic.



Traffic Conditions: Mountain House Parkway between Byron Hwy and Arnaudo Blvd

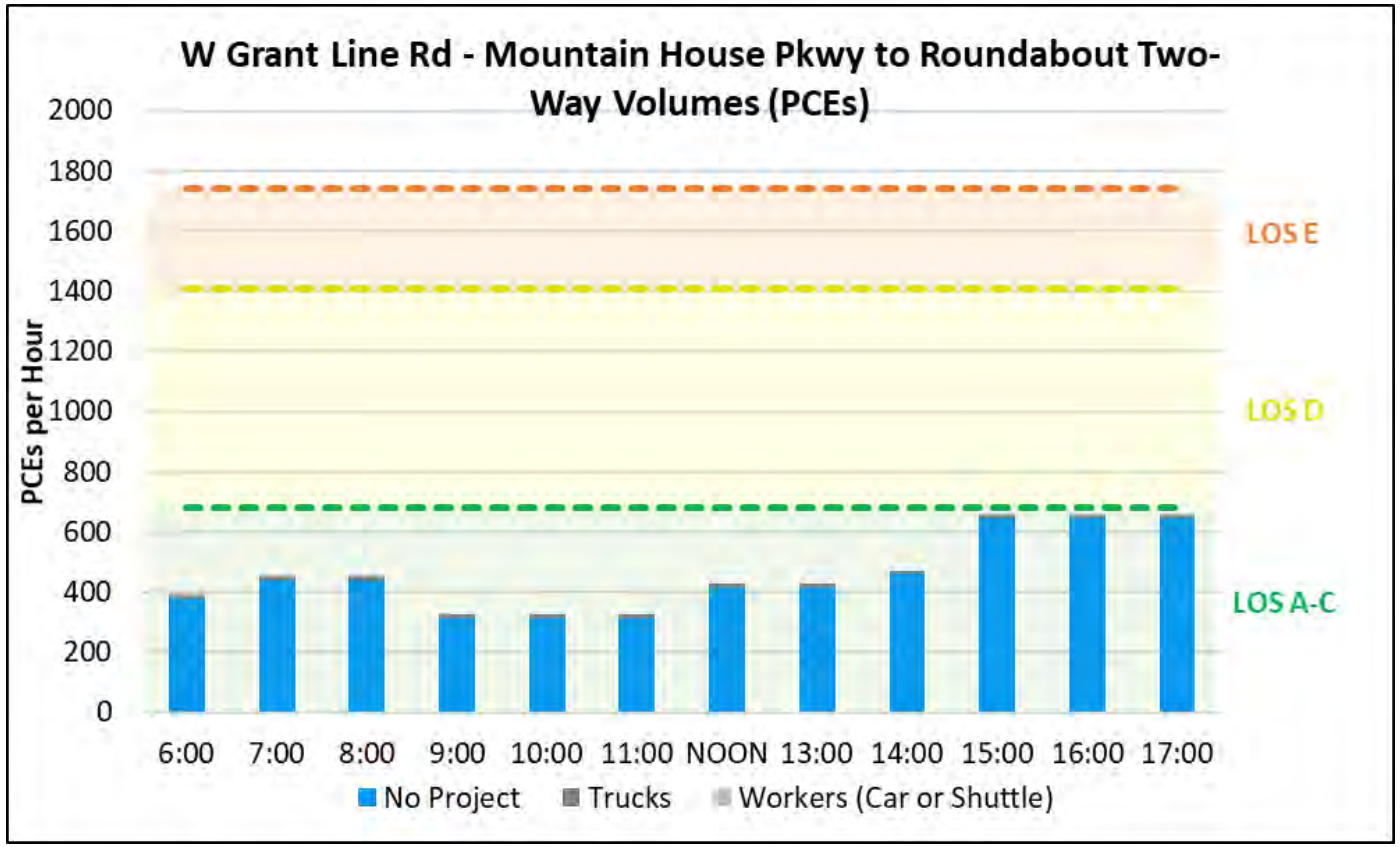
LOS would be "C" or better even with the addition of project traffic.



Traffic Conditions: West Grant Line Rd between Mountain House Parkway and Mountain House Road

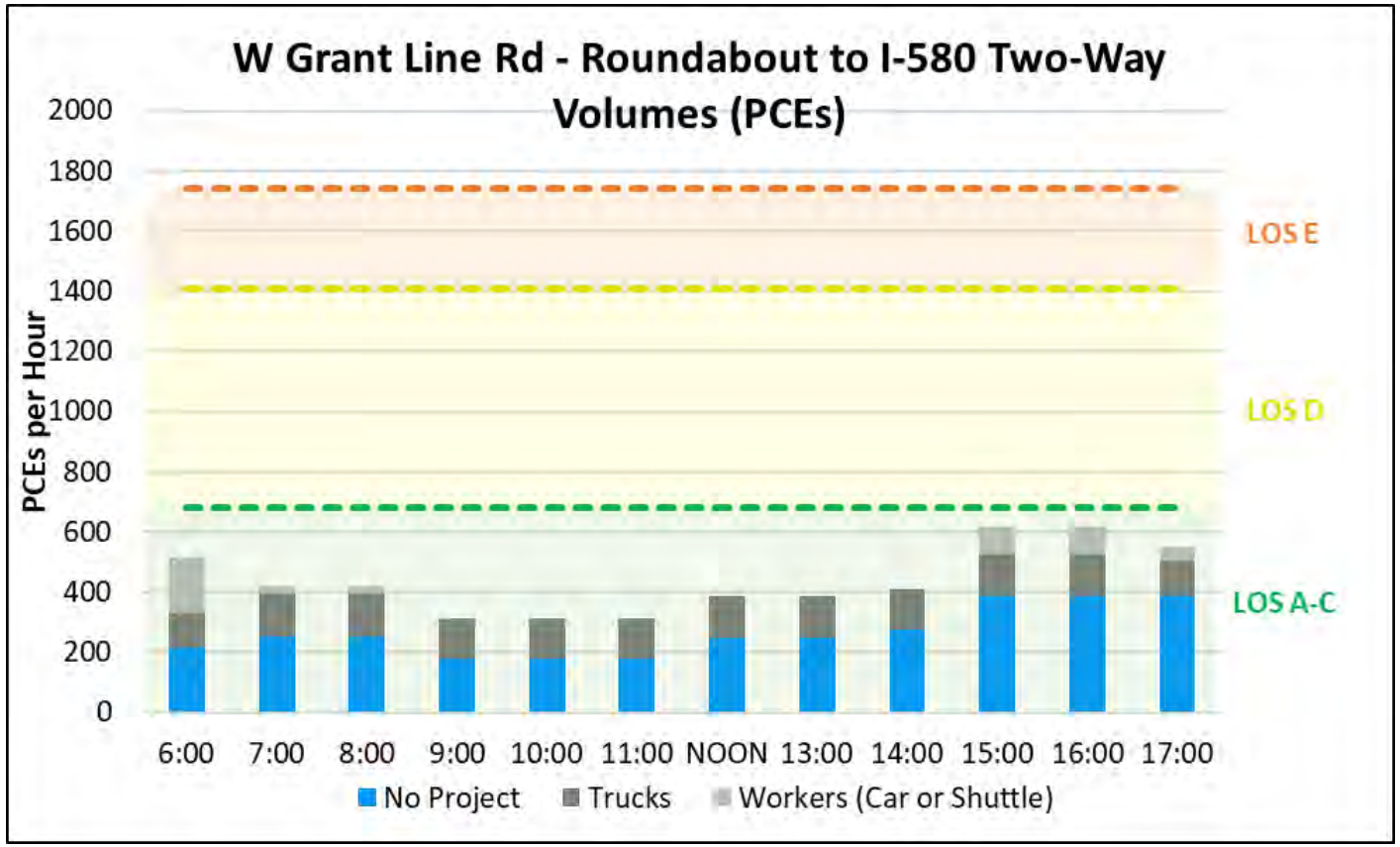
LOS would be "C" or better even with the addition of project traffic.

Project traffic would be minor in relation to background traffic



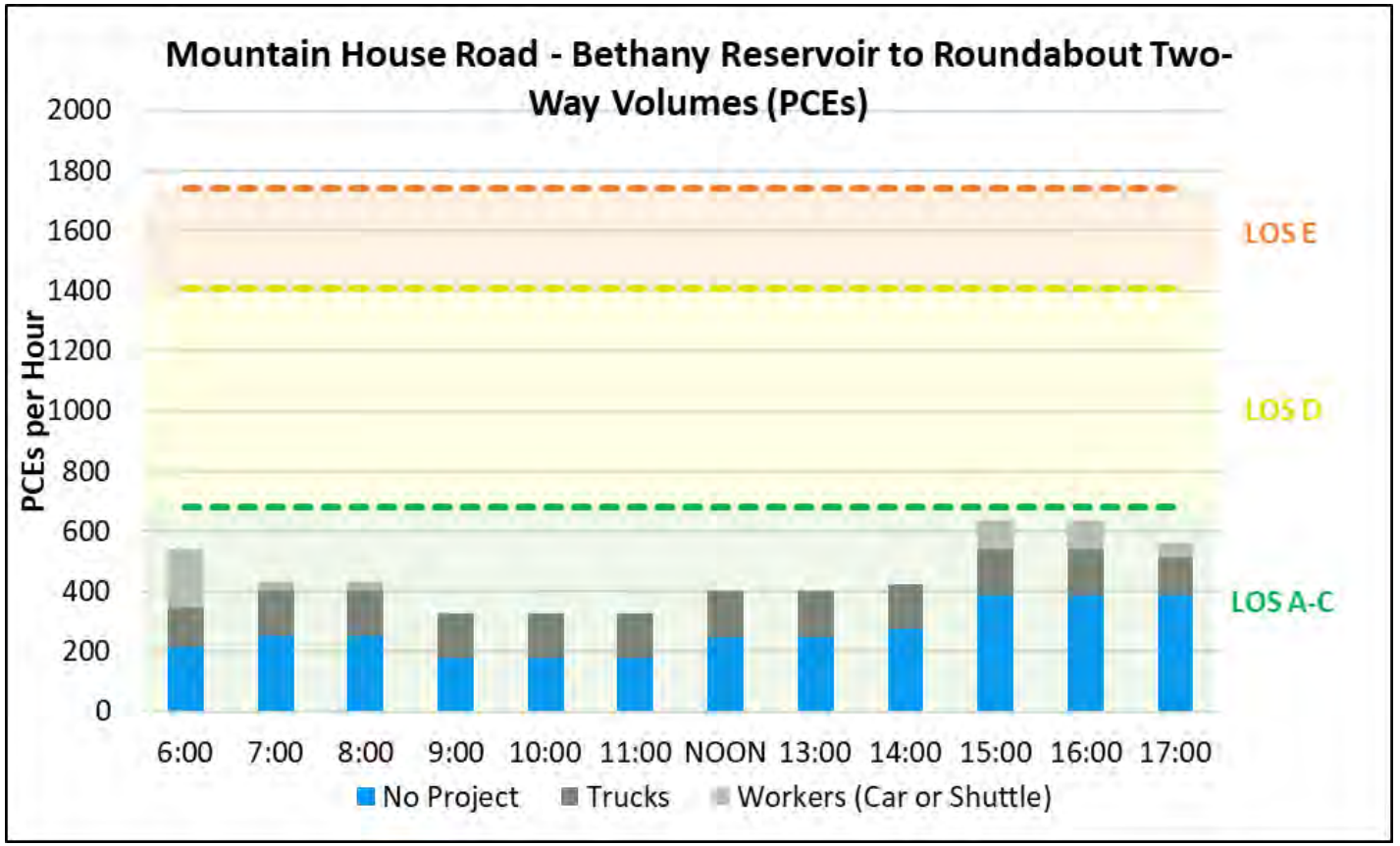
Traffic Conditions: West Grant Line Rd between I-580 and Mountain House Road

Project traffic would be significant in relation to background traffic, but LOS would be "C" or better even with the addition of project traffic.



Traffic Conditions: Mountain House Rd between Bethany Reservoir and West Grant Line Road

Project traffic would be significant in relation to background traffic, but LOS would be "C" or better even with the addition of project traffic.



Traffic Conclusions for the Bethany Alternative

- Project traffic would worsen traffic operations to an unacceptable level at two locations:
  - SR-4 is near capacity at the **Swing Bridge**; project traffic would push it to LOS "F"
    - Capturing worker trips with a park-n-ride lot in Stockton would eliminate this problem
  - **Byron Highway** is already heavily congested, and project traffic to the Bethany Reservoir site would exacerbate the problem if no improvements are made to the road
    - Extending the current widening work to the proposed Lindemann Interchange would enable project traffic to use this section while maintaining a good LOS
- The Plus Project LOS on the other roads serving the Bethany Reservoir would meet the LOS target without capacity improvements

Item 5c.

SEC Questions or Comments on November 5, 2020 Presentation

Key Agenda Items:

Deferred SEC Questions
Bethany Reservoir Alternative Update
DWR Update

Item 5d.

Public Comment on Item 5

Item 6.

Future Agenda Items & Next Meeting

-Bethany Update

-Geotechnical Update

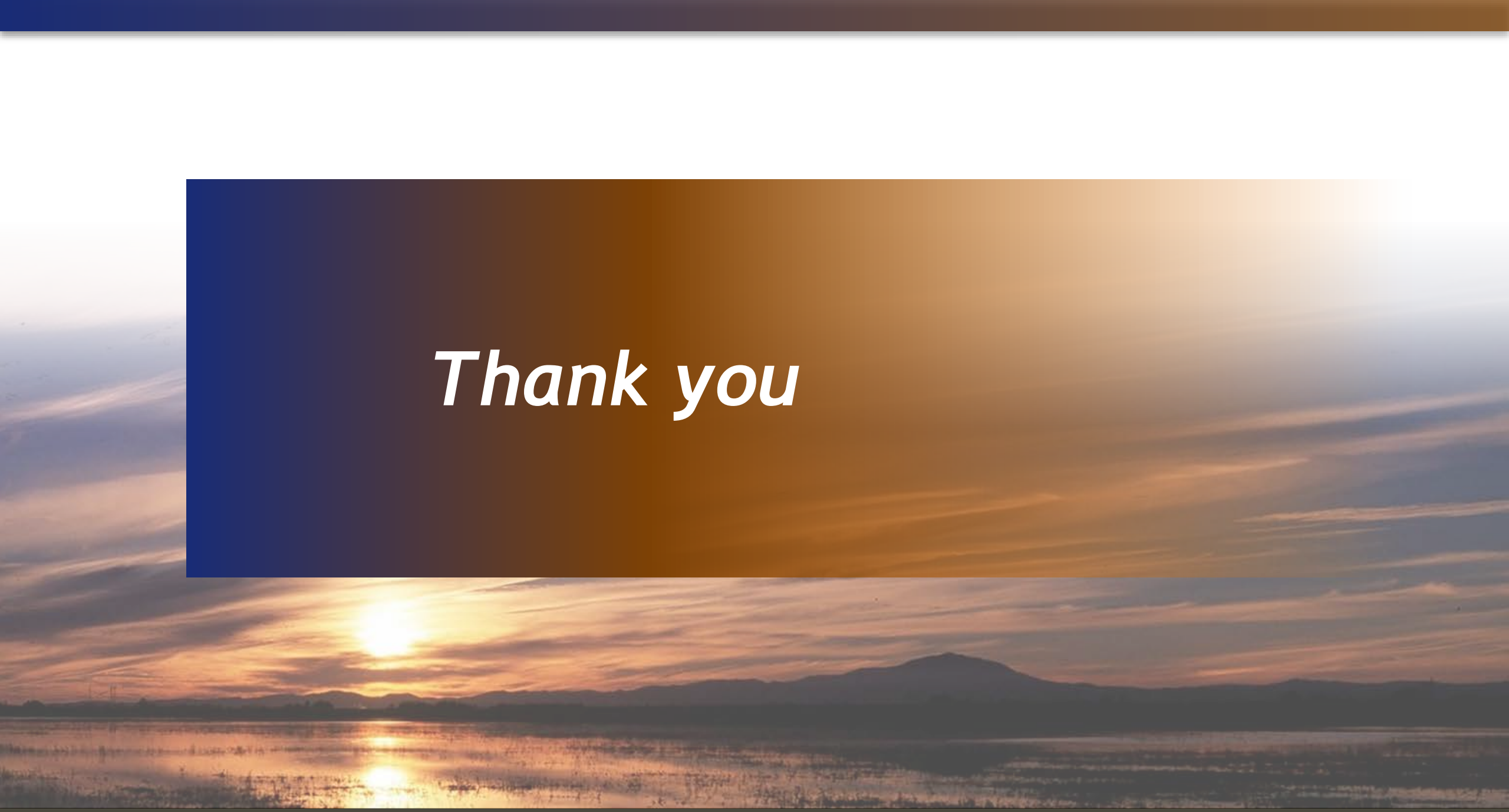
-Community Benefit Update

Item 7.

Non-Agendized SEC Questions or Comments

Item 8.

Public Comment on Non-Agendized Items


Thank you

DELTA CONVEYANCE **DESIGN**
& CONSTRUCTION AUTHORITY

Aerial view looking south along Old River in the center is Fay Island, part of the Sacramento-San Joaquin River Delta in San Joaquin County, California. Photo taken March 08, 2019. Ken James / California Department of Water Resources

FEBRUARY 24, 2021

Stakeholder Engagement Committee Meeting

Meeting Agenda

1	**Welcome/ Call To Order**
2	***Roll Call***
3	***Minutes Review: December 9, 2020 Regular SEC Meeting***
4	***DCA/SEC Housekeeping Updates***
	4a. AB 992 Brown Act Amendment- Social Media Postings by SEC Members
	4b. DCA Board Update
	4c. Public Comment on Item 4
5	***Technical Updates and Committee Discussion***
	5a. DWR CEQA Status Update
	5b. Bethany Alternative Wrap-up
	5c. Geotechnical Field Work Update
	5d. SEC Questions or Comments on December 9th Meeting Presentation
	5e. Public Comment on Item 5
6	***DWR Updates & Committee Discussion***
	6a. Community Benefits Program
	6b. Project Financing Overview
	6c. Public Comment on Item 6
7	***Future Agenda Items & Next Meeting***
	7a. DWR Communications Plan 2021
8	***Non-Agendized SEC Questions or Comments***
9	***Public Comment on Non-agendized Items***

Item 3.

Minutes Review:

December 9, 2020
Regular SEC Meeting

Item 4.

DCA/SEC Housekeeping Updates

- *AB 992 Brown Act Amendment*
- *DCA Board Update*
- *Public Comment*

Item 4a.

AB 992 Brown Act Amendment – Social Media Postings by SEC Members

Transparency Laws
The Ralph M. Brown Act

Applies to:

- **Local agencies**
- **Legislative bodies**
- **Meetings**
- **Persons elected to legislative bodies, even prior to assuming office**
- **Certain private organizations**

Transparency Laws:
The Brown Act – Serial Meetings

Serial Meetings

Use of:

- **Direct communication**
- **Intermediaries**
- **Technology**

To develop a collective concurrence outside of a meeting is expressly prohibited

Emails

When e-mailing:

- **Don't "reply to all"**
- **Do not take a position or make a commitment**
- **E-mail board/ council info only**
- **Take caution to ensure compliance with law**

AB 992 – Brown Act and Use of Internet-Based Social Media Platforms

New Law Effective January 1, 2021

Addresses permitted and prohibited public official communications via social media

Permitted: A member of a legislative body may communicate with the public using an internet-based social media platform that is open and accessible to the public regarding a matter that is within the subject matter jurisdiction of the agency ("agency business").

- **Ok to answer questions, provide information to the public, or to solicit information. Treat as a public forum –do not censor people.**
- **These communications could be subject to the Public Records Act.**

AB 992 – Brown Act and Use of Internet-Based Social Media Platforms

Prohibited communications via social media

A majority of the members may not use an internet-based social media platform to discuss agency business.

A member may not respond directly to any communication posted or shared by another member regarding agency business on an internet-based social media platform.

Includes: NO likes, thumbs up, emojis or other symbols

Questions?

Item 4b.

DCA Board Update

Revised Joint Power Agreement

- **Current and future DCA member agencies have voted on participation in the ongoing planning work for the Delta Conveyance Project**
- **These votes included decisions on:**
  - **(1) level of participation in DCP**
  - **(2) funding agreement with DWR for DCP, and**
  - **(3) approval of a revised DCA JPA**
- **16 Member Agencies signed agreement**
- **Funding approved to support DCA and DWR during Planning Period**

*DCA is governed by and exists solely as a result of a **Joint Power Agreement***

DCA Board of Directors Representation

Original Board Composition

- Metropolitan Water District of Southern California (2)
- Kern County Water Agency (Vacant)
- Valley Water
- All Other Classes (2, 3, 7, 8)

Current Board Composition

- Metropolitan Water District of Southern California (1)
- Kern County Water Agency
- Valley Water
- Class 8 (2)
- Class 2
- Class 3, 7

Continuation of SEC Representation:
Sarah Palmer, SEC Chair
Barbara Keegan, SEC Vice Chair

Recent Board Activities

- **Member agency appointments finalized - end of January**
- **Special Session (Public) - Orientation Session February 3, 2021**
- **First Regularly Scheduled Board Meeting on February 18, 2021 (3rd Thursday)**

Questions?

Item 4c.

Public Comment on Item 4

Item 5.

Technical Updates and Committee Discussion

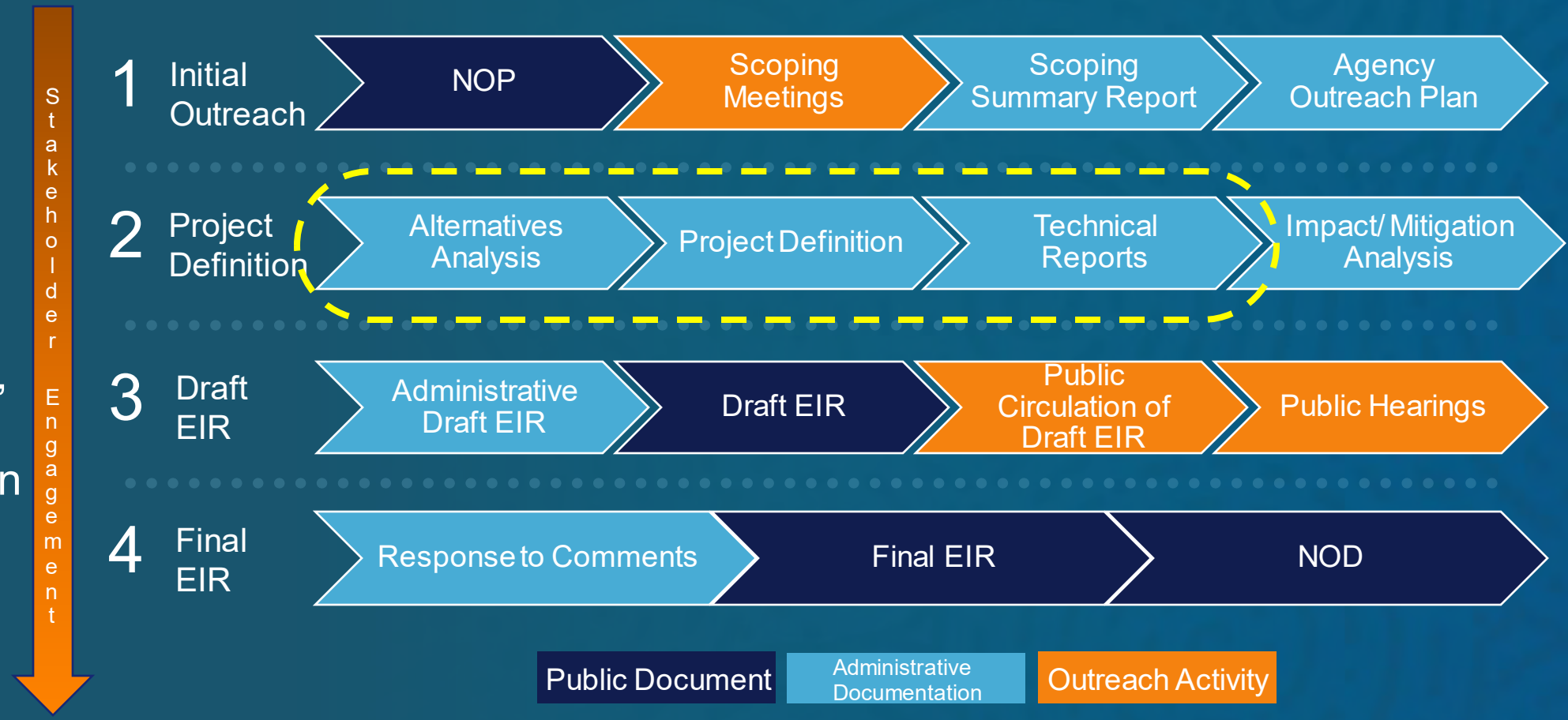
- ***DWR CEQA Status Update***
- ***Bethany Alternative Wrap-Up***
- ***Geotechnical Field Work Update***
- ***SEC Questions or Comments on December 9th Meeting Presentation***

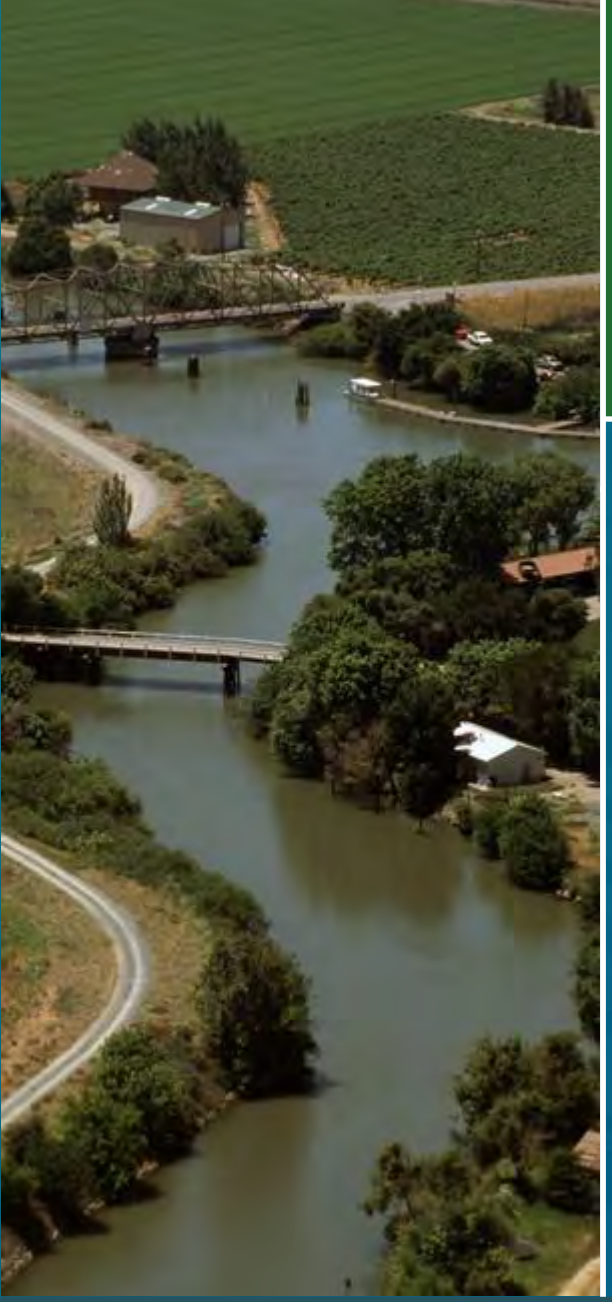
Item 5a.

DWR CEQA Status Update

Environmental Review Process

Identify, analyze and disclose the potential significant adverse environmental impacts of a proposed project, and provide feasible mitigation measures and alternatives to avoid or reduce such effects.





Environmental Planning Update

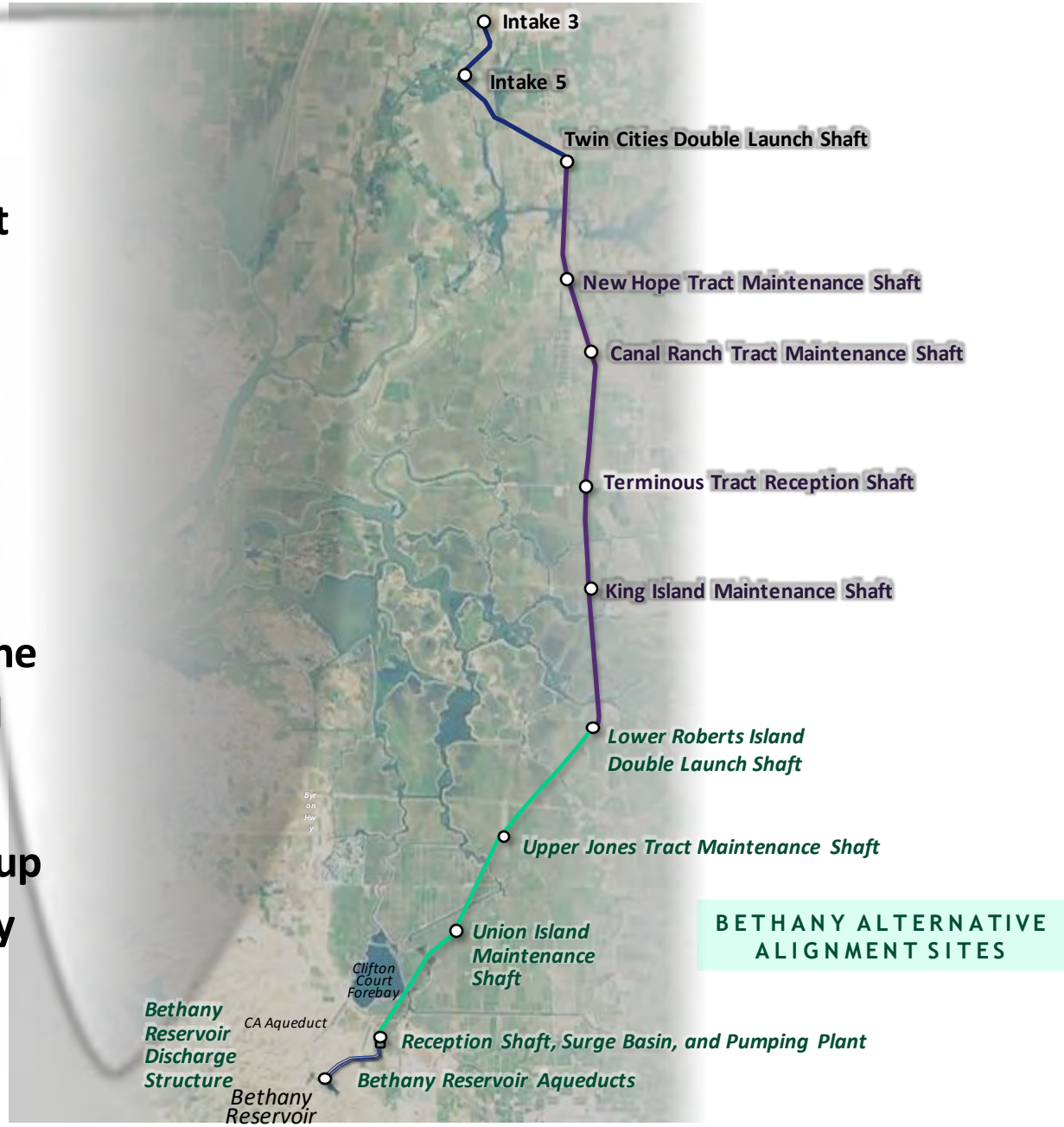
- California Environmental Quality Act (CEQA): impact analysis methodology and technical studies
- National Environmental Policy Act (NEPA): United States Army Corps of Engineers proceeding to develop EIS
- Soil Investigations: field work season under Initial Study/Mitigated Negative Declaration has ended; investigations are scheduled to start again in April, with outreach regarding entry permissions in mid-March
- Environmental Justice Community Survey: survey closed in December and results will be compiled into a report

Item 5b.

Bethany Alternative Wrap-Up

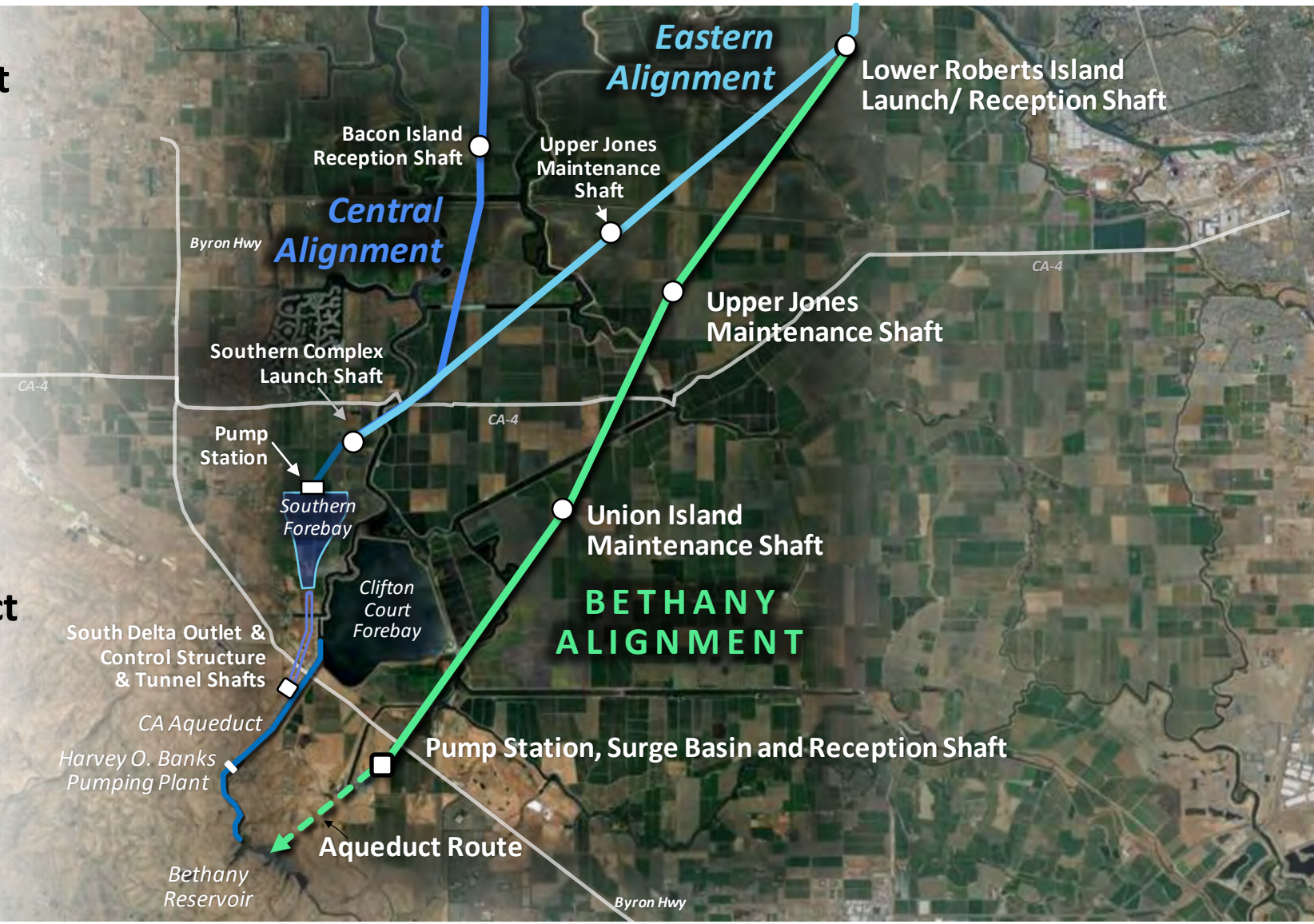
Bethany Alternative - Basics

- Uses the same alignment as the Eastern Alignment up to Lower Robert Island Shaft.
- Two additional maintenance shafts would be needed:
  - Upper Jones Maintenance Shaft
  - Union Island Maintenance Shaft
- The tunnel reach from Lower Roberts extends to the Bethany Complex located near the existing Central Valley Project facilities.
- The Bethany Complex Pumping Plant diverts flow up to a discharge structure along the shore of Bethany Reservoir.

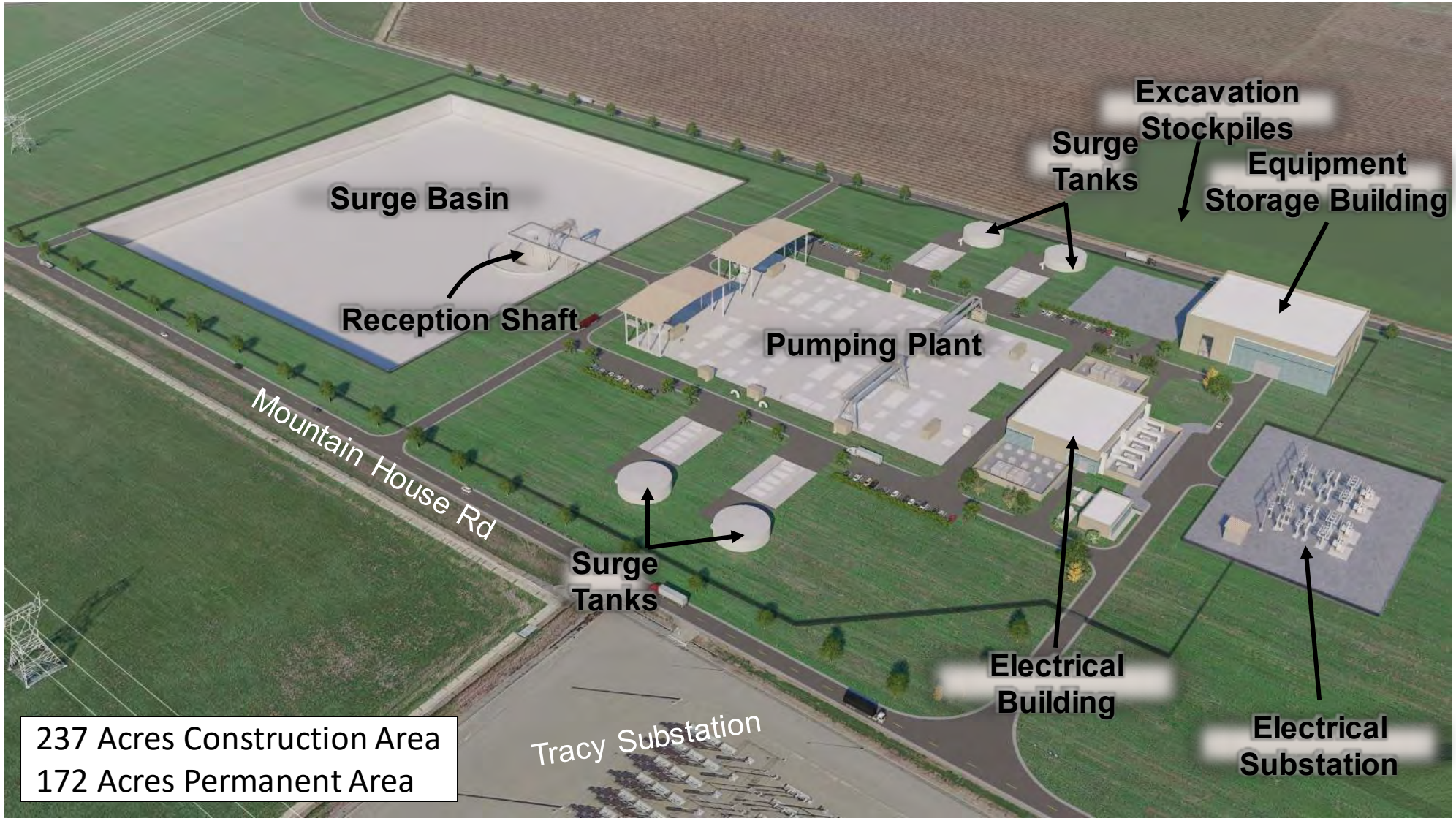


Key Differences to East/Central Alignment

- Originates from Eastern Corridor at Lower Roberts Island Launch Shaft
- Pumping Plant delivers water directly up to Bethany Reservoir
- Eliminates Southern Complex Facilities including Forebay and connecting Hydraulic Control Structures to California Aqueduct
- Minimal use for RTM within Project (no Southern Forebay)



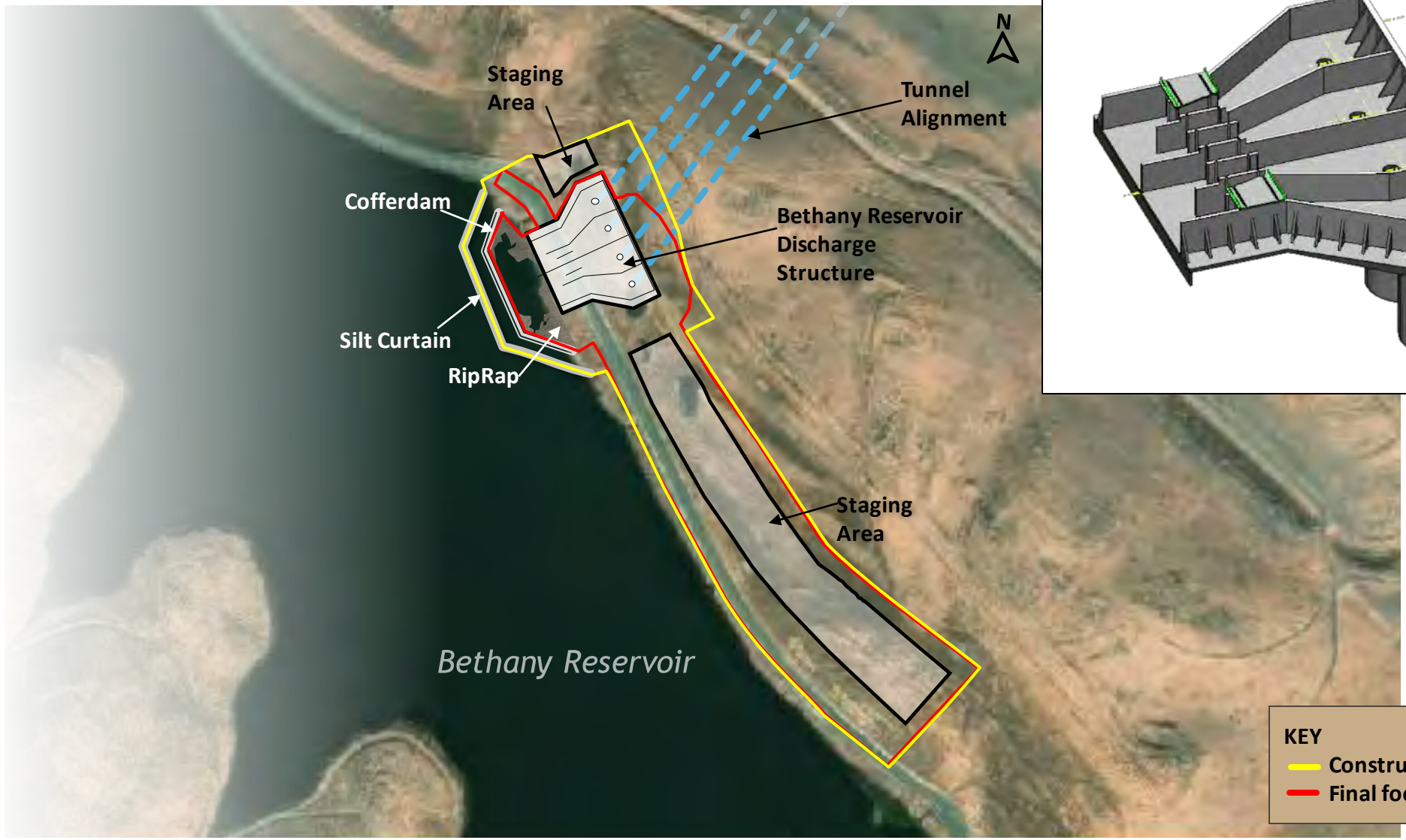
Bethany Complex - Pumping Plant and Surge Basin

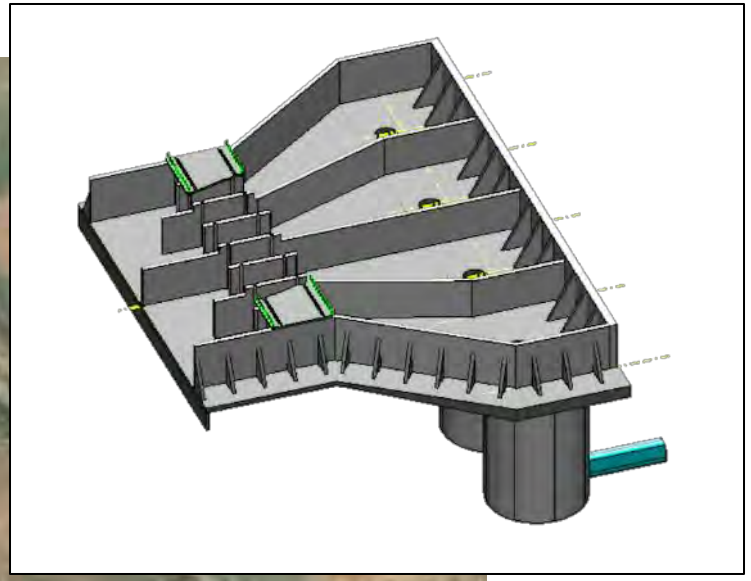


Bethany Complex - Aqueduct Route

- Avoids conflict with existing surface structures and conservation easements
- Alignment requires two tunneled sections:
  - Under federal aqueduct (Delta-Mendota Canal)
  - Under conservation easement along southern perimeter of Bethany Reservoir

Bethany Reservoir Discharge Structure





- Construction Area: 14 acres
- Final Project Area: 12 acres

KEY
- Construction area
- Final footprint

RTM Management Strategy

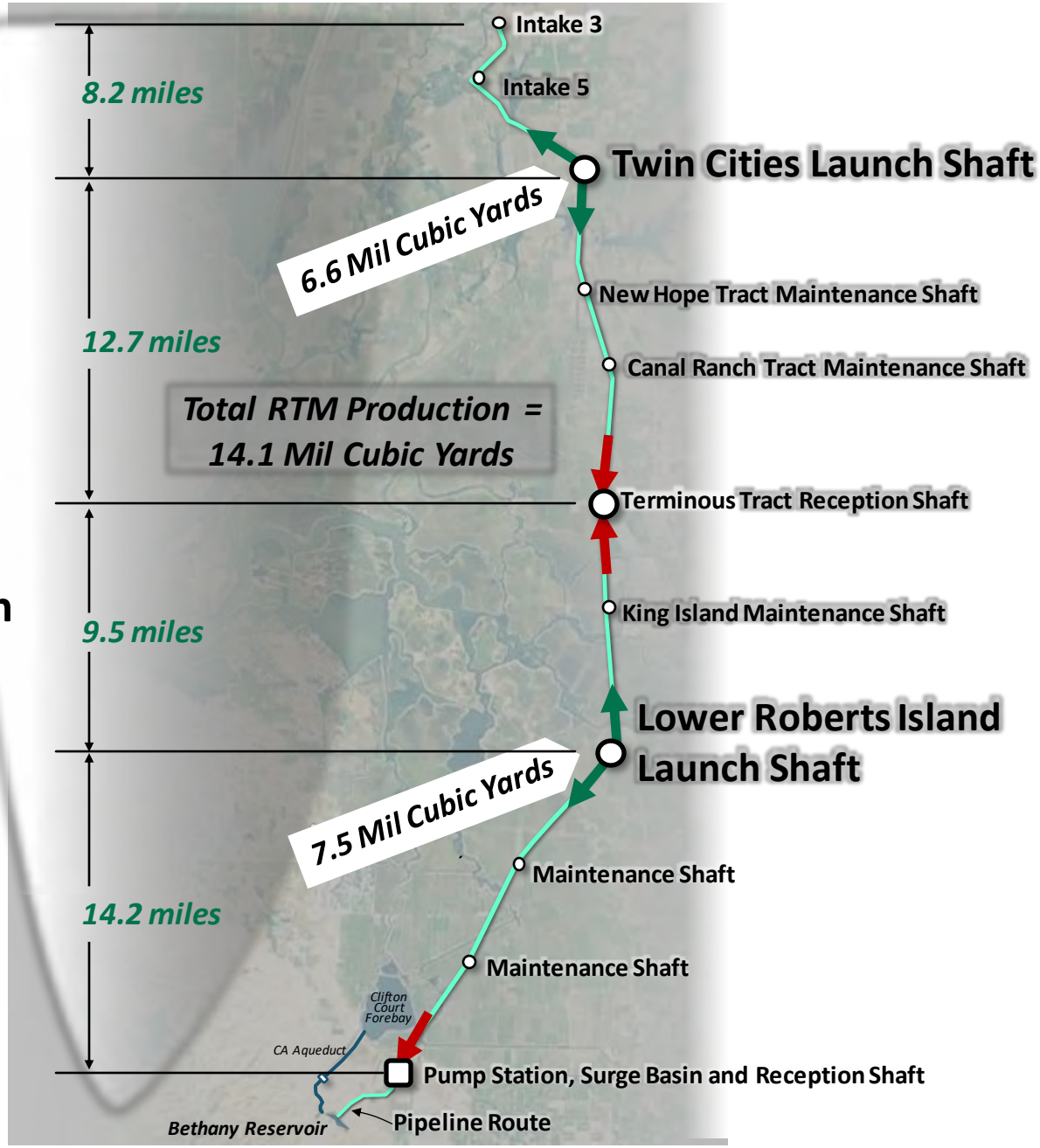
RTM is generated at Tunnel Launch Shaft Sites:

- Twin Cities – 6.6 Mil Cubic Yards
- Lower Roberts Island – 7.5 Mil Cubic Yards

There is NO Southern Forebay on the Bethany Alternative so no need to transport RTM from Twin Cities to Southern Facility Site

Two Options for Management

- Stockpile on-site
- Haul Off-site – Rail or Trucking



Proposed RTM Management Strategy

Option 1 - On-Site Stockpile

- Substantial reduction in truck traffic and associated air emissions and greenhouse gas emissions. Eliminates ~83Mil trucking miles.
- Material available for Delta Area Reclamation Districts for levee maintenance or other local beneficial uses; current estimate of levee repair needs ~13Mil CY
- On-site stockpiling gives time for industry to advance electrified hauling vehicle technology. Commercial vehicles will likely be available over next decade.
- *Aesthetic issue of on-site stockpiled material*
- *Significant land requirements for drying and stockpiling (~ 580 extra acres)*

Option 2 - Off-Site Disposal

- Substantially less construction and permanent area required at Twin Cities and Lower Roberts Tract sites
- *Adds significant truck traffic and associated air emissions and greenhouse gas (GHG) emissions along I-5 corridor and near Port of Stockton*
- *Material not available for local beneficial uses*

Bethany Alternative - Traffic Affects and Remediations

Bethany Alternative would worsen traffic to an unacceptable level at:

1. **SR-4 at the Swing Bridge;**

   Remediation- Capturing worker trips with a park-n-ride lot in Stockton would eliminate this problem

2. **Byron Highway**

   Remediation - Extending the planned current widening work to the proposed Lindemann Interchange would enable project traffic to use this section

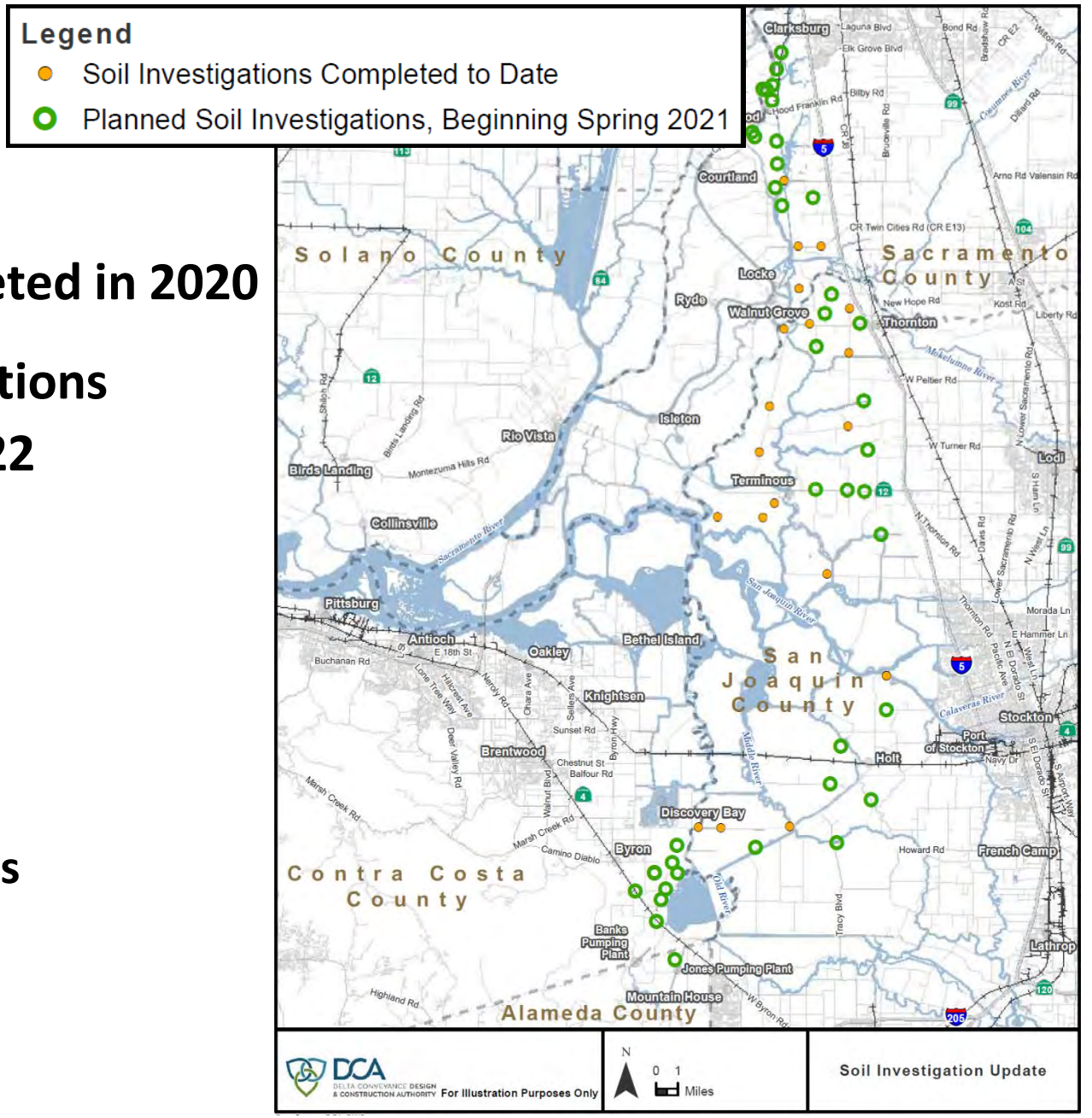
Questions?

Item 5c.

Geotechnical Field Work Update

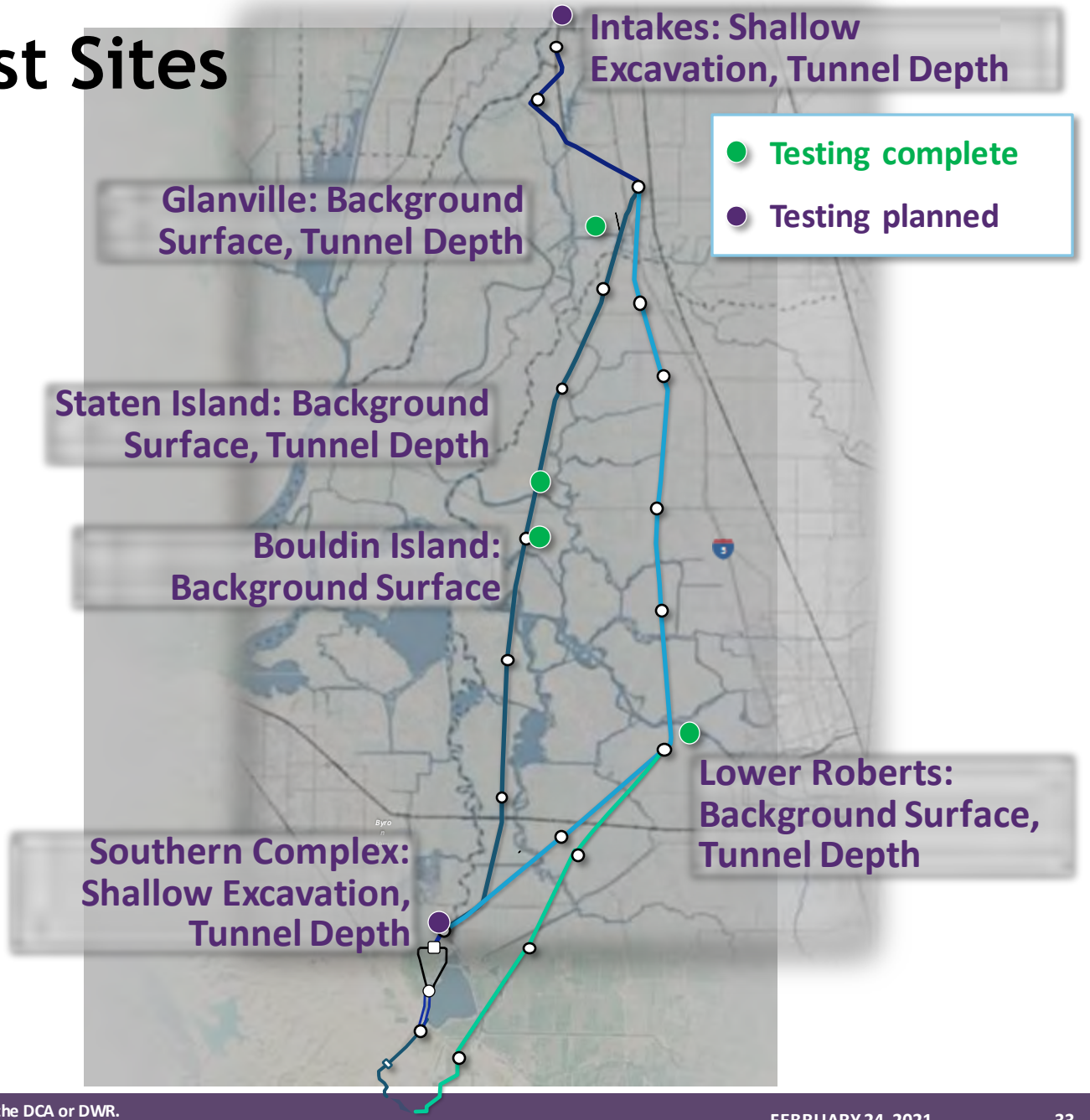
Completed and Planned Soil Explorations

- Twenty-one (21) soil explorations completed in 2020
- Approximately sixty-five (65) soil explorations planned to be completed in 2021 and 2022
- Challenges during field work
  - County Right-of-Way
  - Access due to weather
  - Challenging drilling conditions
  - Scheduling around agricultural operations



Year 1 Soils Environmental Test Sites

Sample Type	Location
Background (0 to 3 ft)	• Glanville • Staten Island • Bouldin Island • Lower Roberts
Shallow (0 to 10 ft)	• Intakes • Southern Complex – Byron Tract • Glanville • Staten Island • Bouldin Island • Lower Roberts
Tunnel Depth (115 to 160 ft)	• Intakes • Glanville • Staten Island • Lower Roberts • Southern Complex – Byron Tract



2020 Soils Environmental Data - Preliminary Findings

- **Major Metals – all at Non-Detect or extremely low levels except for Arsenic.**
  - Arsenic found at expected background levels in the Delta
  - Methyl Mercury found in several shallow depth samples at trace level and well below levels of human or environmental health limits.
- **Other analytes (petroleum hydrocarbons, PAHs, and pesticides) – Mostly non-detectable.**
  - Random trace levels of common petroleum-based hydrocarbon compounds found at several shallow depth locations. All well below human and environmental health limits.

2020 Soils Environmental Test Results to Date

	Lower Roberts Island		Glanville Tract		Staten Island		Bouldin Island		
Constituent	**Shallow[3]**	**Tunnel Depth[4]**	**Shallow[3]**	**Tunnel Depth[4]**	**Shallow[3]**	**Tunnel Depth[4]**	**Shallow[3]**	**Prior Results[2]**	**CA Reference Limits[1]**
Arsenic [mg/kg][5]	5.45	3.04	5.41	4.61	13.2	4.53	7.84	<1.0 to 4.7	0.11 to 3.6
Cadmium [mg/kg]	ND	ND	ND	ND	ND	ND	ND	2.8 to 10	71 to 780
Hexavalent Chromium [mg/kg]	ND	ND	ND	ND	ND	ND	ND	N/A	0.30 to 62
Mercury [mg/kg]	ND	ND	ND	ND	ND	ND	ND	<0.01 to 0.045	13 to 190
Methyl Mercury [mg/kg]	ND	ND	ND	ND	0.0000575	ND	0.000245	N/A	7.8 to 66
TPH as Motor Oil [mg/kg]	101	ND	20.6	ND	106	ND	92.0	ND	2,400 to 18,000

ND: Not Detectable N/A: not available

[1] Reference values provided for the purpose of context ONLY. The range represents the Residential to Industrial land use limits based on the California Department of Toxic Substances Control (DTSC) Health and Ecological Risk Office (HERO) Note 3 (DTSC, 2020).

[2] California Department of Water Resources (DWR). 2010. Environmental Sampling Report – Phase I Geotechnical Investigations. Delta Habitat Conservation and Conveyance Program (DHCCP) Document Number: 31-05-181-001, Revision 0. June.

[3] Averaged within upper 10 feet

[4] Averaged near proposed tunnel depth

[5] Average background value in CA is 3.5 mg/kg per University of California Kearny Foundation report, Background Concentrations of Trace and Major Elements in California Soils, March 1996.

Questions?

Item 5d.

SEC Questions or Comments on December 9th Meeting Presentation

Agenda:

- *Bethany Alternative - Bethany Complex*
- *Bethany Alternative - Traffic Update*
- *Introduction to Community Benefits Program*

Item 5e.

Public Comment on Item 5

DWR Update & Committee Discussion

- ***Community Benefits Program Update***
- ***Public Financing Overview***

Item 6a.

Community Benefits Program Update

Community Benefits Program Update

- **Setting up interviews**
- **Goal: conduct all interviews by end of February**
- **Initial planning for community workshops**
  - 3 virtual workshops
  - Can be organized by region, by interest area, by type of benefit –OR– use breakout rooms to cover all

Discussion Prompt:

The concept paper describes a fund to support community driven projects. It also describes potential categories of benefits, including:

Tribal, EJ/DAC, community culture/history, recreational, agricultural, natural resources, economic/business

- **Do you think these are the right benefit categories?**
- **Would you add/remove any benefit categories?**
- **Do you have any initial thoughts about broad objectives for each type of benefit category?**

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- **Do you have any initial thoughts about broad objectives for each type of benefit category?**

For more information contact Juliana Birkhoff at:

juliana@aginnovations.org

Item 6b.

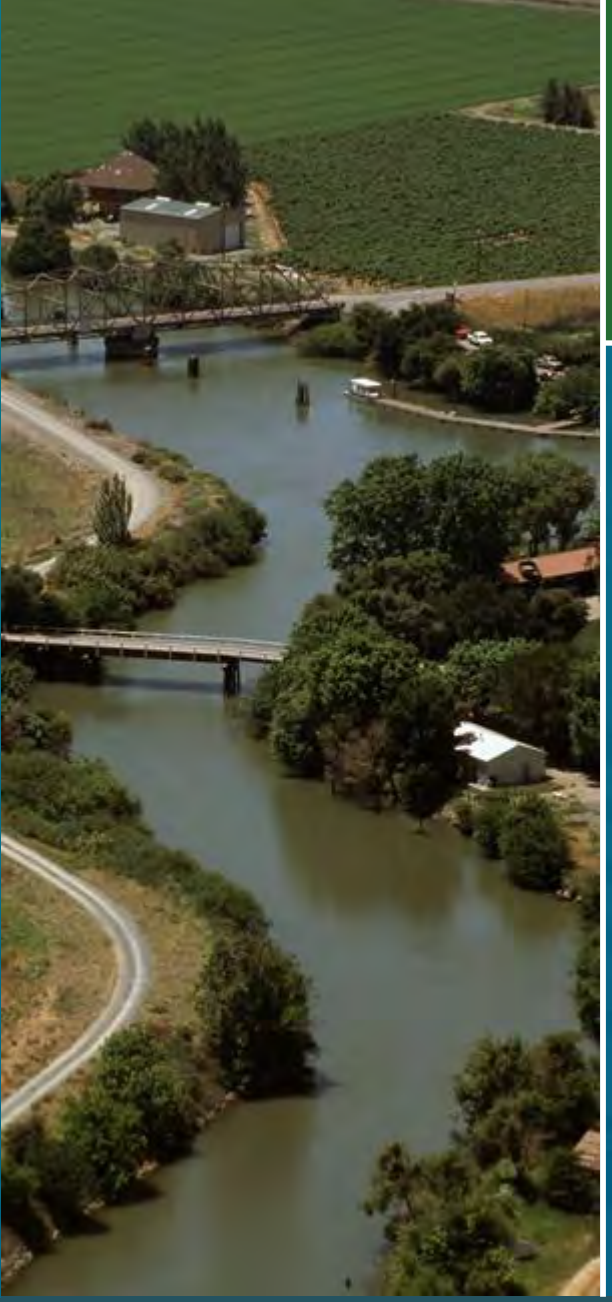
Project Financing Overview

February 24, 2021

Introduction to SWP Delta Conveyance Financing

Stakeholder Engagement Committee

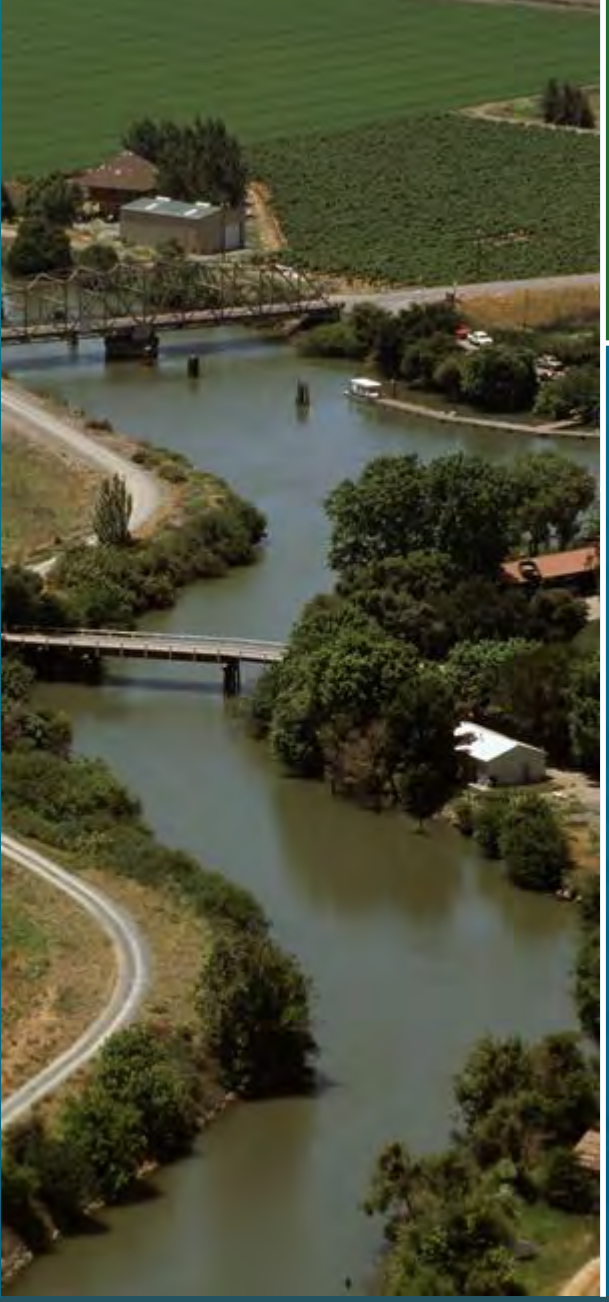
Chris Martin
Senior Attorney



Introduction

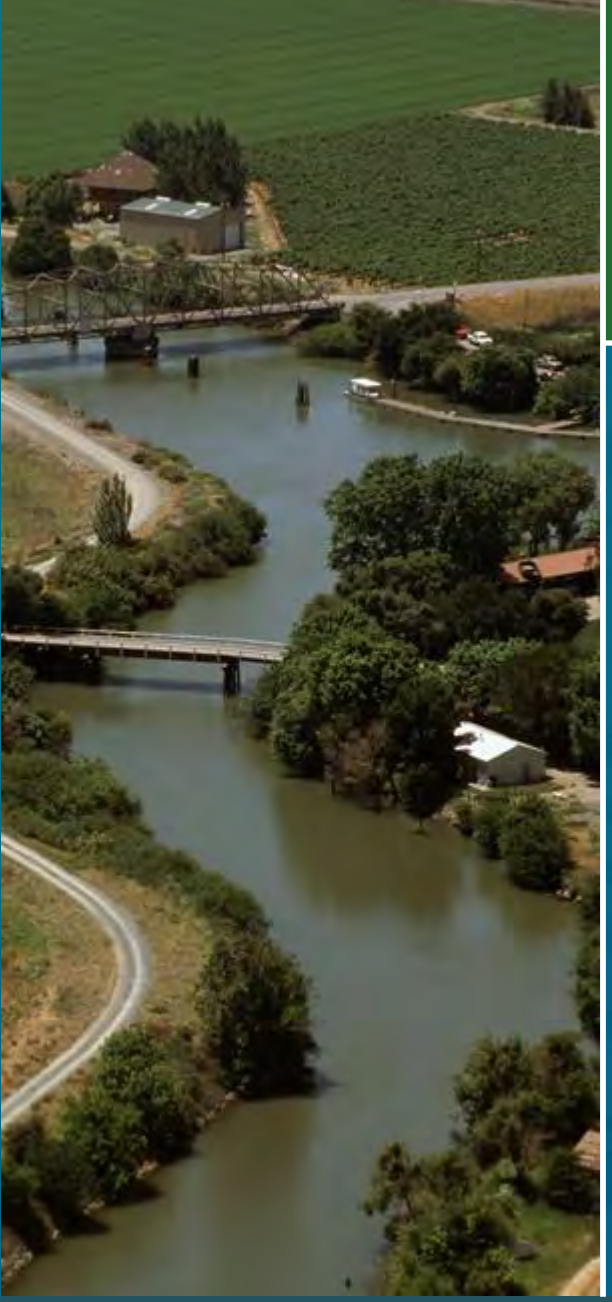
- The financial mechanisms described in this presentation are not unique to the proposed Delta Conveyance Facility.
- Therefore, to understand how a Delta Conveyance Facility would be financed one need only understand how other State Water Project (SWP) facilities are financed by the Department of Water Resources (Department).

Facilities of the State Water Project



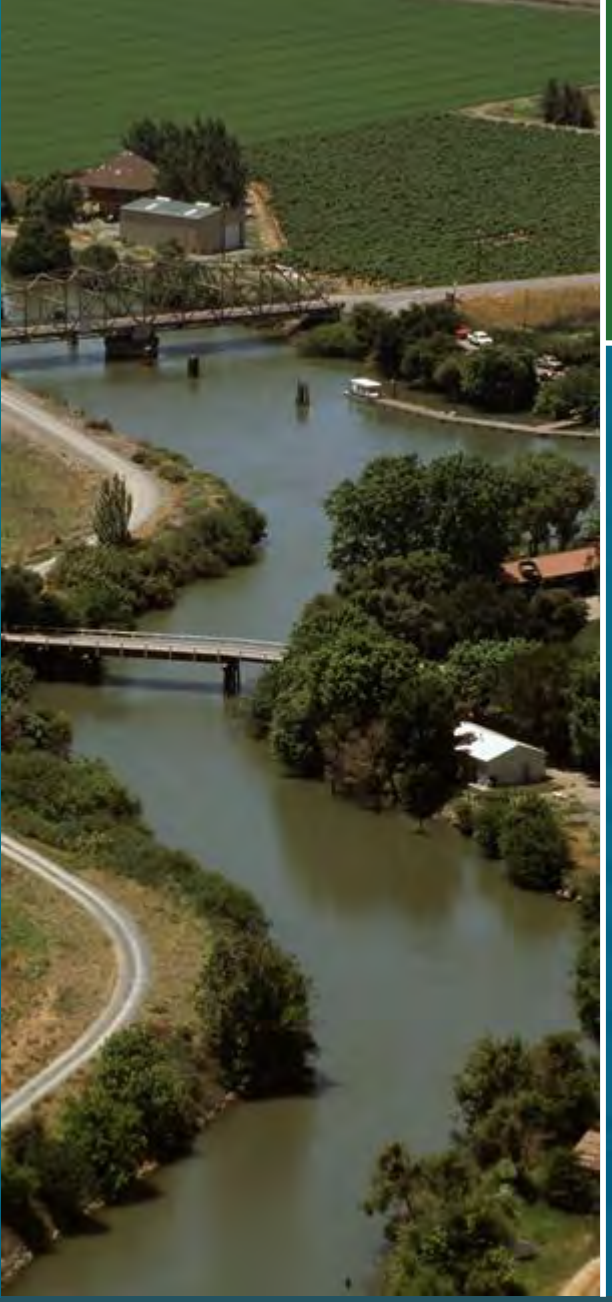
What gets financed?

- The costs of running the SWP are divided into two categories:
  - Operations and Maintenance;
  - Capital.
- Only capital costs are financed with debt.
- The Central Valley Project (CVP) Act authorizes the Department to issue revenue bonds to fund the capital costs of environmental review, planning, and construction of SWP facilities.
- Investors purchase revenue bonds in return for the Department's promise to use SWP revenue to repay the investors with interest.



What is the Department's promise?

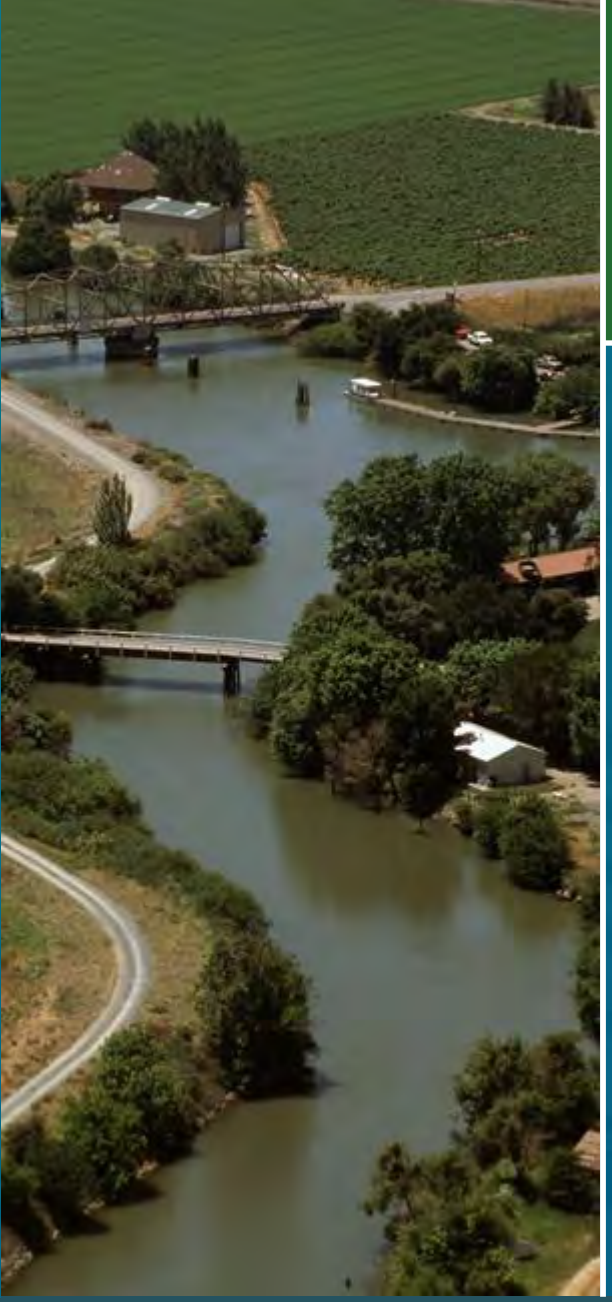
- Investors purchase revenue bonds in return for the Department's promise to use SWP revenue to repay the investors with interest.
- SWP revenue bonds issued by the Department are different from general obligation bonds issued by the State following voter approval.
- General obligation bonds are repaid by the State using State tax revenue and are backed by the "full faith and credit" of the State.
- In contrast, SWP revenue bonds are repaid with SWP revenue and are explicitly NOT backed by the State.



The Fine Print

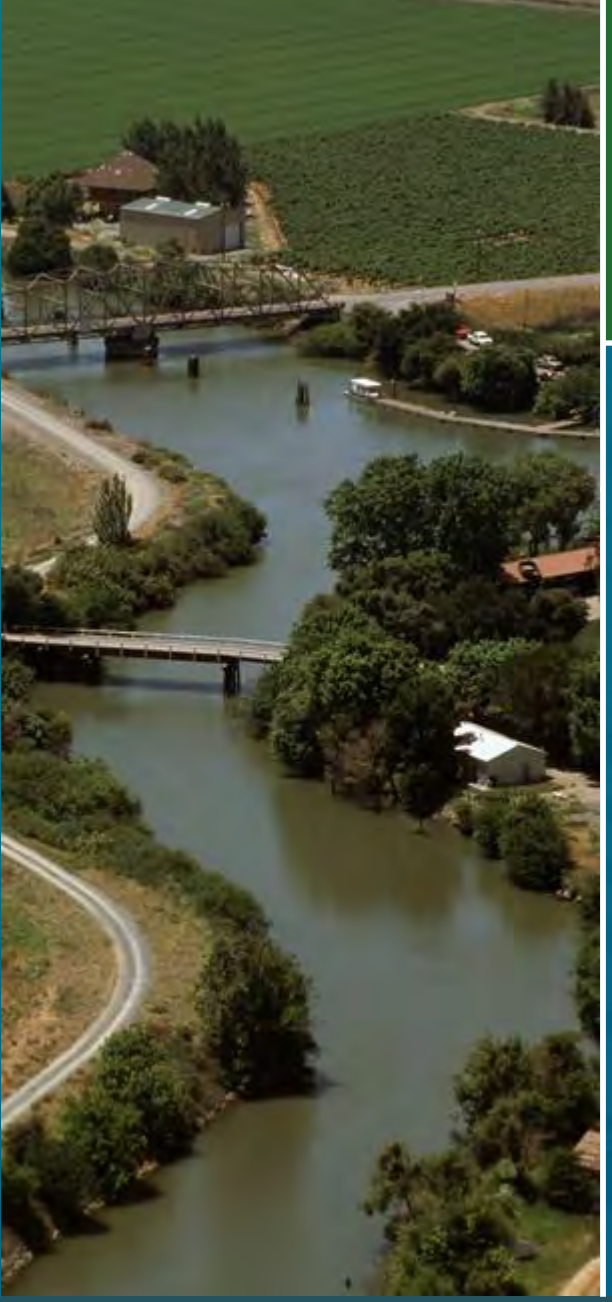
Here's the "fine print" provided to potential investors for a recent Department revenue bond issuance:

THE BONDS ARE SPECIAL, LIMITED OBLIGATIONS OF THE STATE OF CALIFORNIA DEPARTMENT OF WATER RESOURCES. ***THE BONDS DO NOT CONSTITUTE A DEBT, LIABILITY, OR OBLIGATION OF THE STATE OF CALIFORNIA***. NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE STATE OF CALIFORNIA IS PLEDGED TO THE PAYMENT OF THE PRINCIPAL OF, OR PREMIUM, IF ANY, OR INTEREST ON THE BONDS.



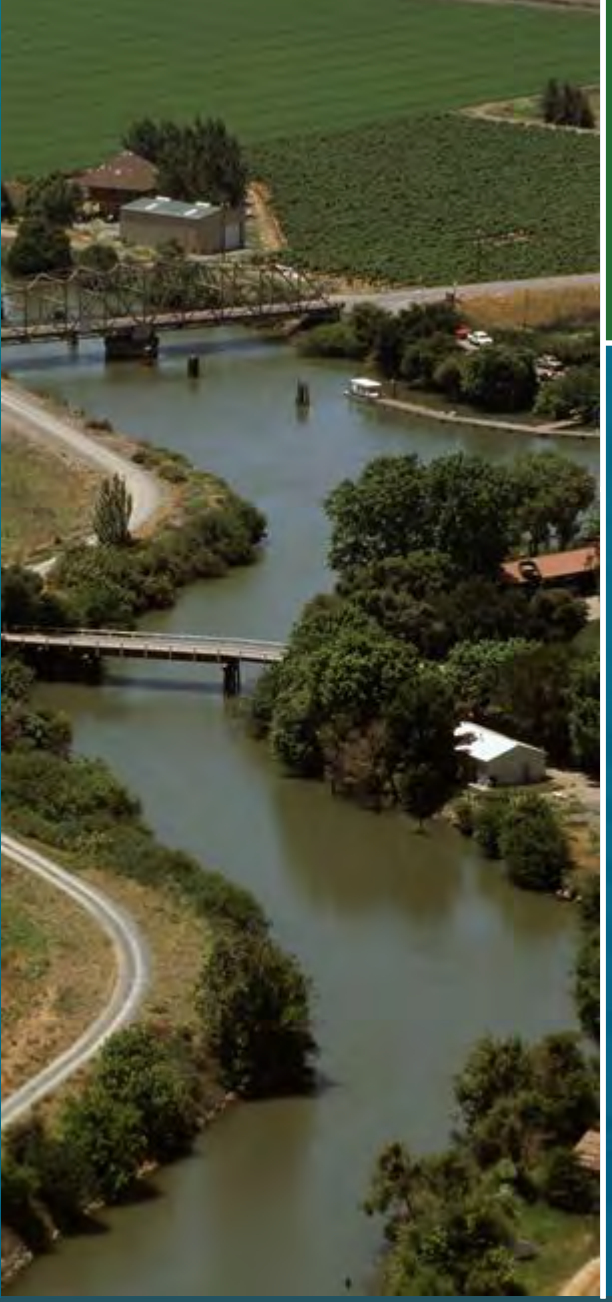
What is SWP revenue?

- Investors purchase revenue bonds in return for the Department's promise to use SWP revenue to repay the investors with interest.
- When local public water agencies (PWAs) pay their SWP bills, the money received by the Department is "SWP Revenue."
- The water supply contracts between the Department and each of the 29 PWAs that receive SWP water supply represent the agreement of each agency to pay the Department in exchange for services provided by the SWP, including a share of the water made available from the SWP.



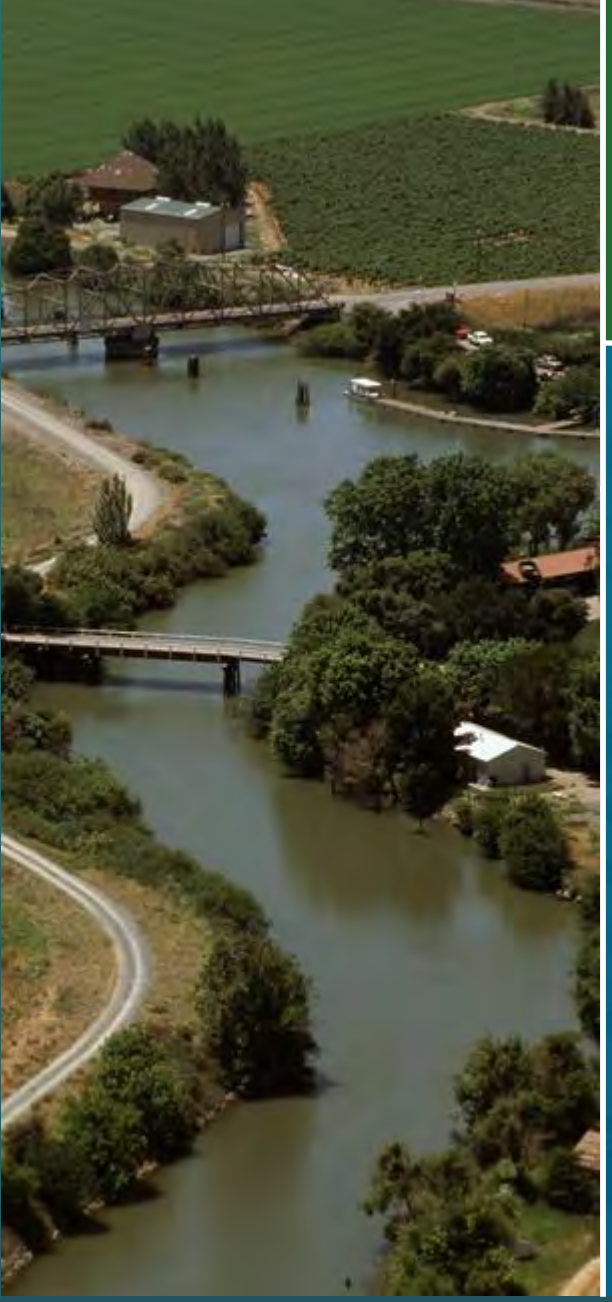
Where does PWA revenue come from?

- Each PWA is different.
- Each has a different “portfolio” of water supply resources, one of which is the SWP.
- To pay for their share of the SWP, PWAs use:
  - water rates,
  - local property taxes,
  - or a combination of the two.



Financing Delta Conveyance

- If a Delta conveyance project is approved, revenue bonds would be issued by the Department to raise capital for construction.
- Environmental review, planning and design costs may be also be financed by revenue bonds issued in the future.
- Participating PWAs would be billed for the financing costs and (eventually) O&M costs of the facility as part of their SWP bills according to applicable terms of their water supply contracts in effect at the time.



Validation

- Before revenue bonds can be issued to finance a Delta conveyance project, or the costs of environmental review, planning and design, the Department has asked a court to confirm its authority to issue bonds for a conveyance project by filing a special kind of lawsuit called a “validation action.”
- Receiving confirmation of the Department’s authority to issue revenue bonds for a potential Delta conveyance project is desirable because it provides certainty to potential investors.

Questions?

Item 6c.

Public Comment on Item 6

Item 7.

Future Agenda Items & Next Meeting

Date: April 28, 2021; 3 to 6PM

Agenda Items*

- ***DCA Updates***
- ***DWR Communications Plan 2021***
- ***EJ Survey Summary***
- ***Community Benefits Update***

****(subject to change)***

Item 8.

Non-Agendized SEC Comments or Questions

Item 9.

Public Comment on Non-Agendized Items

Thank you

DELTA CONVEYANCE DESIGN
& CONSTRUCTION AUTHORITY

MARCH 2021

Revised Delta Conveyance Site Book

NORTH INTAKES & SHAFTS | CENTRAL ALIGNMENT | EASTERN ALIGNMENT | SOUTHERN COMPLEX | BETHANY ALTERNATIVE

Index

Delta Conveyance Map

NORTHERN SITES

Intake 3 *page 3*

Intake 5 *page 7*

Twin Cities Launch Shaft *page 12*

CENTRAL ALTERNATIVE ALIGNMENT SITES

New Hope Tract Maintenance Shaft *page 20*

Staten Island Maintenance Shaft *page 24*

Bouldin Island Launch Shaft *page 28*

Mandeville Island Maintenance Shaft *page 32*

Bacon Island Reception Shaft *page 36*

SOUTHERN COMPLEX ALTERNATIVE SITE

Southern Forebay Facilities *page 67*

South Delta Outlet & Control Structure *page 69*

EASTERN ALTERNATIVE ALIGNMENT SITES

New Hope Tract Maintenance Shaft *page 41*

Canal Ranch Tract Maintenance Shaft *page 45*

Terminous Tract Reception Shaft *page 49*

King Island Maintenance Shaft *page 54*

Lower Roberts Island Launch/ Reception Shaft *page 58*

Upper Jones Tract Maintenance Shaft *page 62*

BETHANY ALTERNATIVE ALIGNMENT SITES

Lower Roberts Island Launch Shaft *page 78*

Upper Jones Tract Maintenance Shaft *page 82*

Union Island Maintenance Shaft *page 86*

Bethany Reservoir Pump Station, Surge Basin and Reception Shaft *page 90*

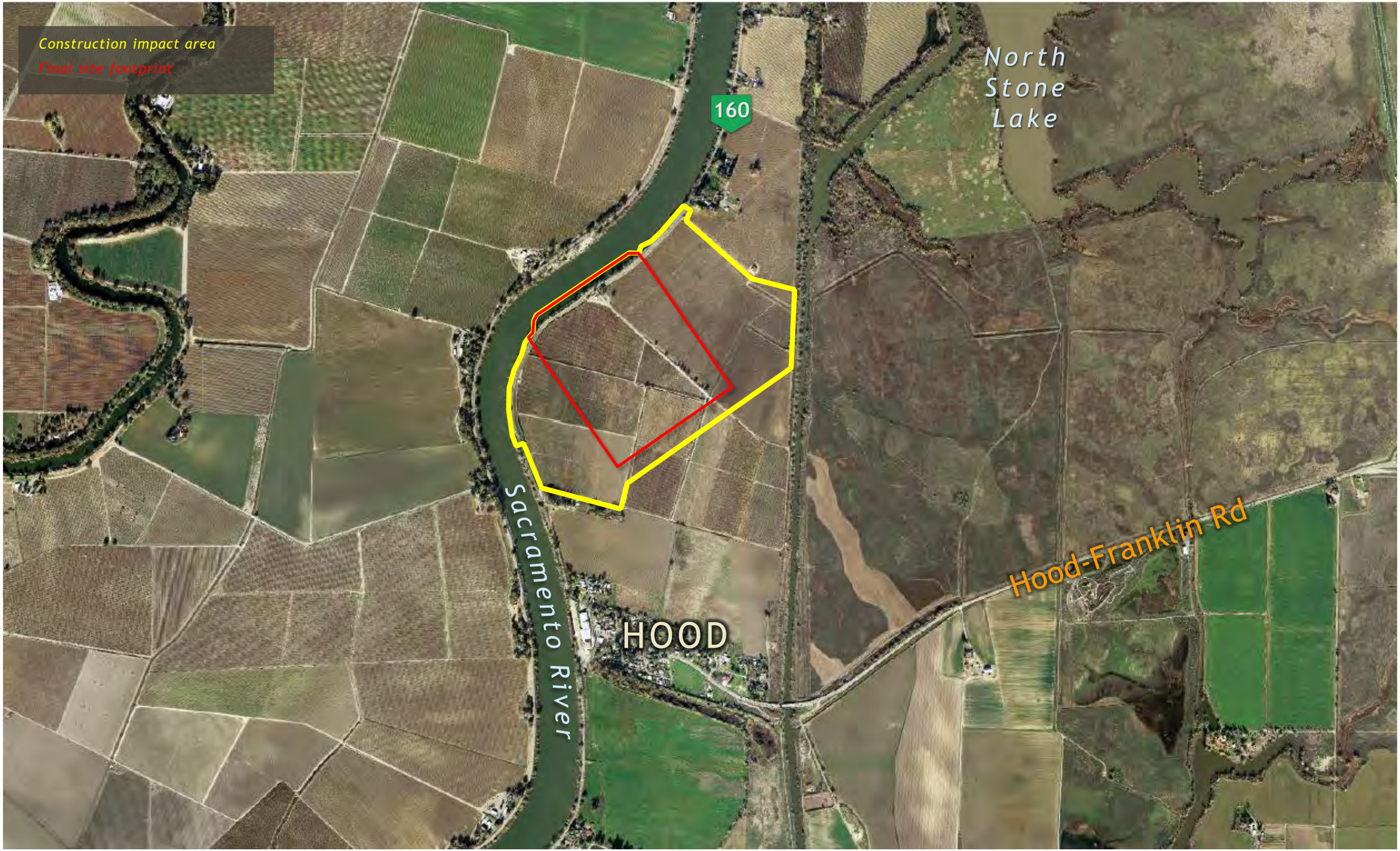
Bethany Reservoir Aqueduct *page 95*

Bethany Reservoir Discharge Structure *page 99*

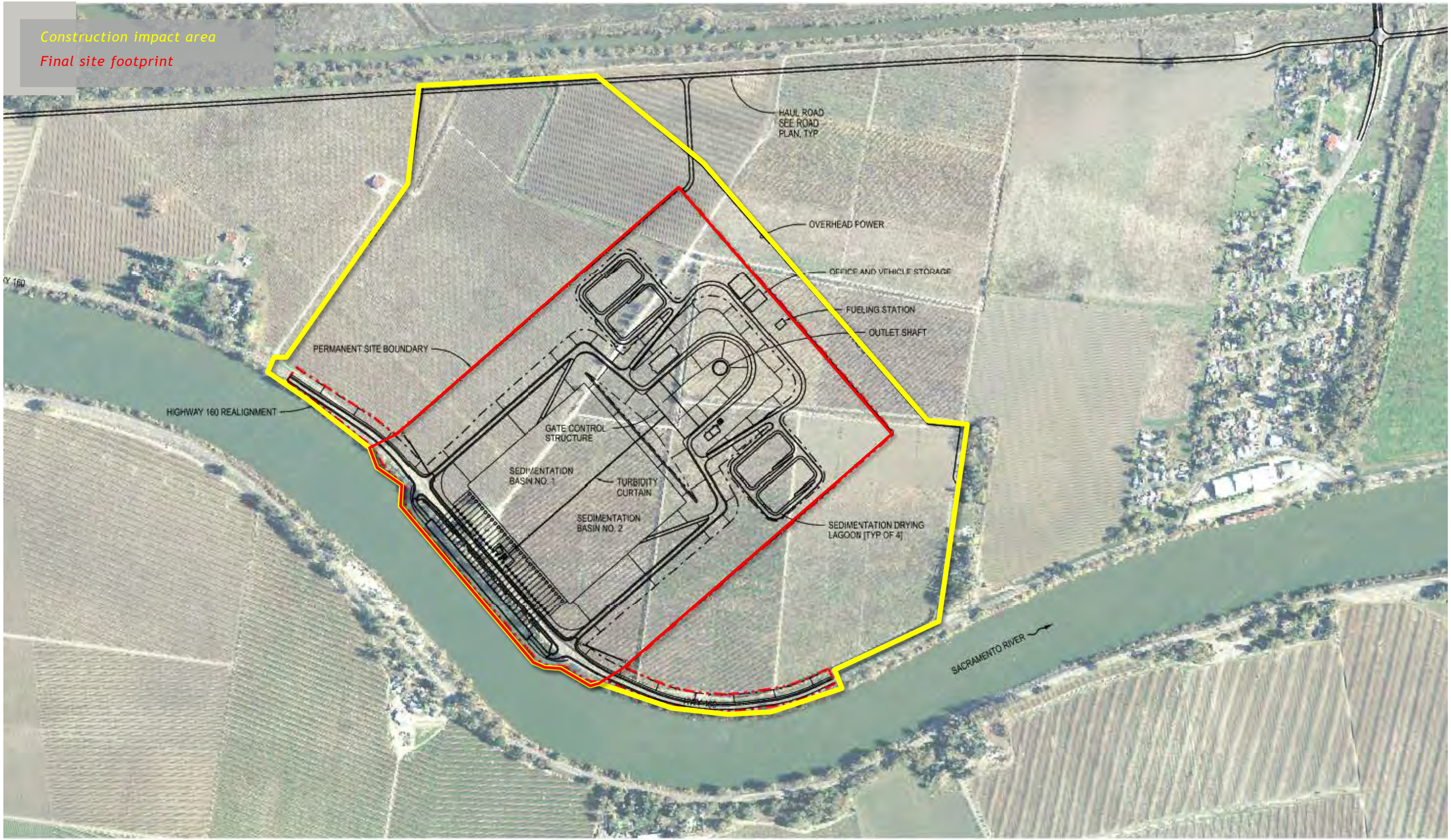
Northern Intakes & Shaft Sites

NORTHERN SITES

Intake 3 Site Aerial, Construction Impact Area

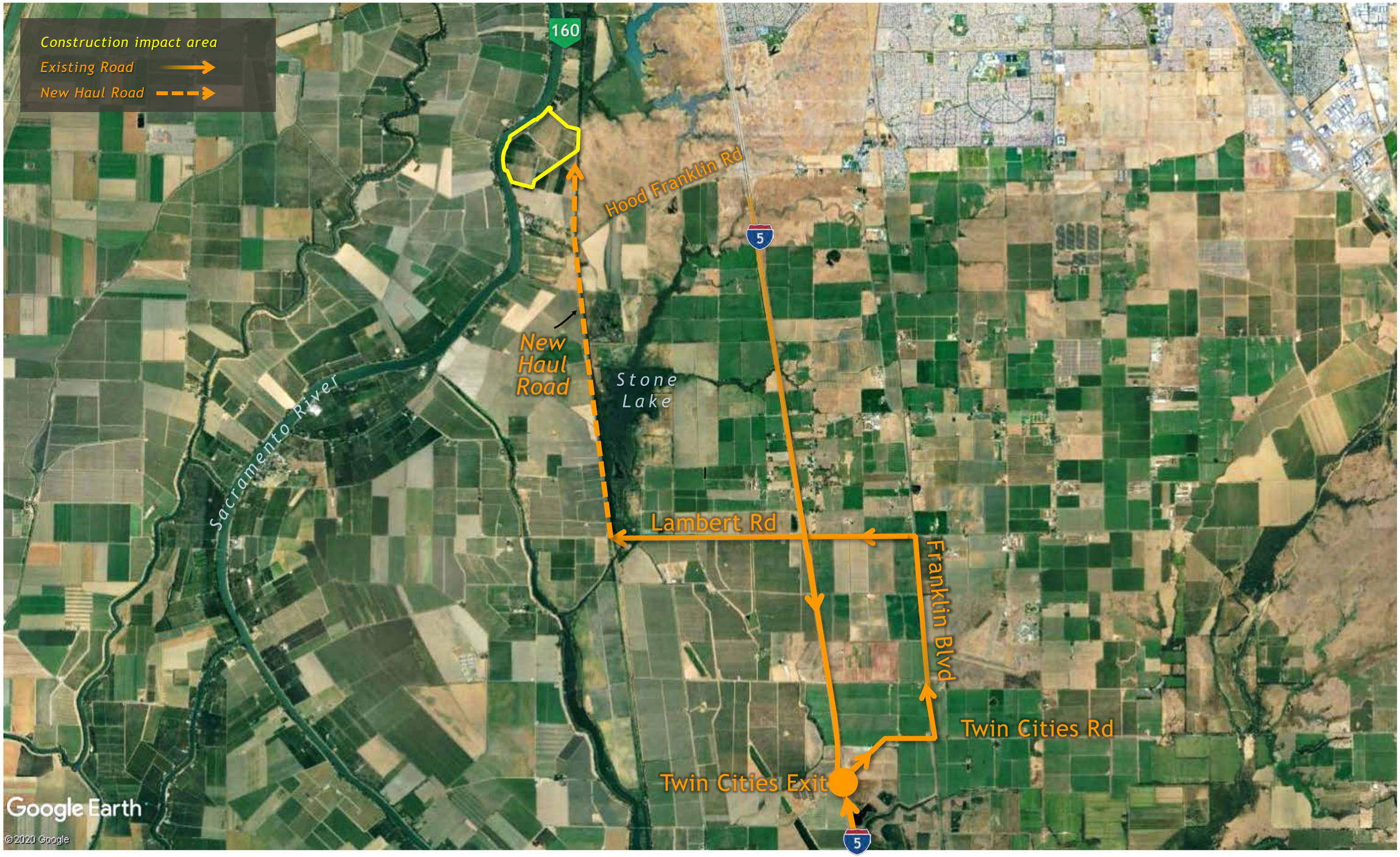


Intake 3 Site Layout, Construction Impact Area

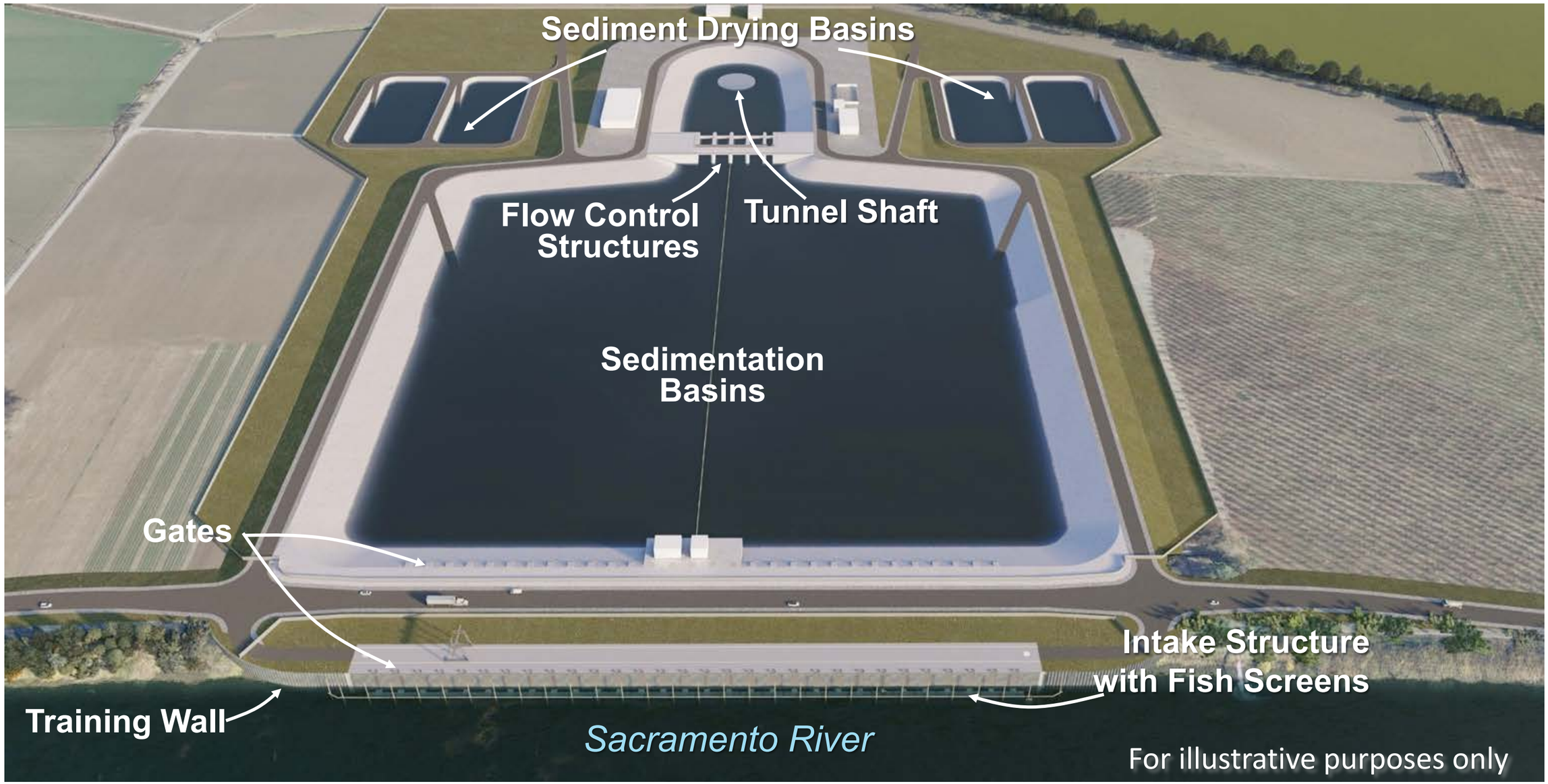


Intake 3 Site Photos

Intake 3 Site Access Routes

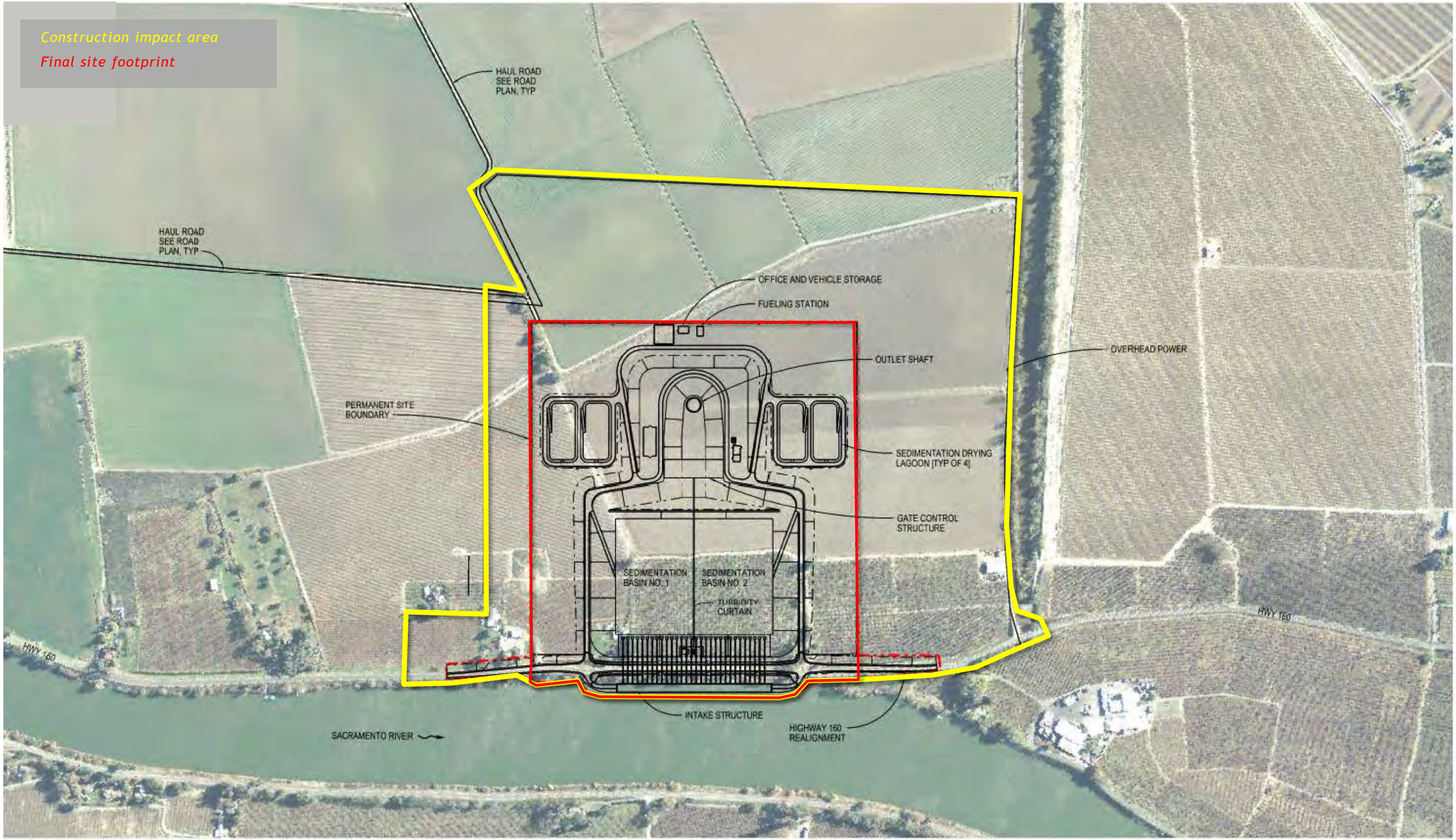


Intake Typical, Rendering



Intake 5 Site Aerial, Construction Impact Area

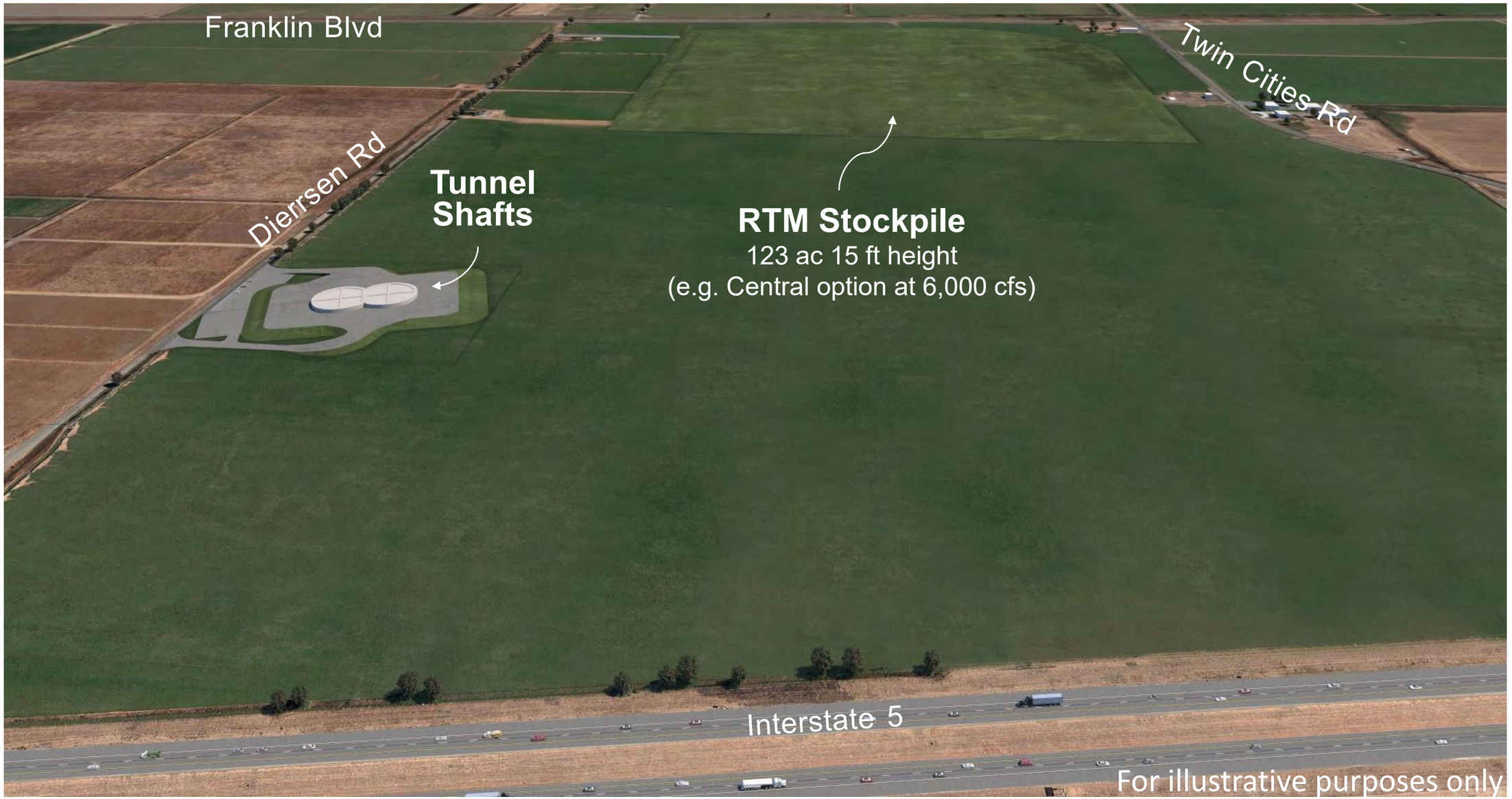
Intake 5 Site Layout, Construction Impact Area



Intake 5 Site Photos

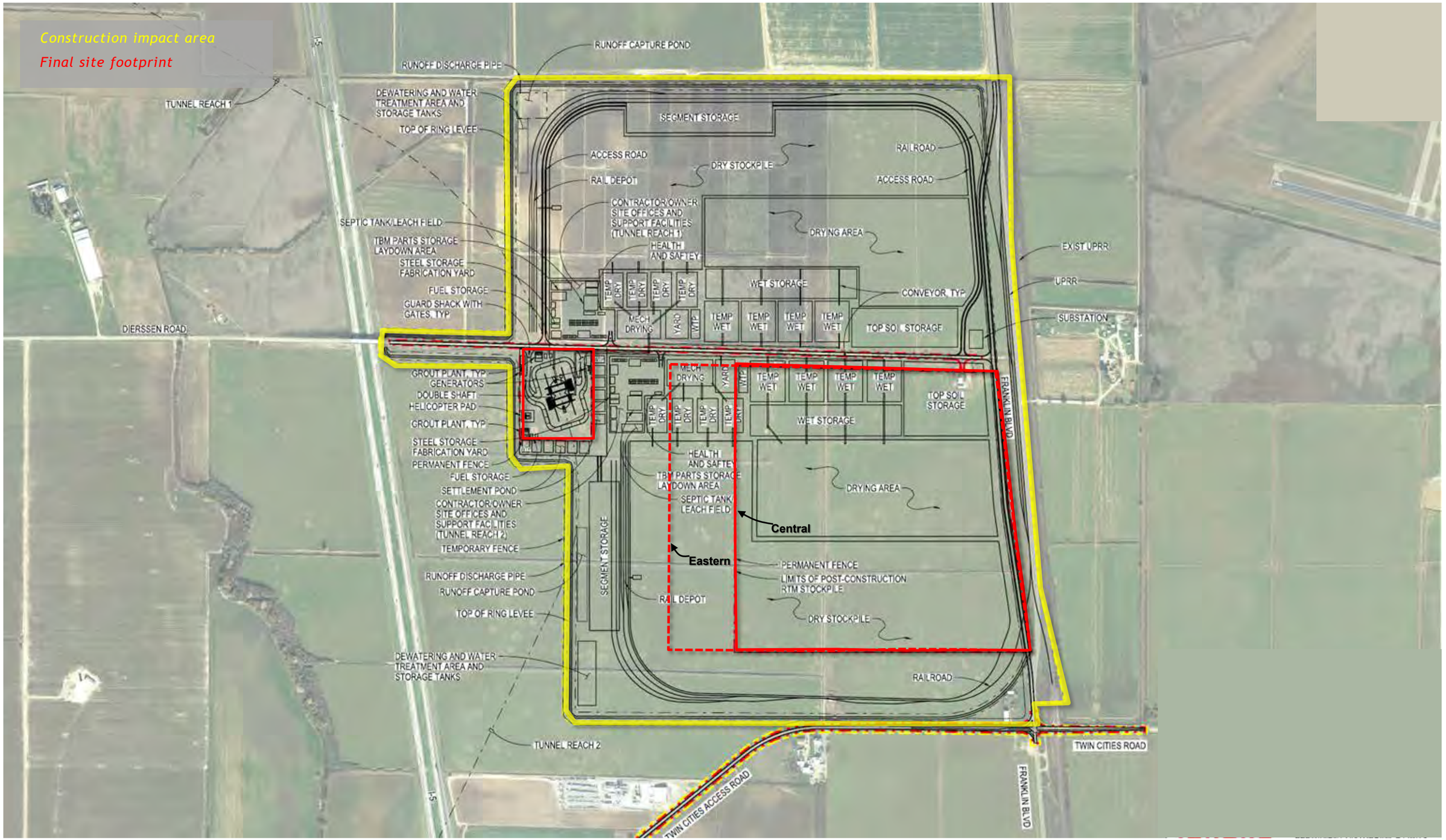
Intake 5 Site Access Routes

Twin Cities Launch Shaft Site Typical, Rendering

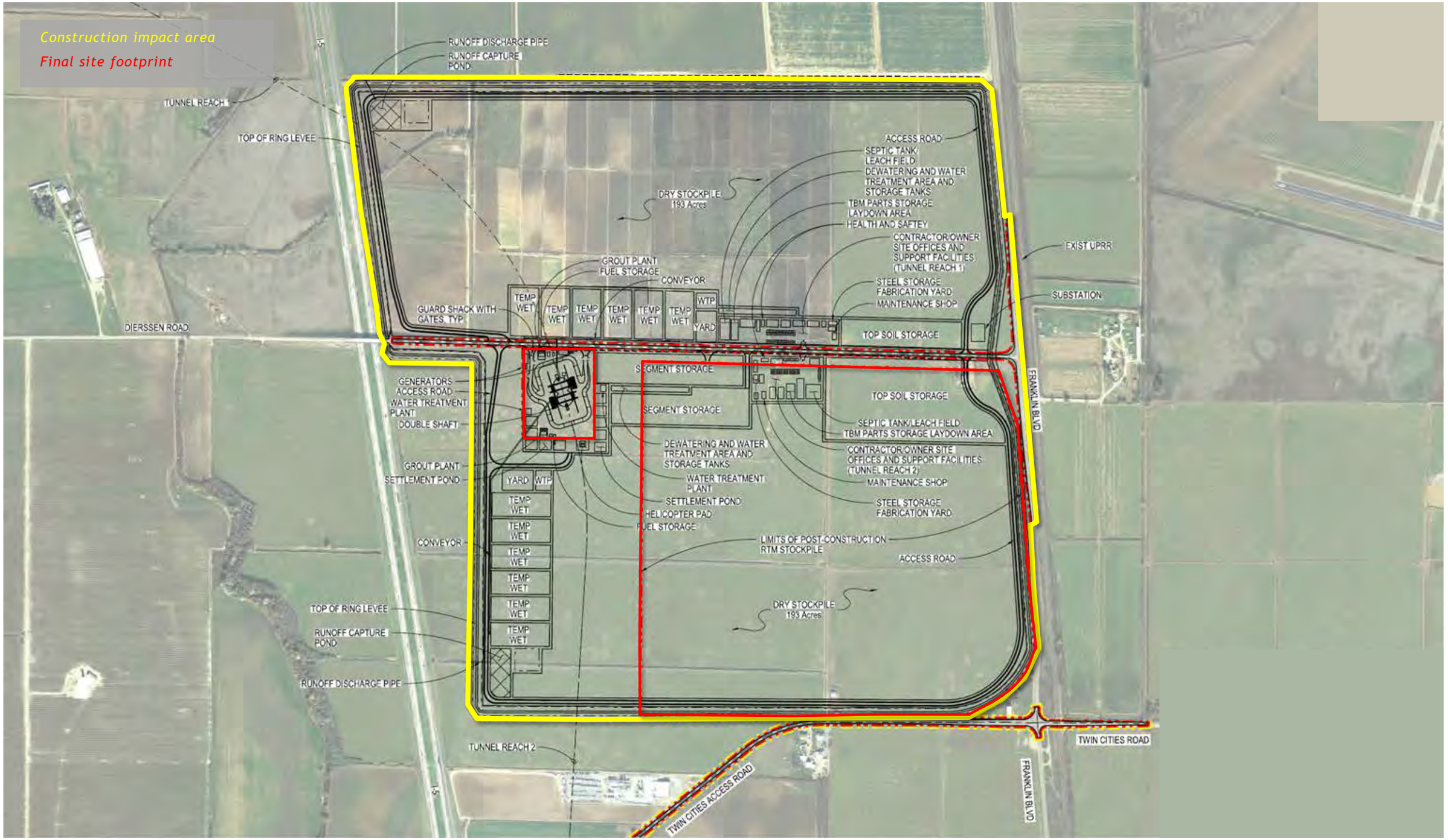


Twin Cities Launch Shaft Site Aerial, Construction Impact Area

Twin Cities Launch Shaft Site Layout, Construction Impact Area (Central & Eastern)



Twin Cities Launch Shaft Site Layout, Construction Impact Area (Bethany)

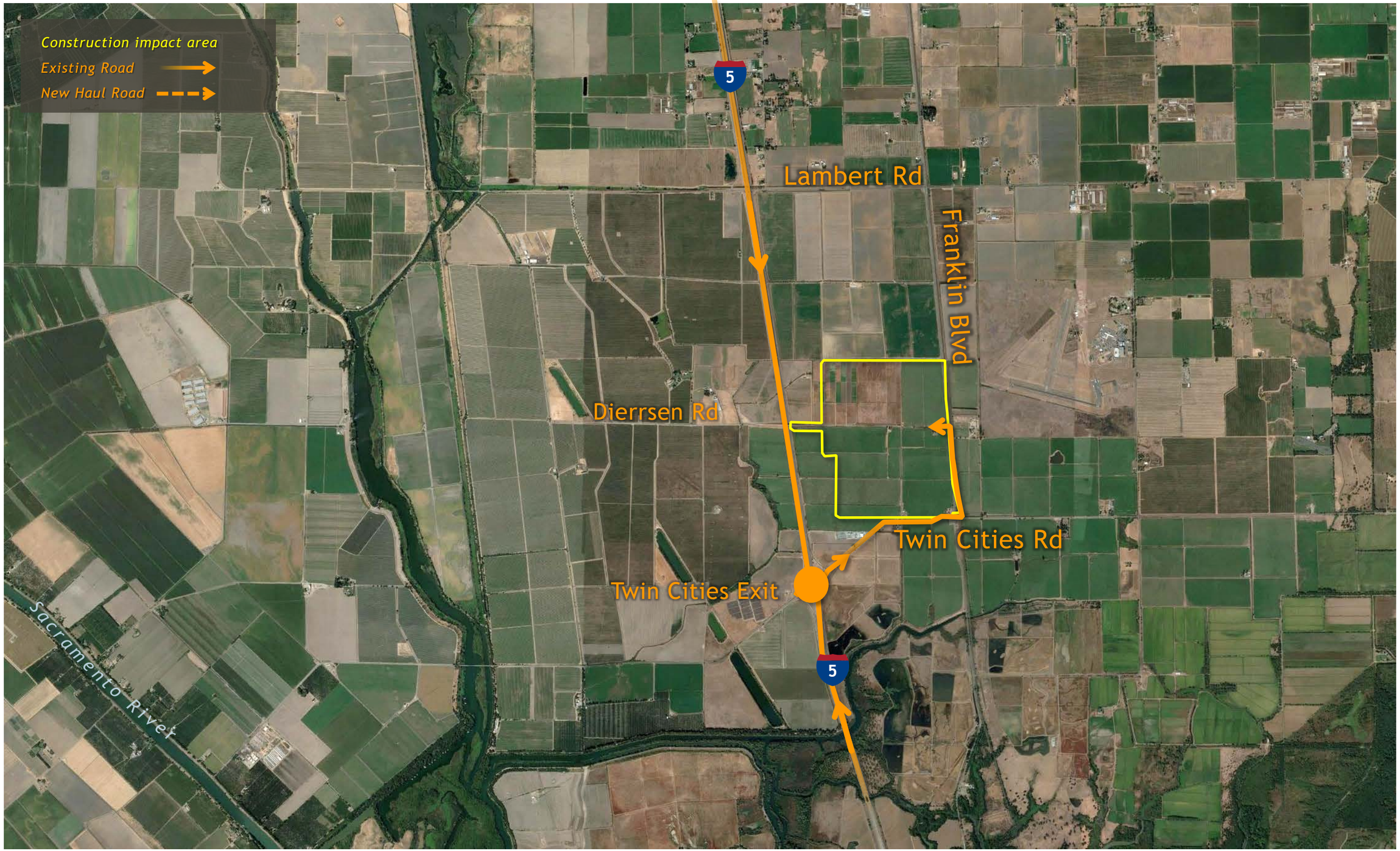


Twin Cities Launch Shaft Site Photos

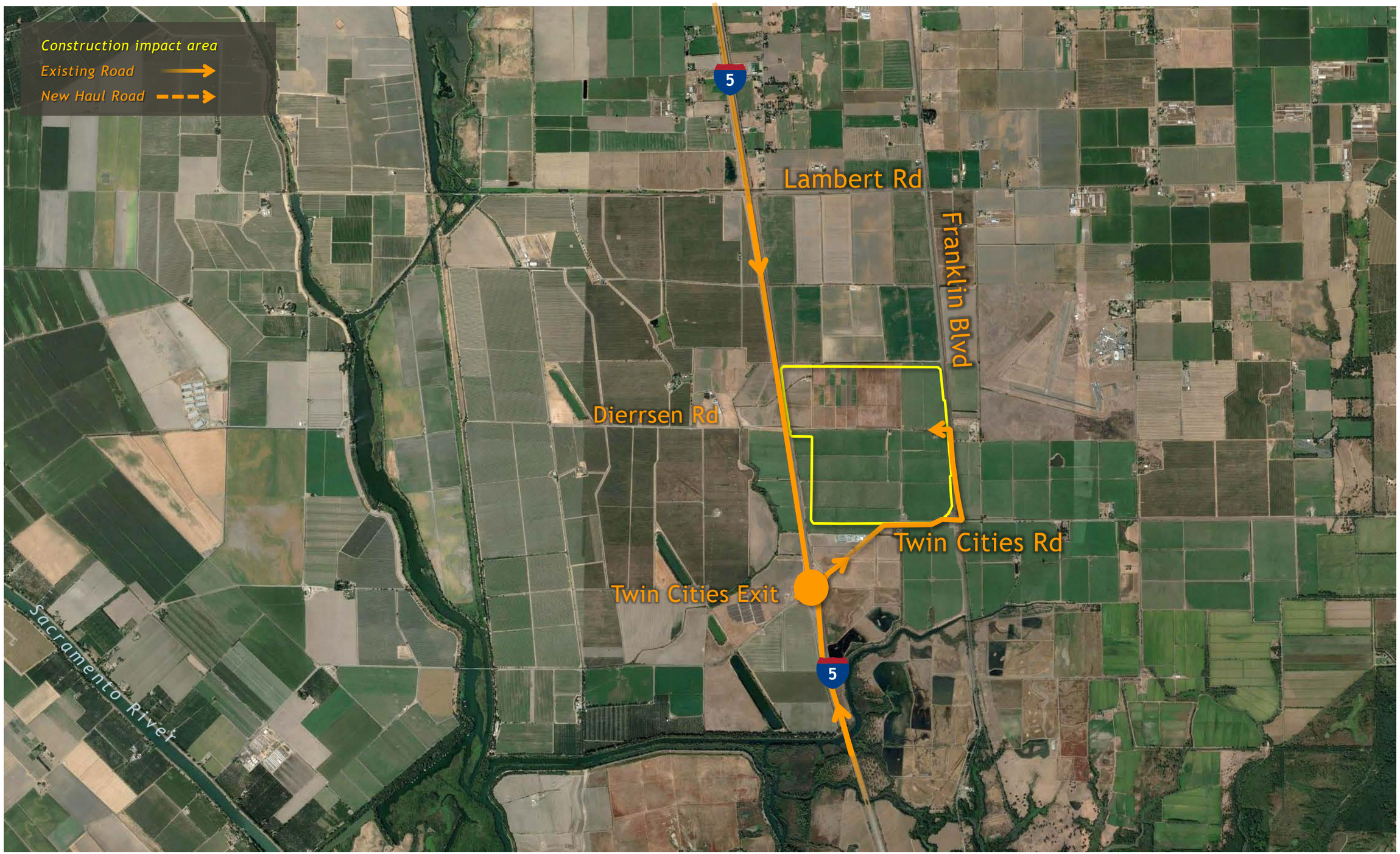
Photo taken from East side Dierssen looking southeast

Photo taken from East side Dierssen looking northeast

Twin Cities Launch Shaft Site Access Routes (Central & Eastern)



Twin Cities Launch Shaft Site Access Routes (Bethany)



Central Alignment Shaft Sites

CENTRAL ALTERNATIVE ALIGNMENT SITES

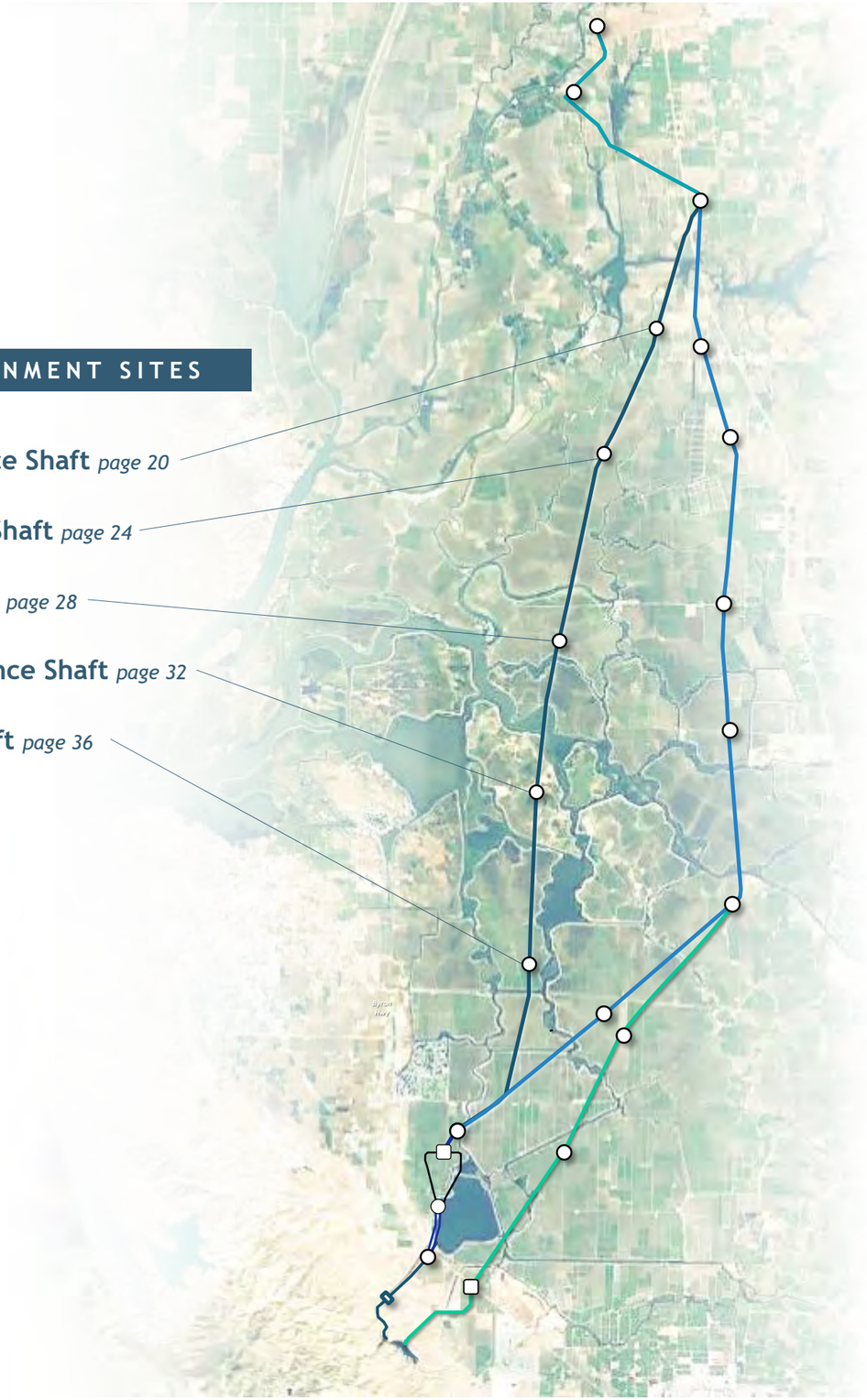
New Hope Tract Maintenance Shaft *page 20*

Staten Island Maintenance Shaft *page 24*

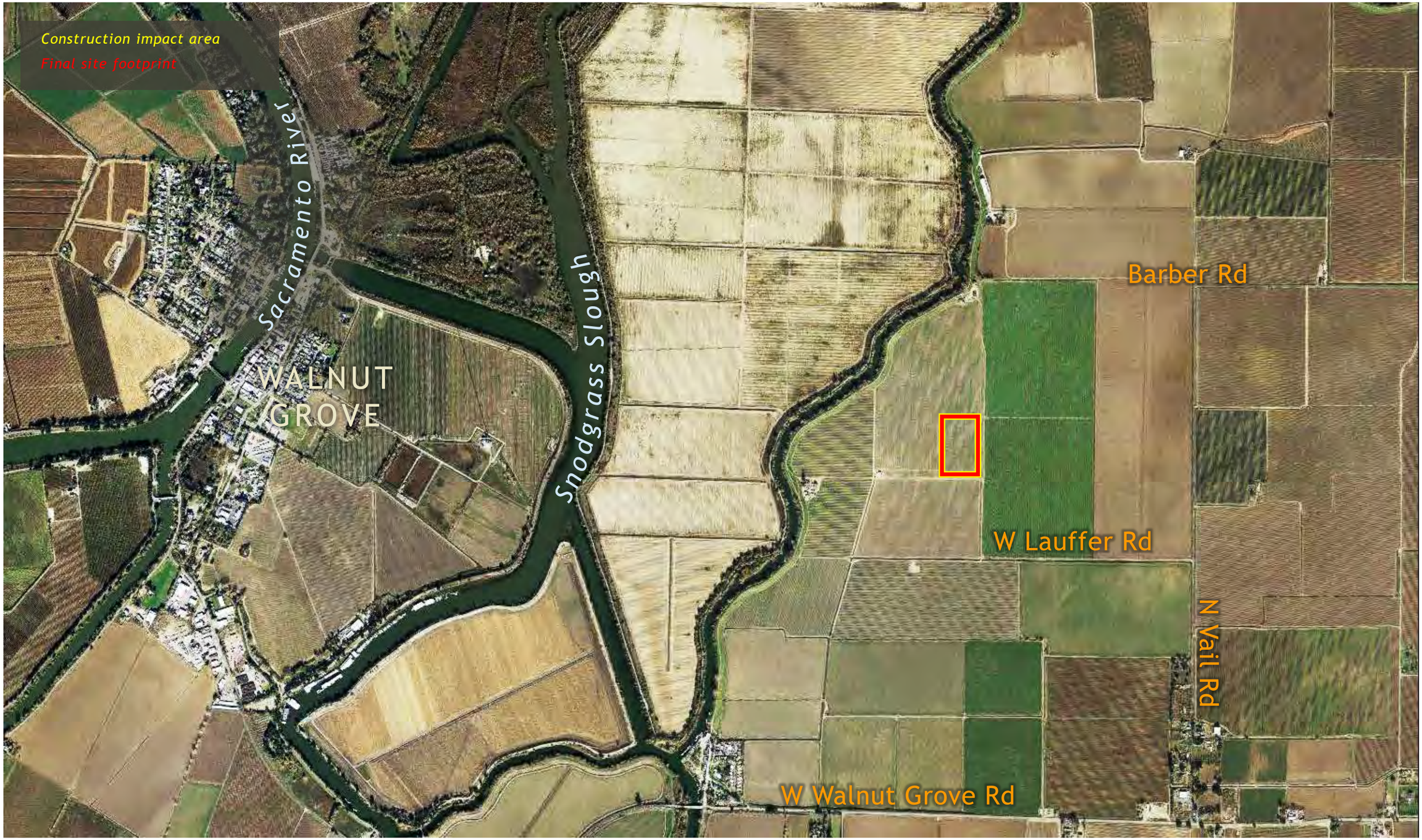
Bouldin Island Launch Shaft *page 28*

Mandeville Island Maintenance Shaft *page 32*

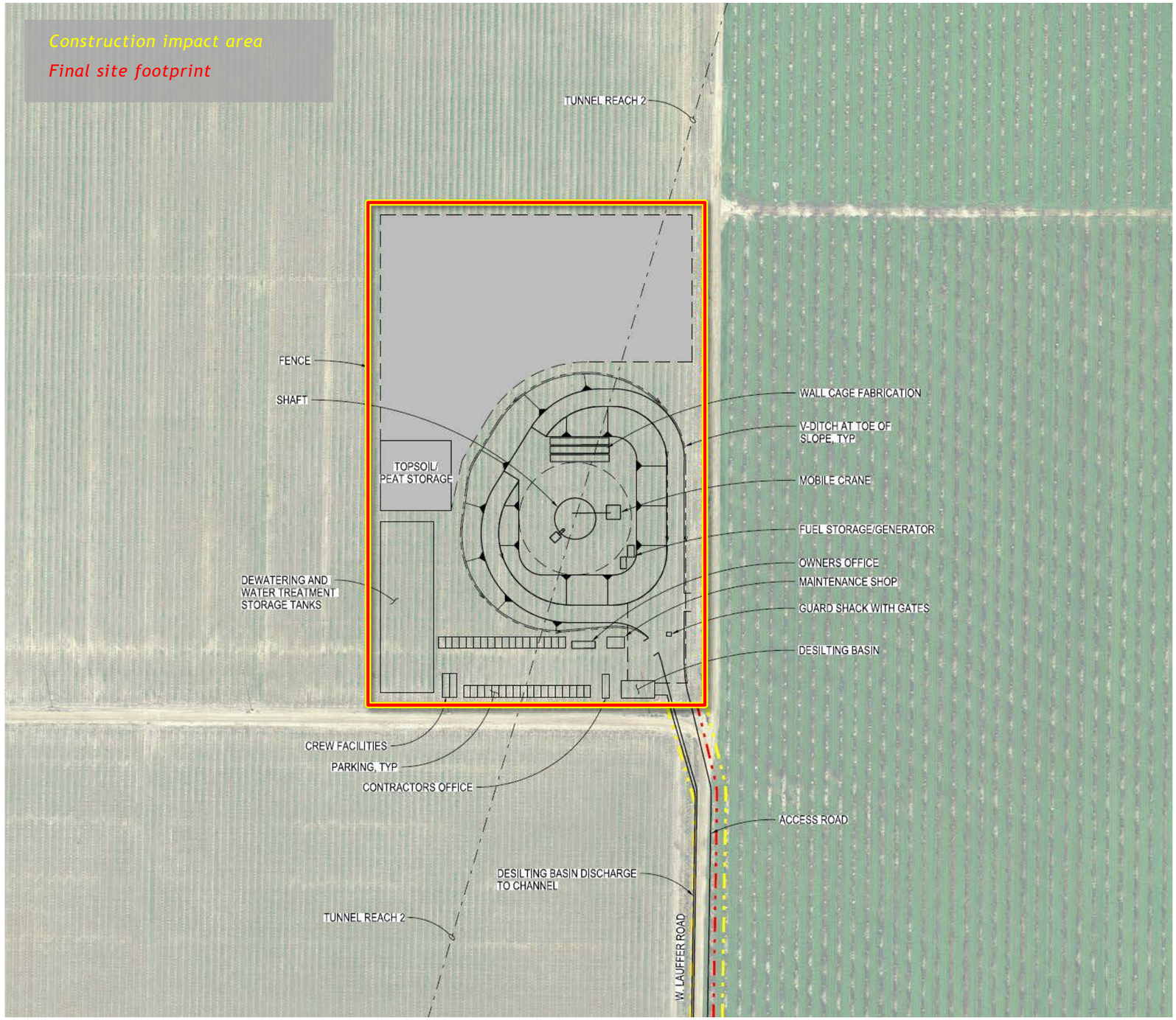
Bacon Island Reception Shaft *page 36*



New Hope Tract Maintenance Shaft Site Aerial, Construction Impact Area

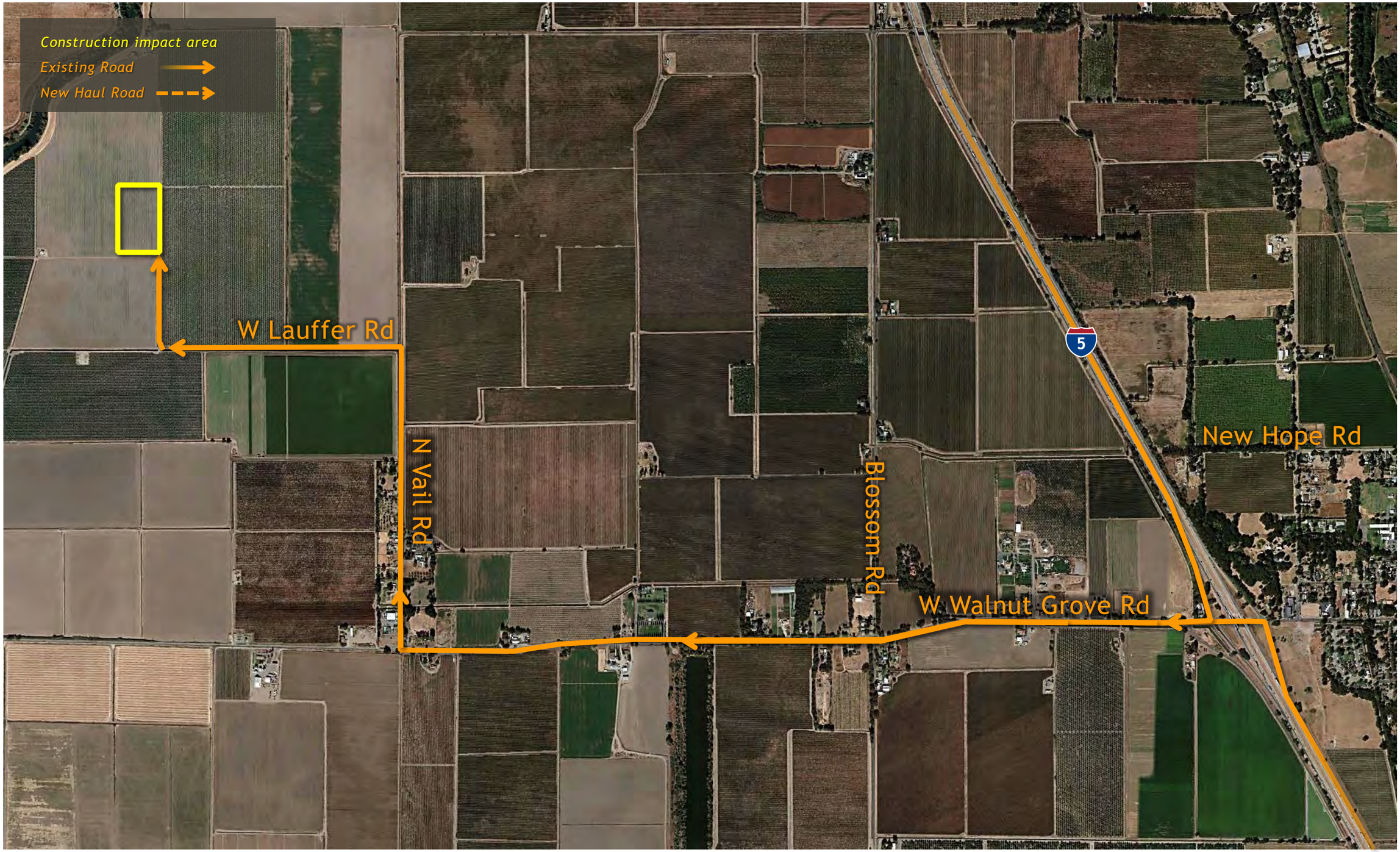


New Hope Tract Maintenance Shaft Site Layout, Construction Impact Area



New Hope Tract Maintenance Shaft Site Photos

New Hope Tract Maintenance Shaft Site Access Routes



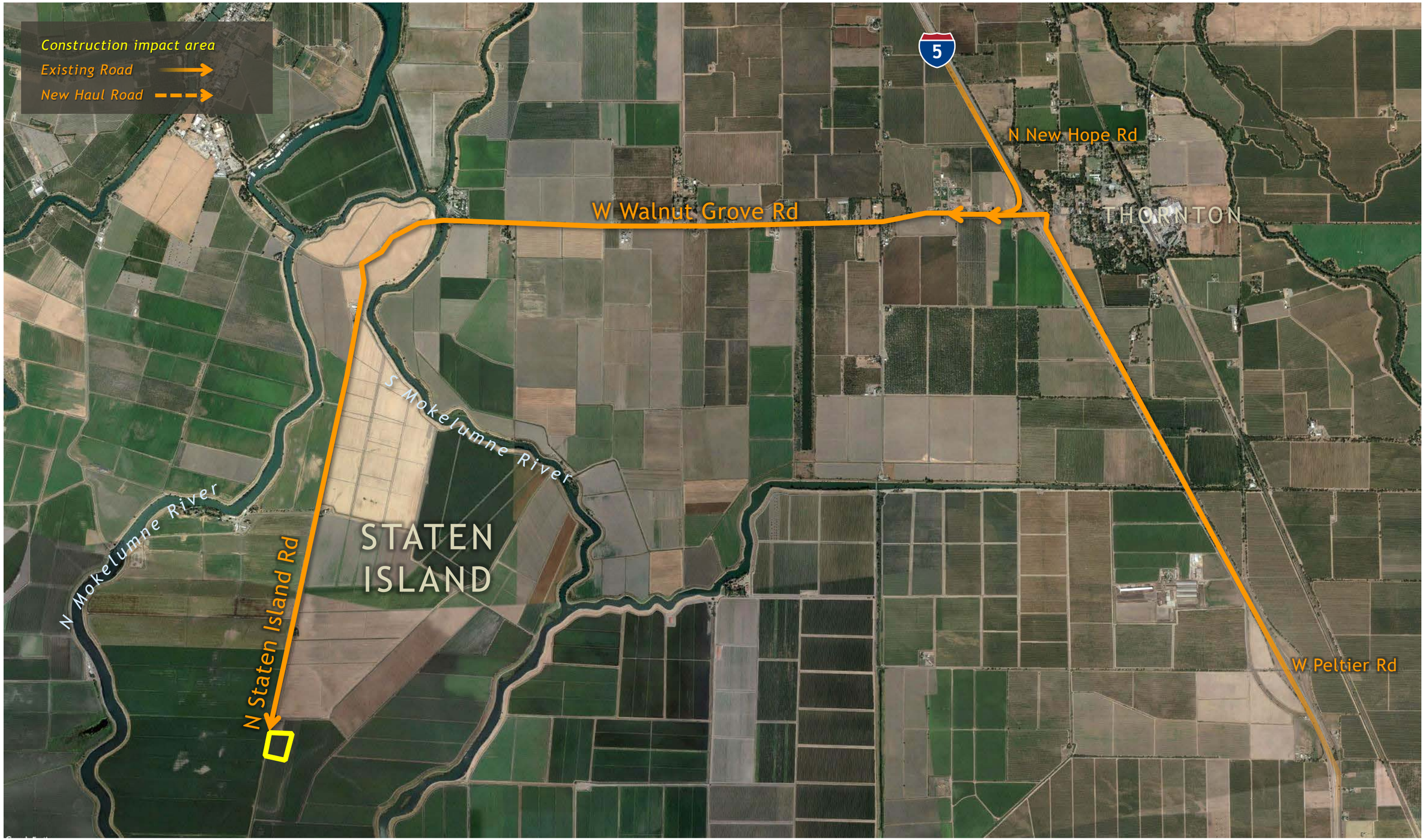
Staten Island Maintenance Shaft Site Aerial, Construction Impact Area

Staten Island Maintenance Shaft Site Layout, Construction Impact Area

Staten Island Maintenance Shaft Site Photos

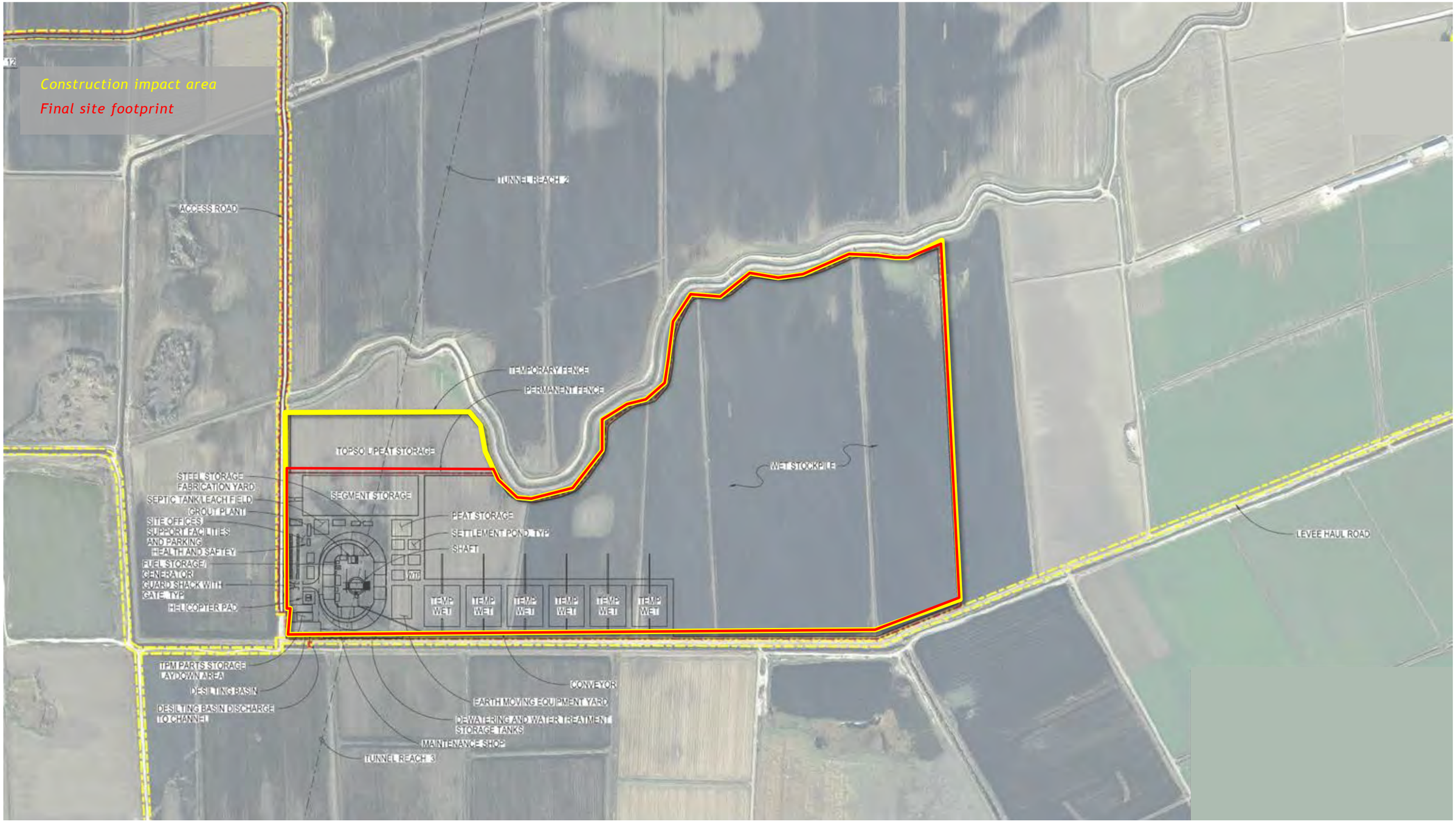
Photos taken from N Staten Island Road looking eastward

Staten Island Maintenance Shaft Site Access Routes



Bouldin Island Launch Shaft Site Aerial, Construction Impact Area

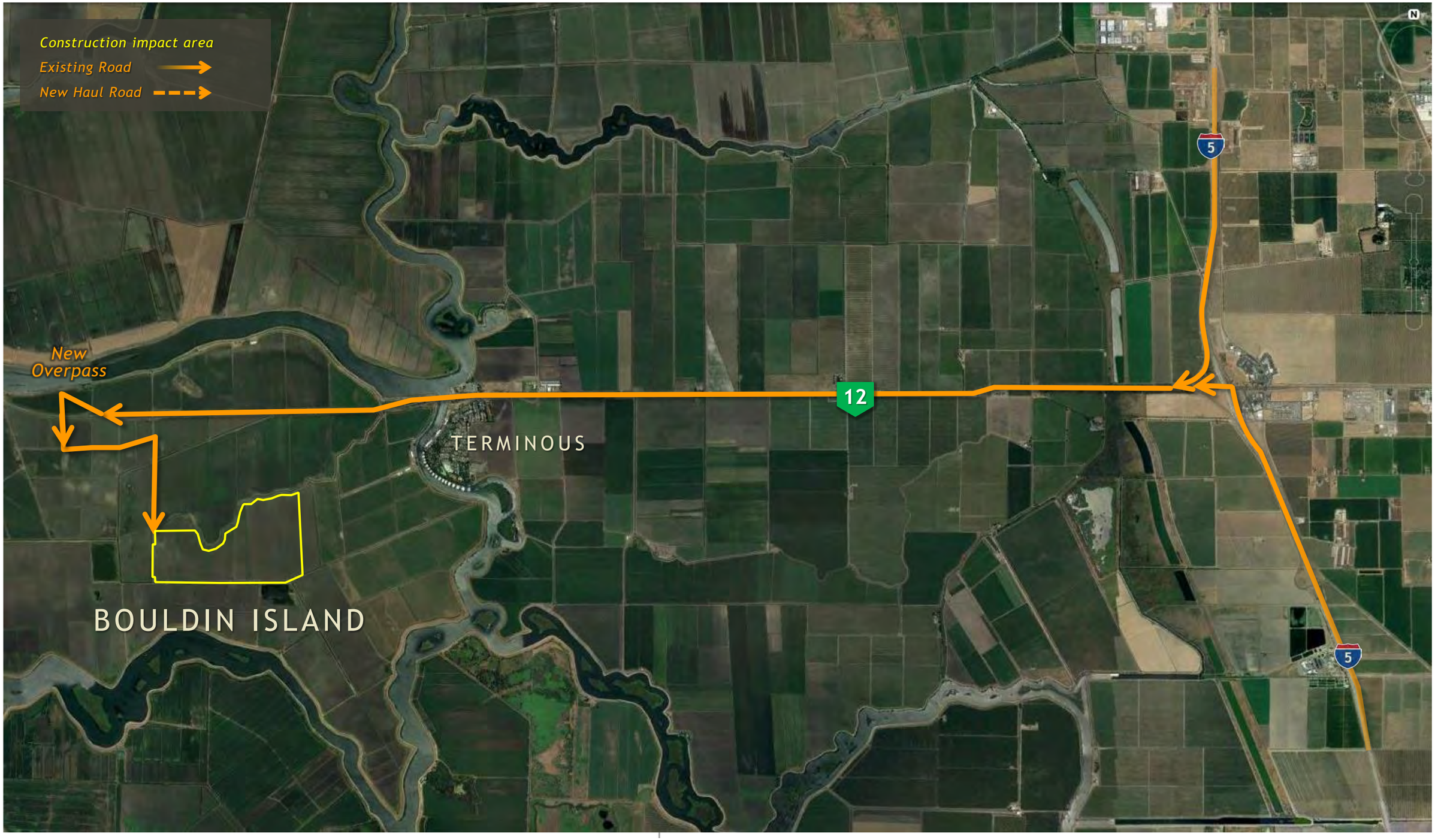
Bouldin Island Launch Shaft Site Aerial, Construction Impact Area



Bouldin Island Launch Shaft Site Photos

Photos taken from access road on Bouldin Island (corner of potential shaft location)

Bouldin Island Launch Shaft Site Access Routes



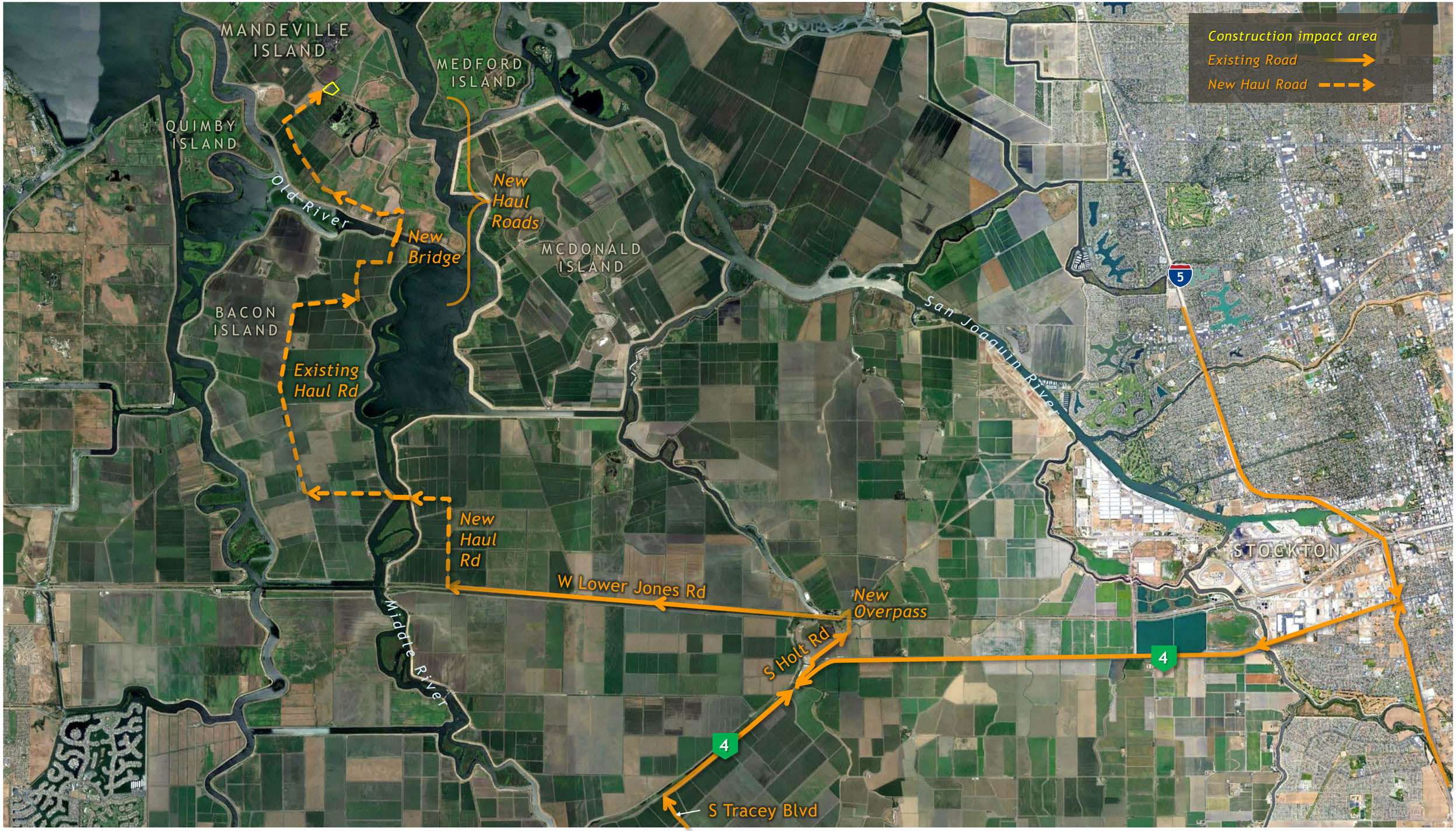
Mandeville Island Maintenance Shaft Site Aerial, Construction Impact Area

Mandeville Island Maintenance Shaft Site Layout, Construction Impact Area

Mandeville Island Maintenance Shaft Site Photos

Google Map imagery provided due to site inaccessibility.

Mandeville Island Maintenance Shaft Site Access Routes



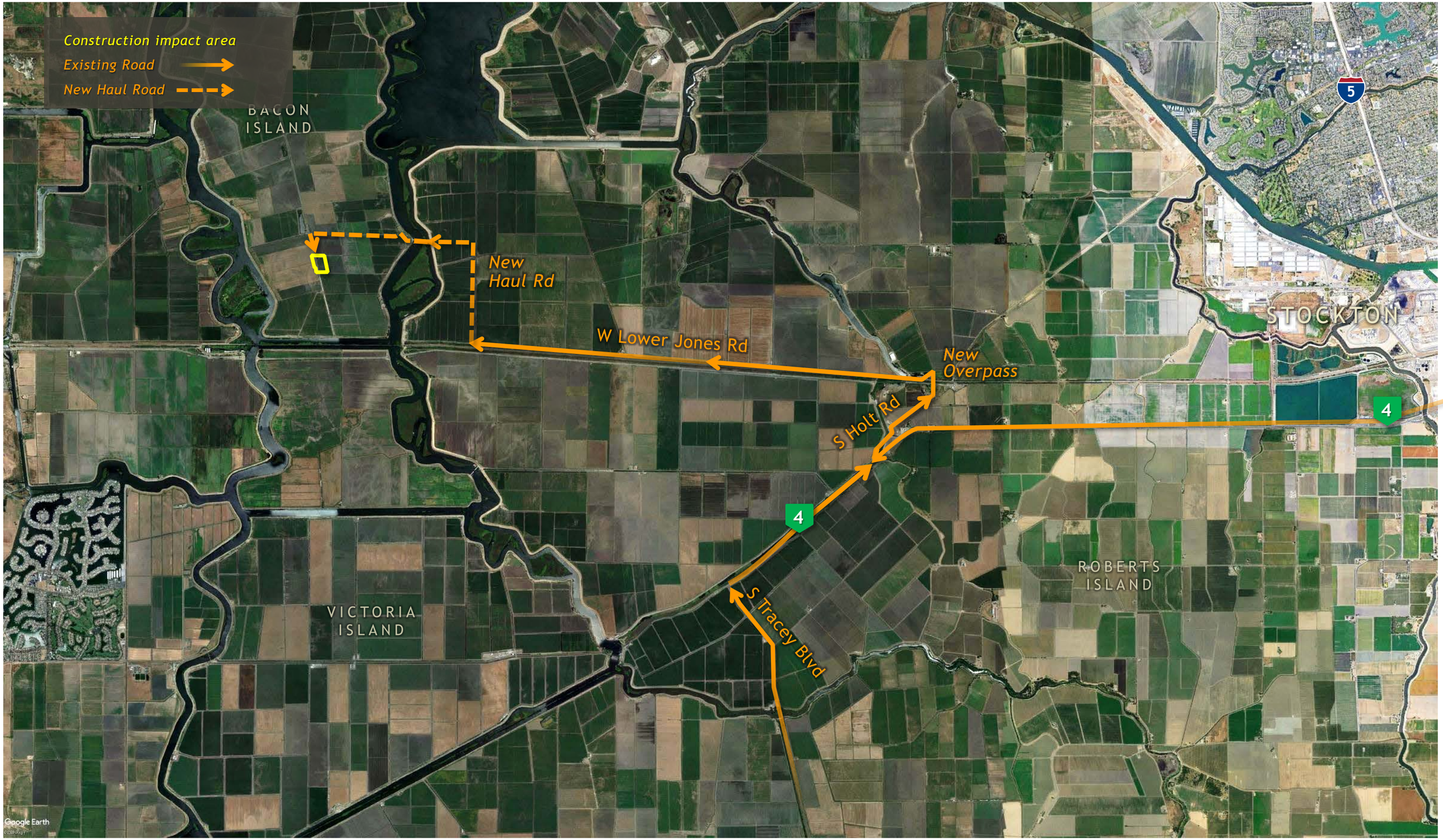
Bacon Island Reception Shaft Site Aerial, Construction Impact Area

Bacon Island Reception Shaft Site Layout, Construction Impact Area

Bacon Island Reception Shaft Site Photos

Photos taken from access road on Bacon Island (corner of potential shaft location)

Bacon Island Reception Shaft Site Access Routes

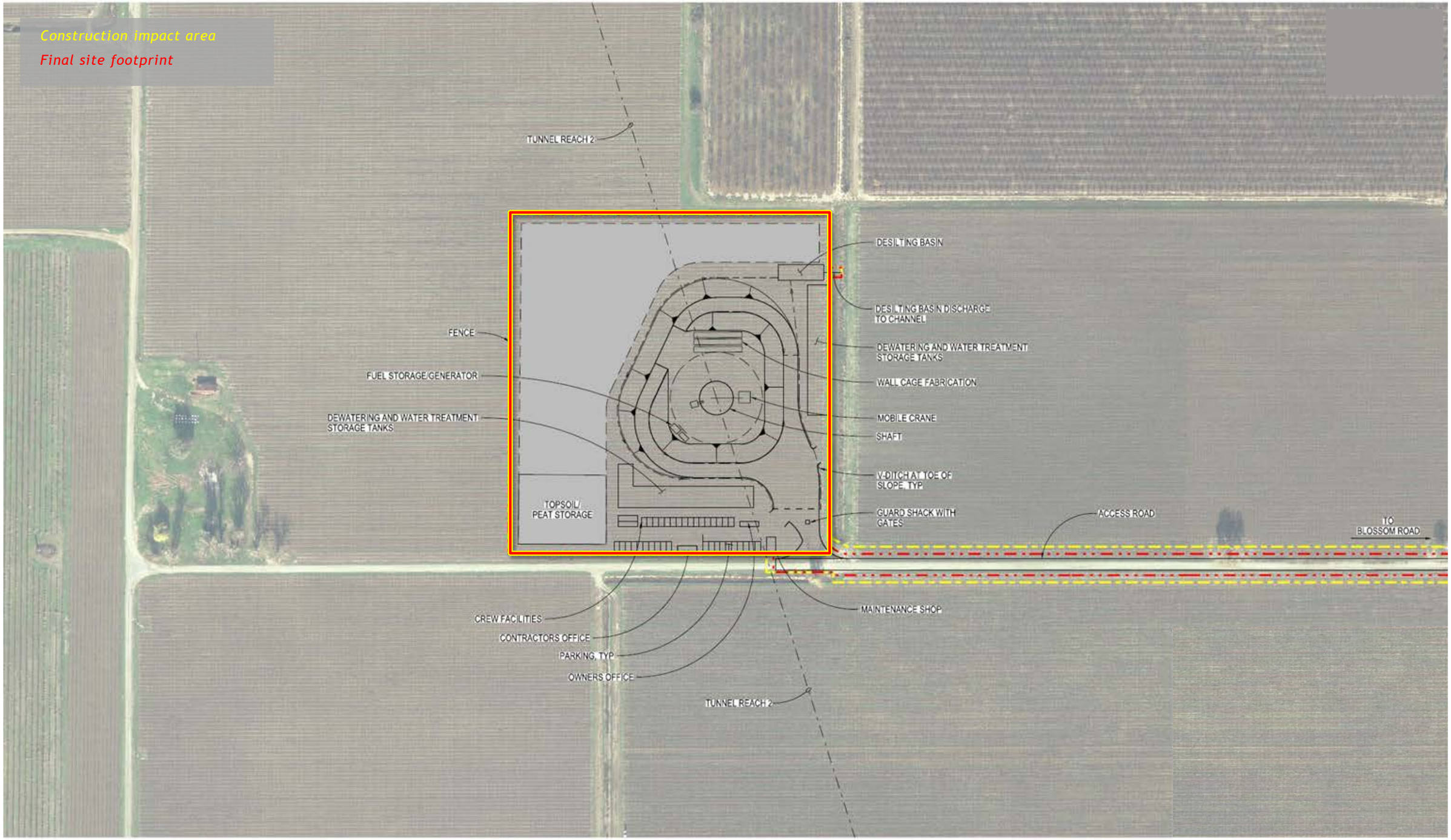


Eastern Alignment Shaft Sites

EASTERN ALTERNATIVE ALIGNMENT SITES

New Hope Tract Maintenance Shaft Site Aerial, Construction Impact Area

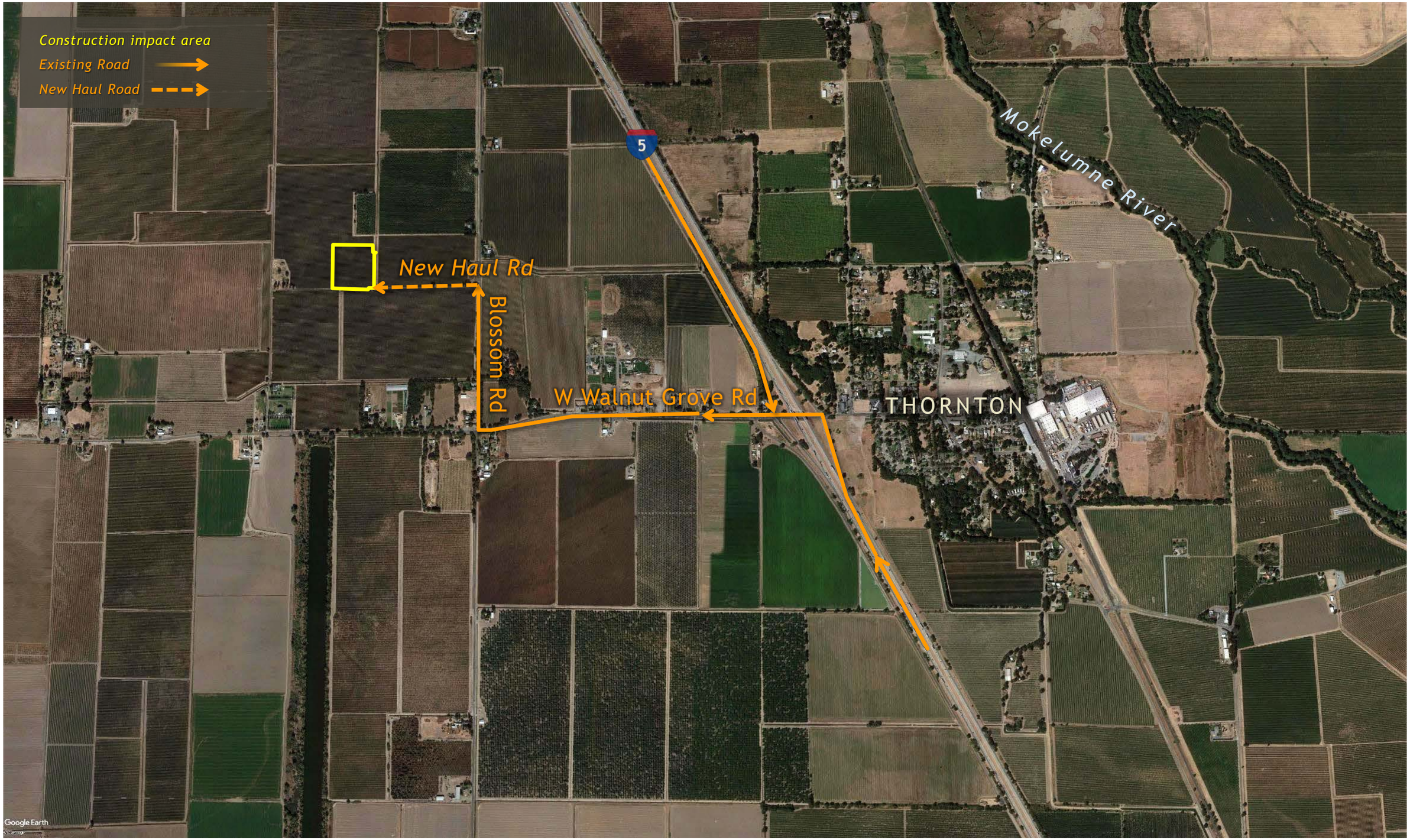
New Hope Tract Maintenance Shaft Site Layout, Construction Impact Area



New Hope Tract Maintenance Shaft Site Photos

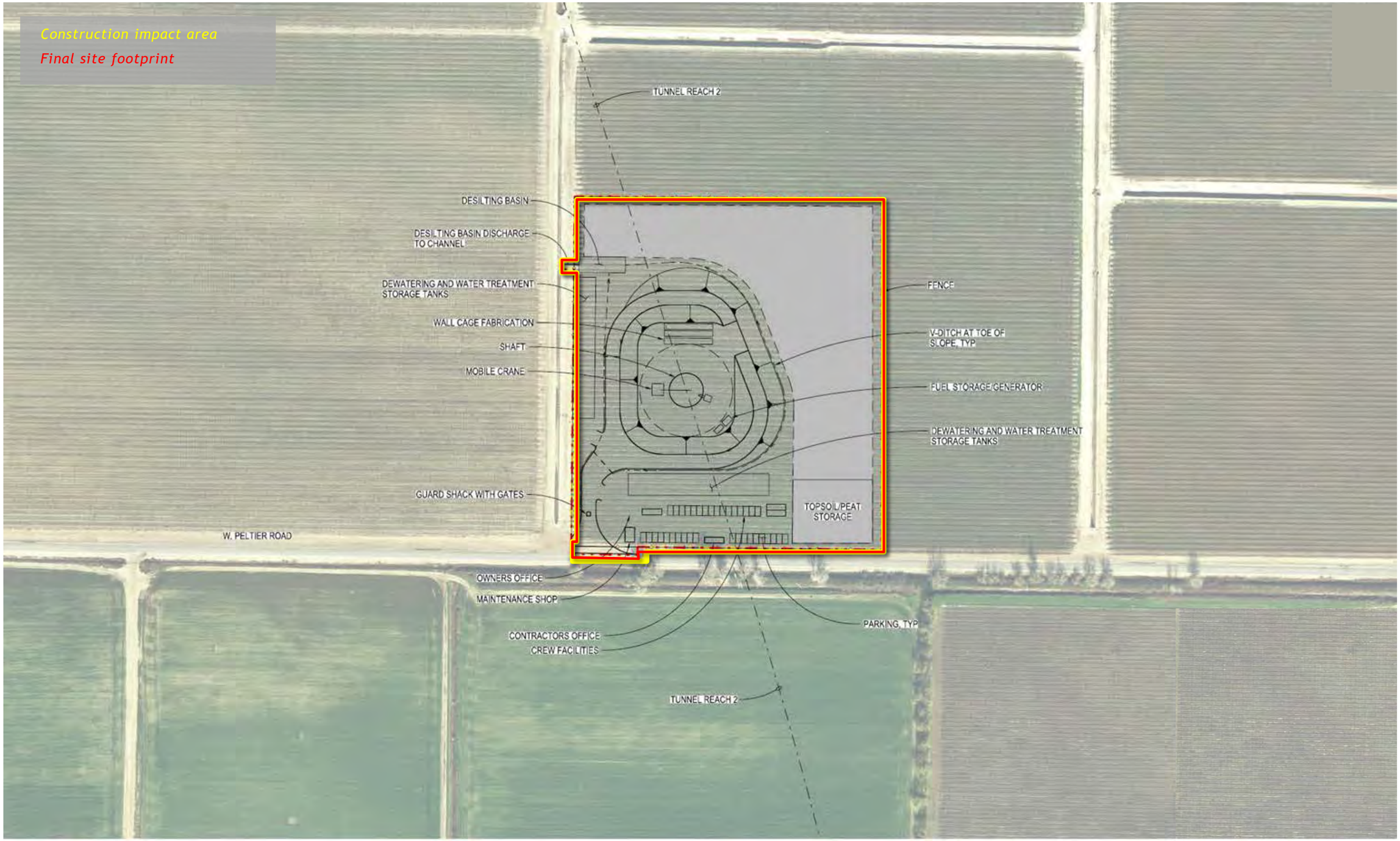
Photos taken from Blossom Road looking westward

New Hope Tract Maintenance Shaft Site



Canal Ranch Maintenance Shaft Site Aerial, Construction Impact Area

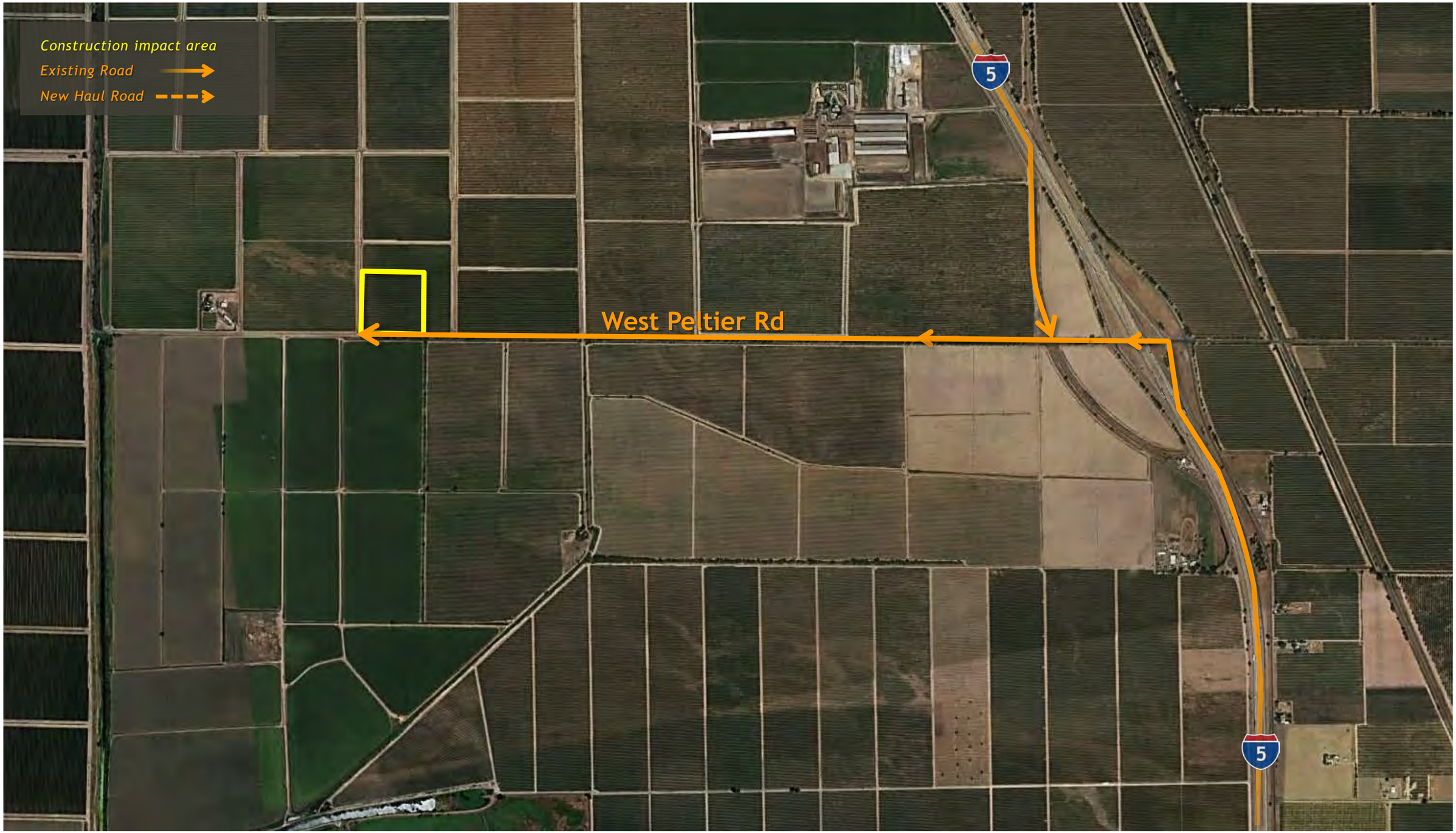
Canal Ranch Maintenance Shaft Site Layout, Construction Impact Area



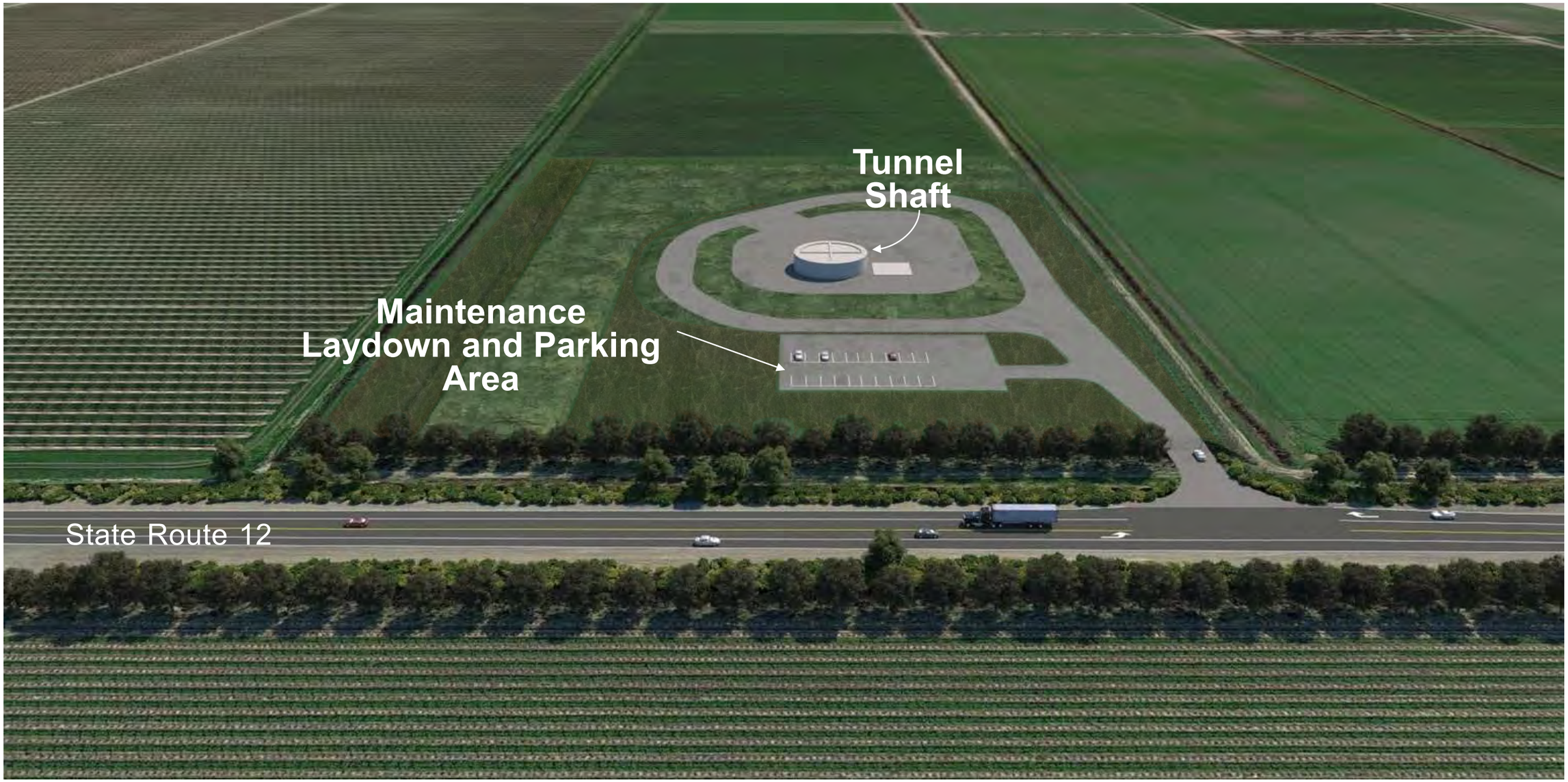
Canal Ranch Maintenance Shaft Site Photos

Photo taken from Peltier Road looking eastward

Canal Ranch Maintenance Shaft Site Access Routes



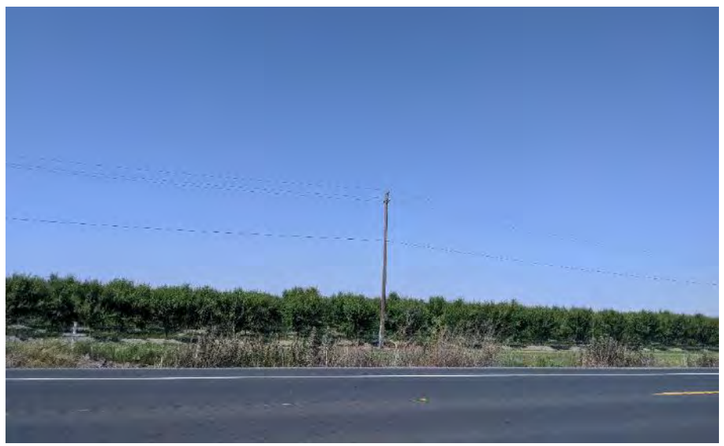
Terminous Tract Reception Shaft Typical, Rendering



Terminous Tract Reception Shaft Site Aerial, Construction Impact Area

Terminous Tract Reception Shaft Site Layout, Construction Impact Area

Terminous Tract Reception Shaft Site Photos

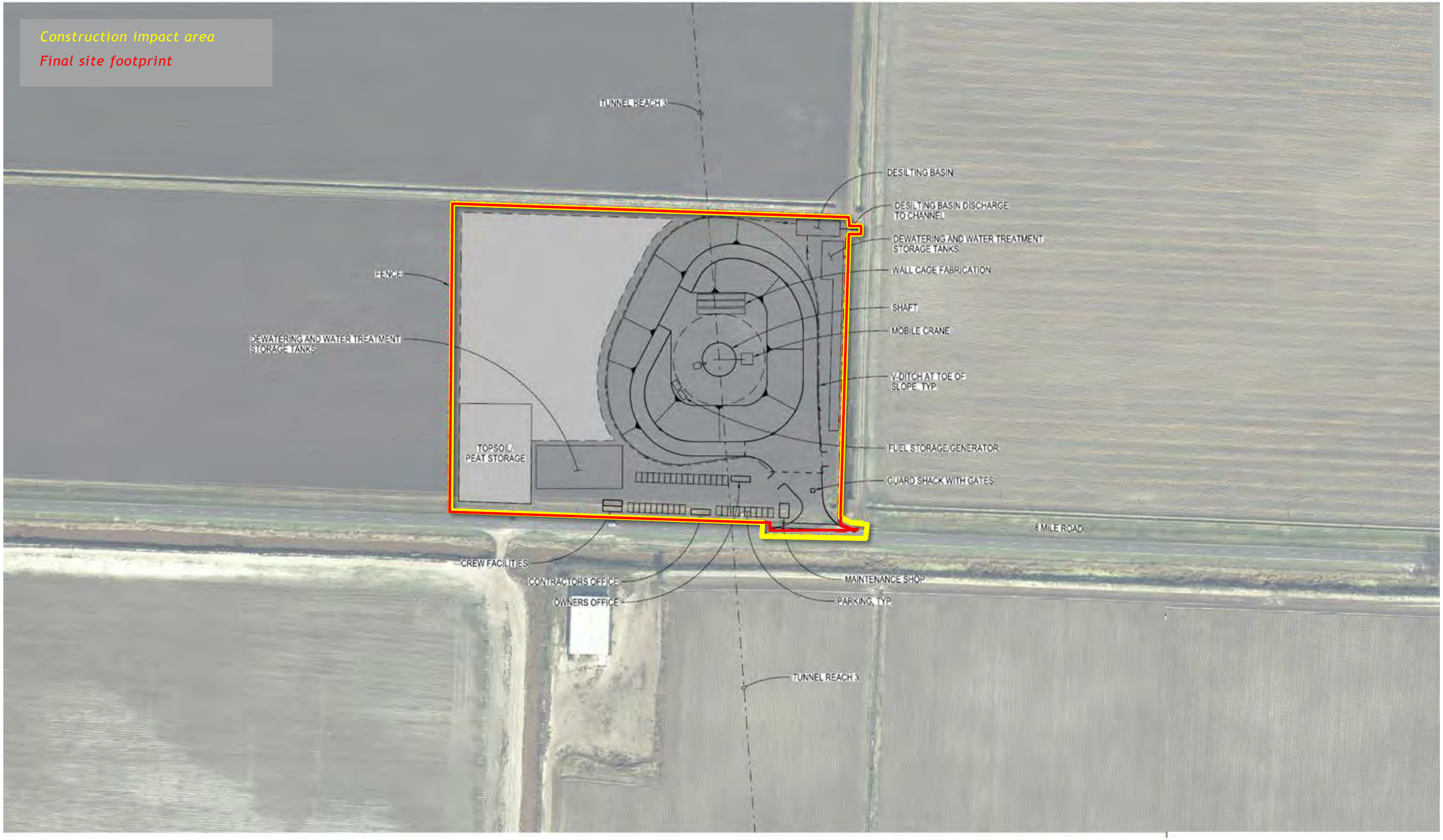


Photos taken from Hwy 12 looking northeast

Terminous Tract Reception Shaft Site Access Routes

King Island Maintenance Shaft Site Aerial, Construction Impact Area

King Island Maintenance Shaft Site Layout, Construction Impact Area

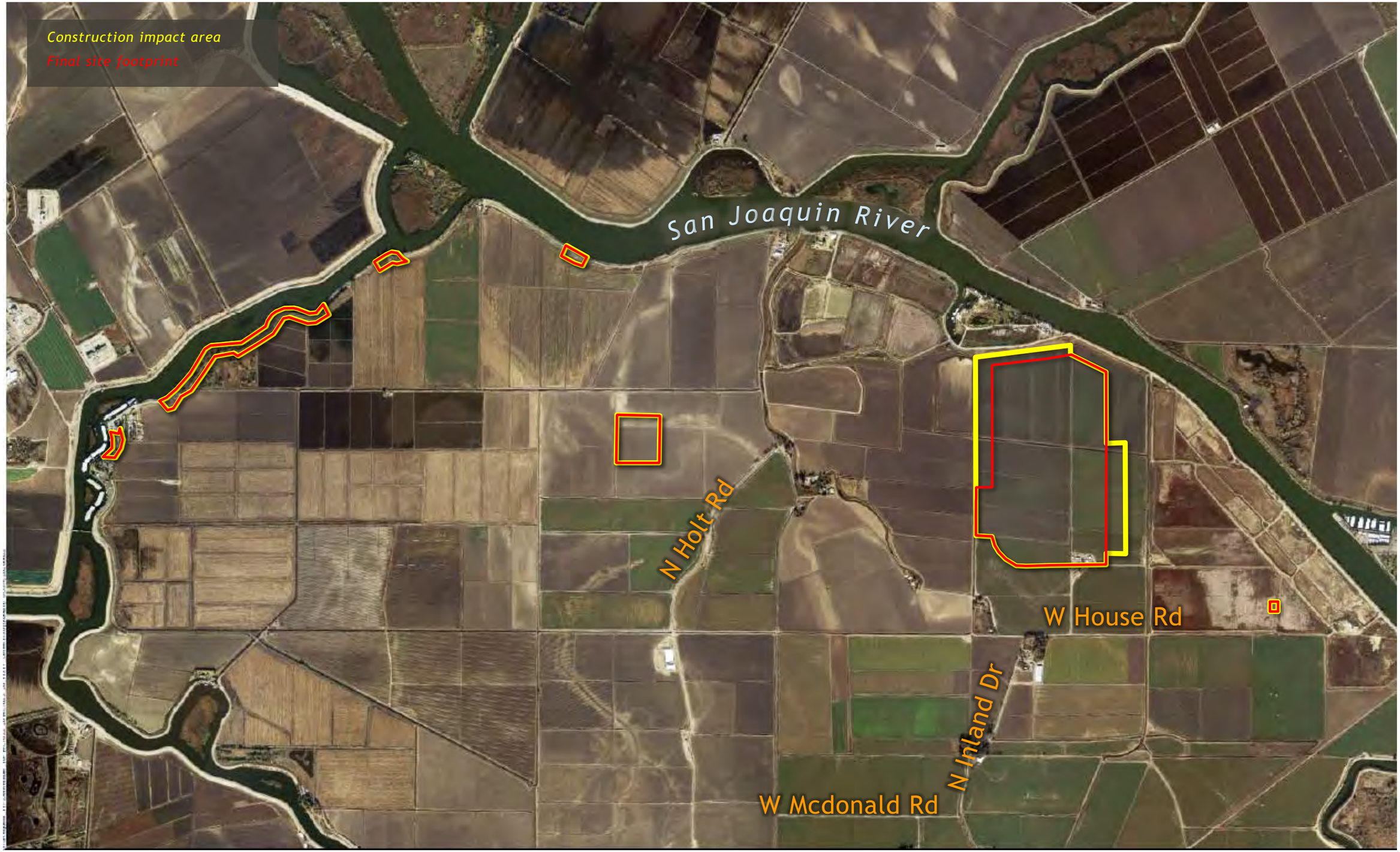


King Island Maintenance Shaft Site Photos

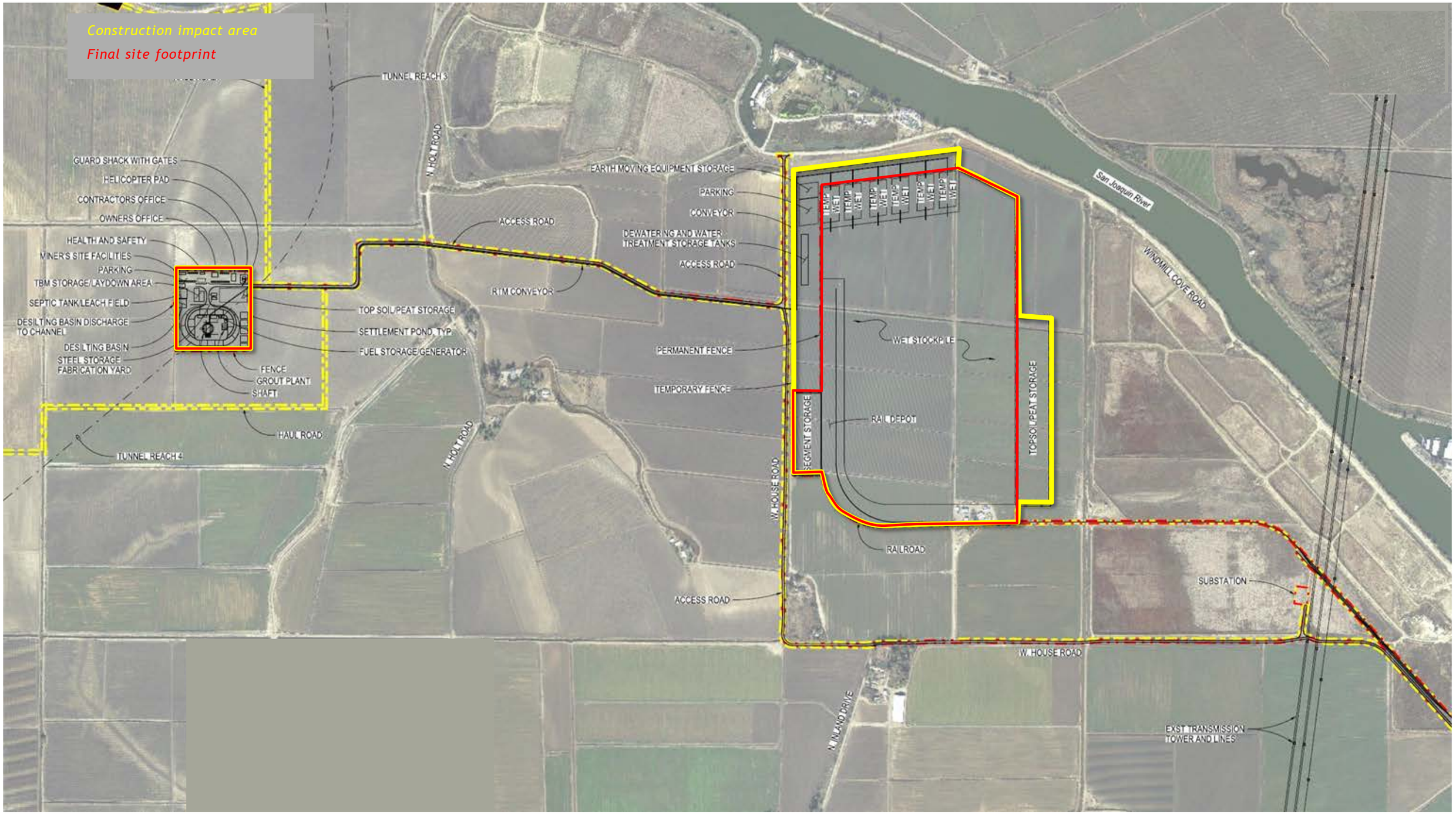
Photos taken from W 8 Mile Rd looking north

King Island Maintenance Shaft Site Access Routes

Lower Roberts Island Launch Shaft Site Aerial, Construction Impact Area



Lower Roberts Island Launch Shaft Site Layout, Construction Impact Area



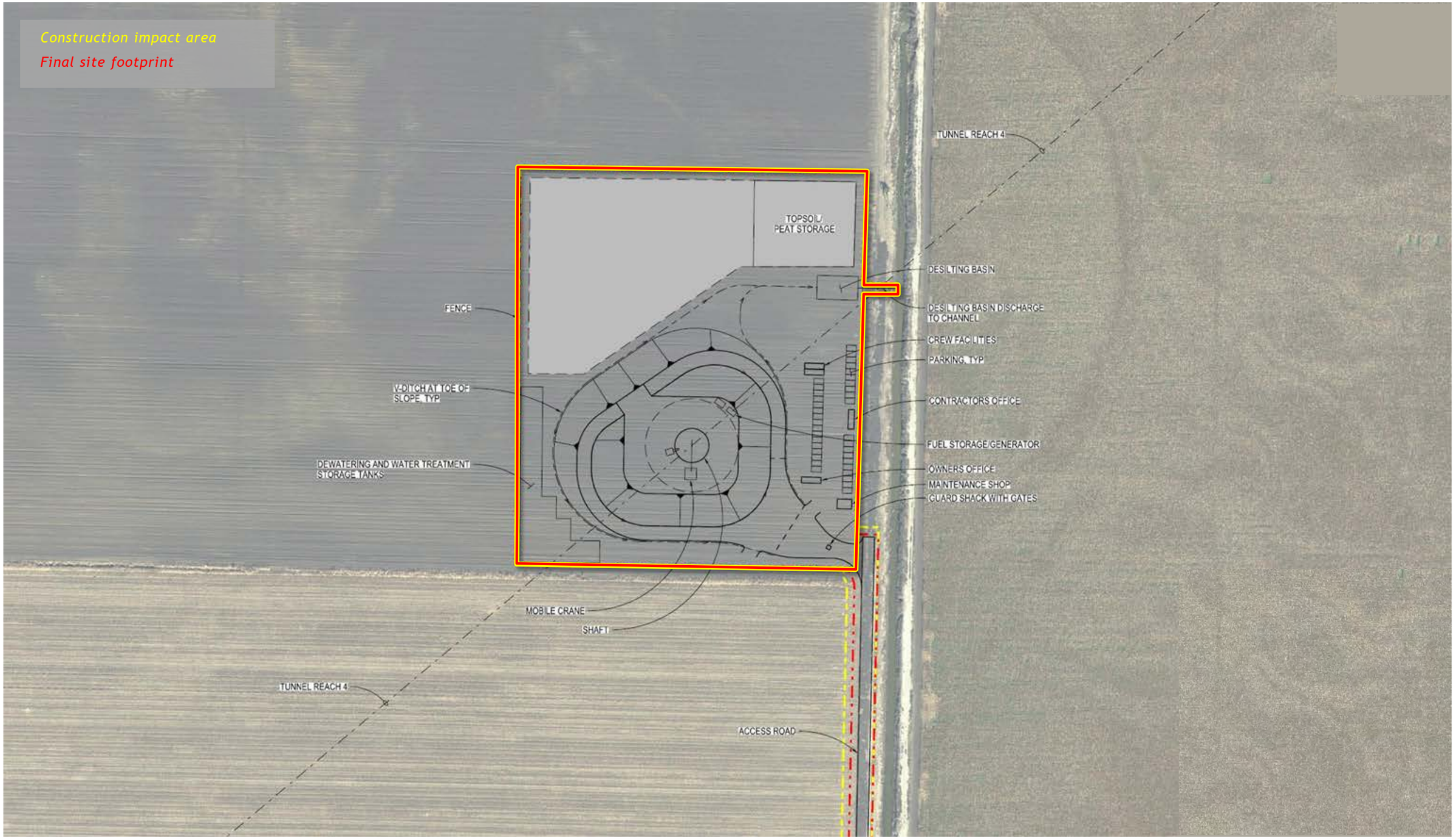
Lower Roberts Island Launch Shaft Site Photos

Photos taken from N Holt Road looking westward

Lower Roberts Island Launch Shaft Site Access Routes

Upper Jones Maintenance Shaft Site Aerial, Construction Impact Area

Upper Jones Maintenance Shaft Site Layout, Construction Impact Area



Upper Jones Maintenance Shaft Site Photos

Photo taken from Bacon Island Road looking eastward

Upper Jones Maintenance Shaft Site Access Routes

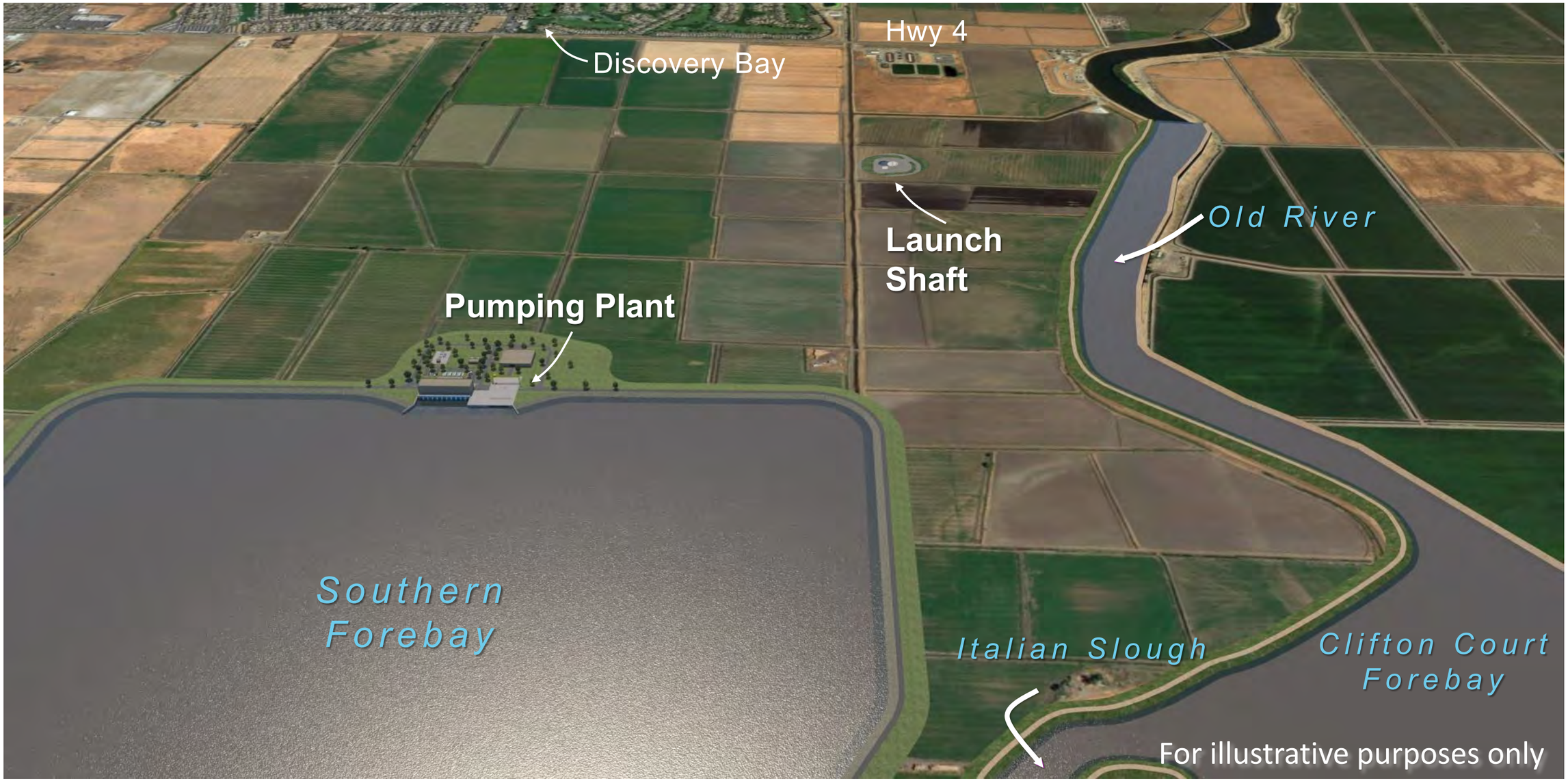
Southern Complex

SOUTHERN COMPLEX ALTERNATIVE SITE

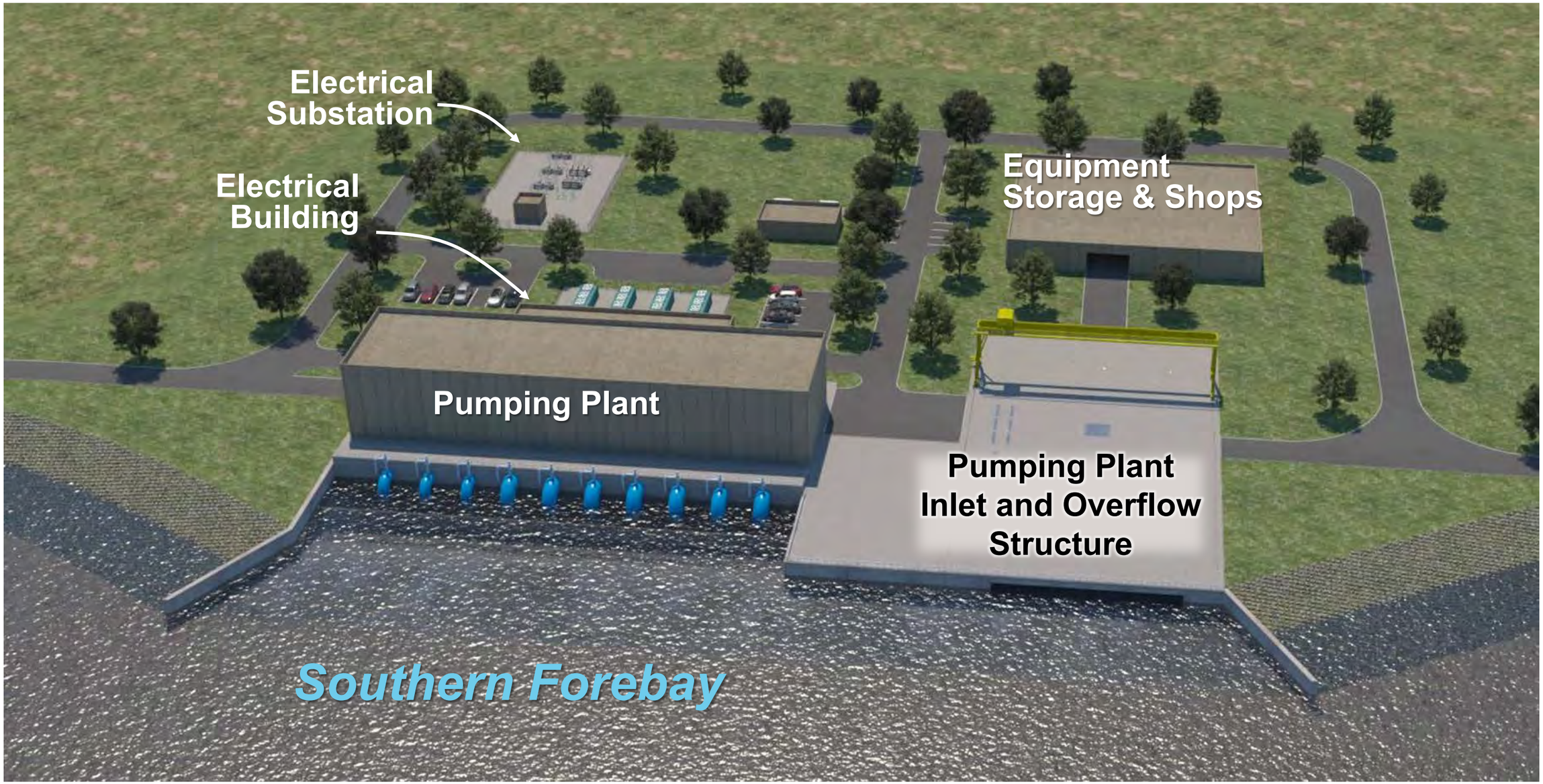
Southern Forebay Facilities *page 67*

South Delta Outlet & Control Structure *page 69*

Southern Forebay Facilities Typical, Rendering

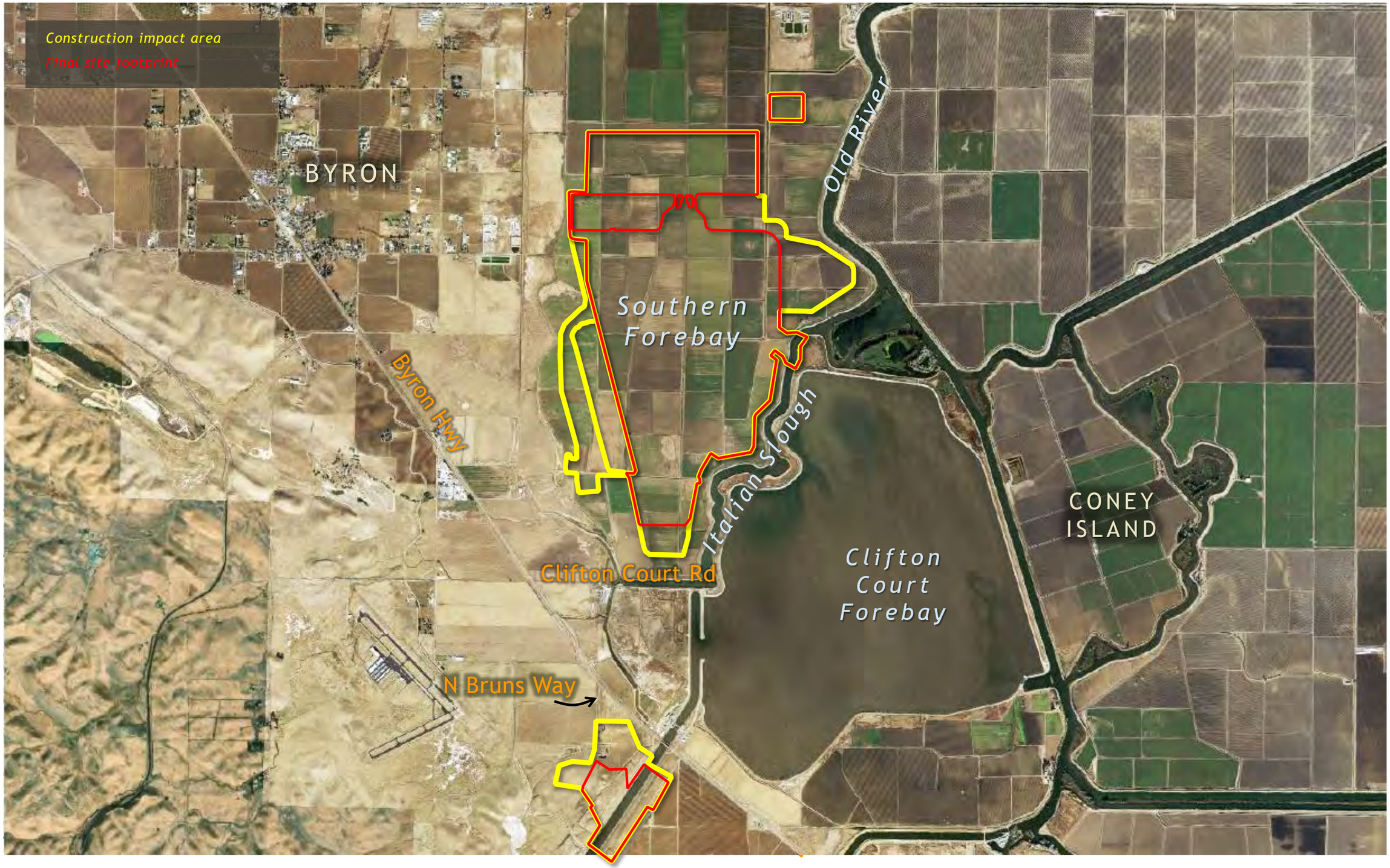


South Delta Pumping Plant Typical, Rendering

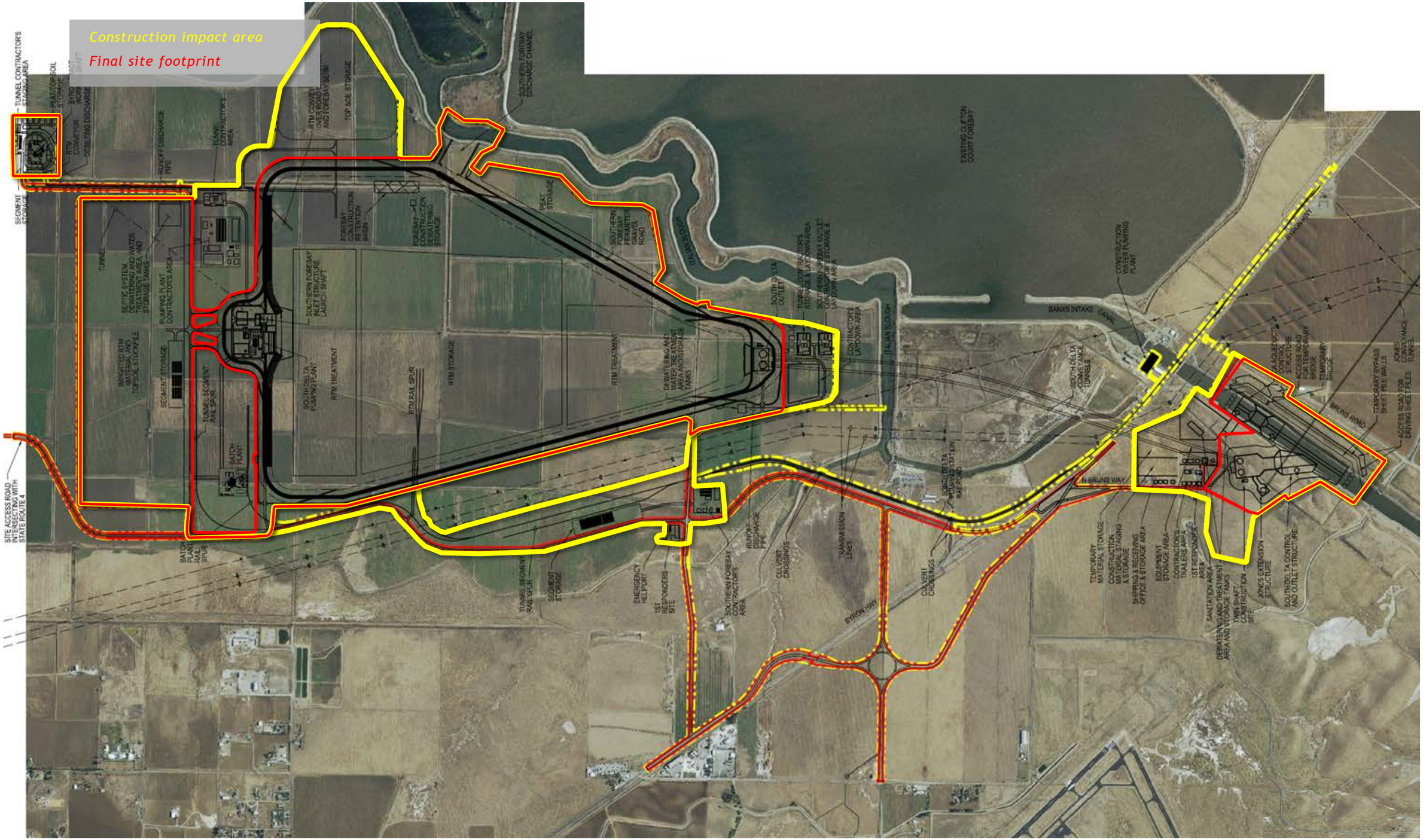


South Delta Outlet and Control Structure Typical, Rendering

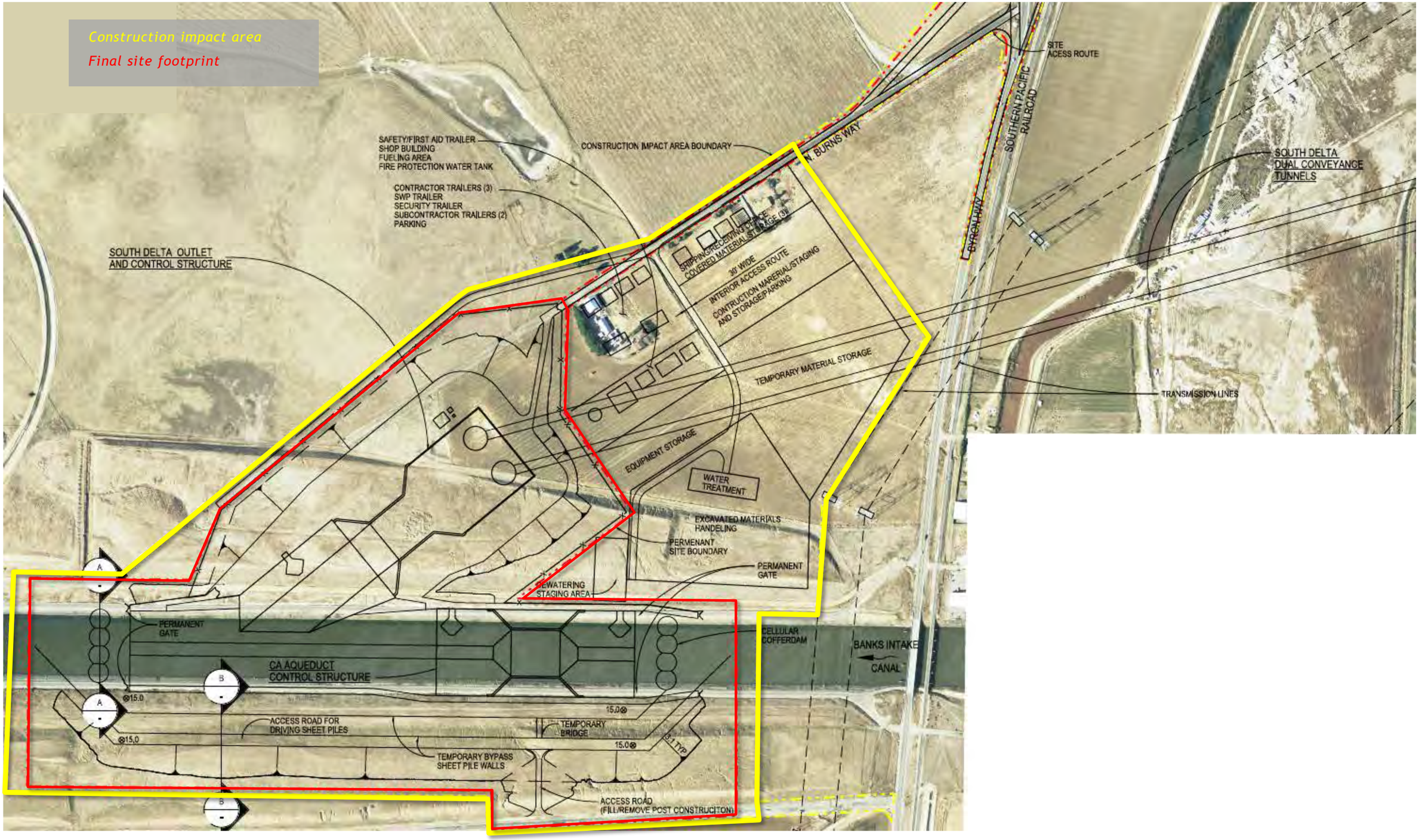
Southern Forebay Facilities & S Delta Flow Control Facilities Site Aerial, Construction Impact Area



Southern Forebay Facilities Site Layout, Construction Impact Area



South Delta Outlet & Control Structure Site Layout, Construction Impact Area



Southern Forebay Facilities Site Photos

Photos taken from Clifton Court Rd looking north

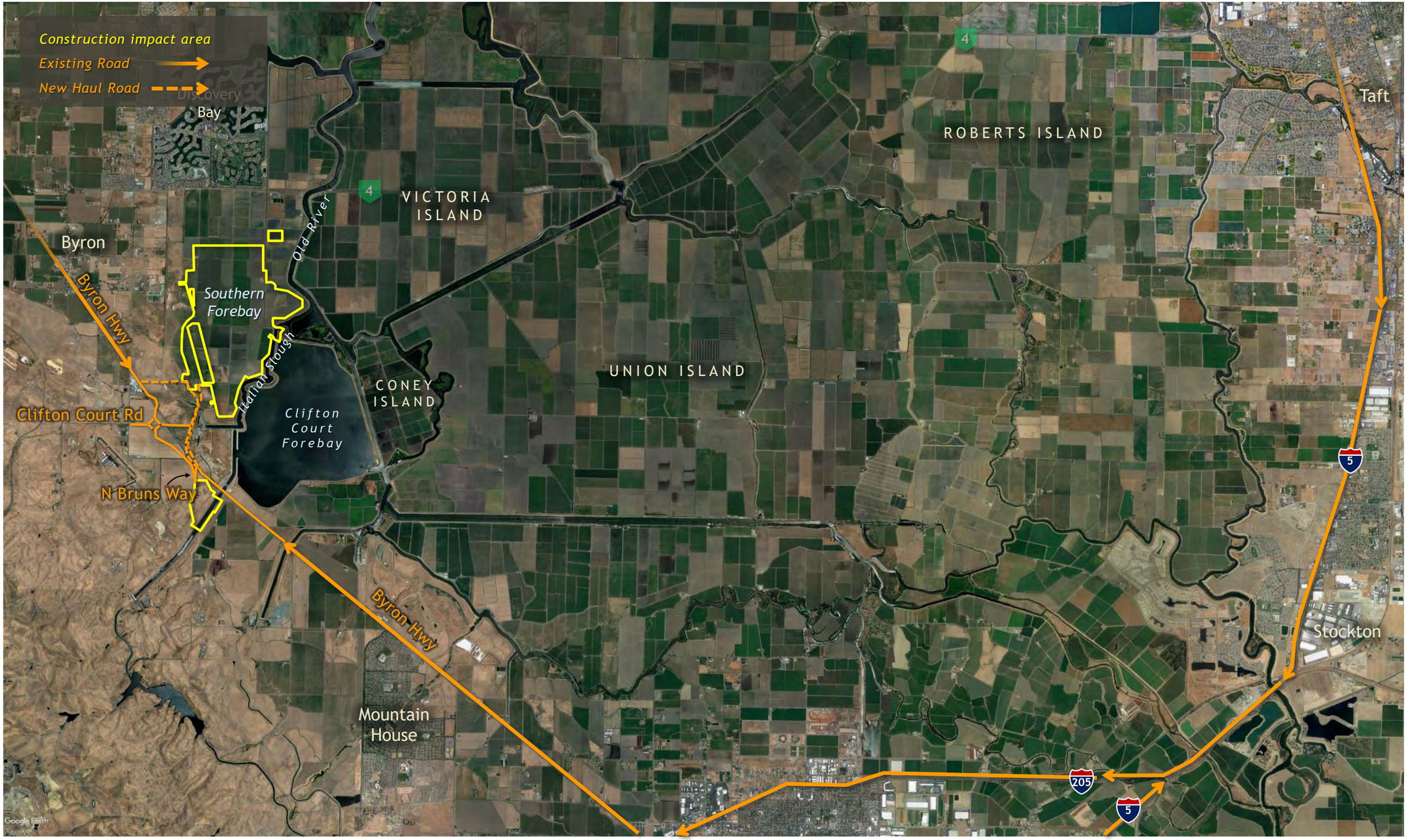
Southern Complex Launch Shaft Site Photos

Photo taken from Hwy 4 looking south

South Delta Outlet and Control Structure Site Photos

Photos taken from N Bruns Way looking north

Southern Forebay Facilities & S Delta Flow Control Facilities Site Access Routes



Bethany Alignment Facilities & Shaft Sites

BETHANY ALTERNATIVE ALIGNMENT SITES

Lower Roberts Island Launch Shaft *page 78*

Upper Jones Tract Maintenance Shaft *page 82*

Union Island Maintenance Shaft *page 86*

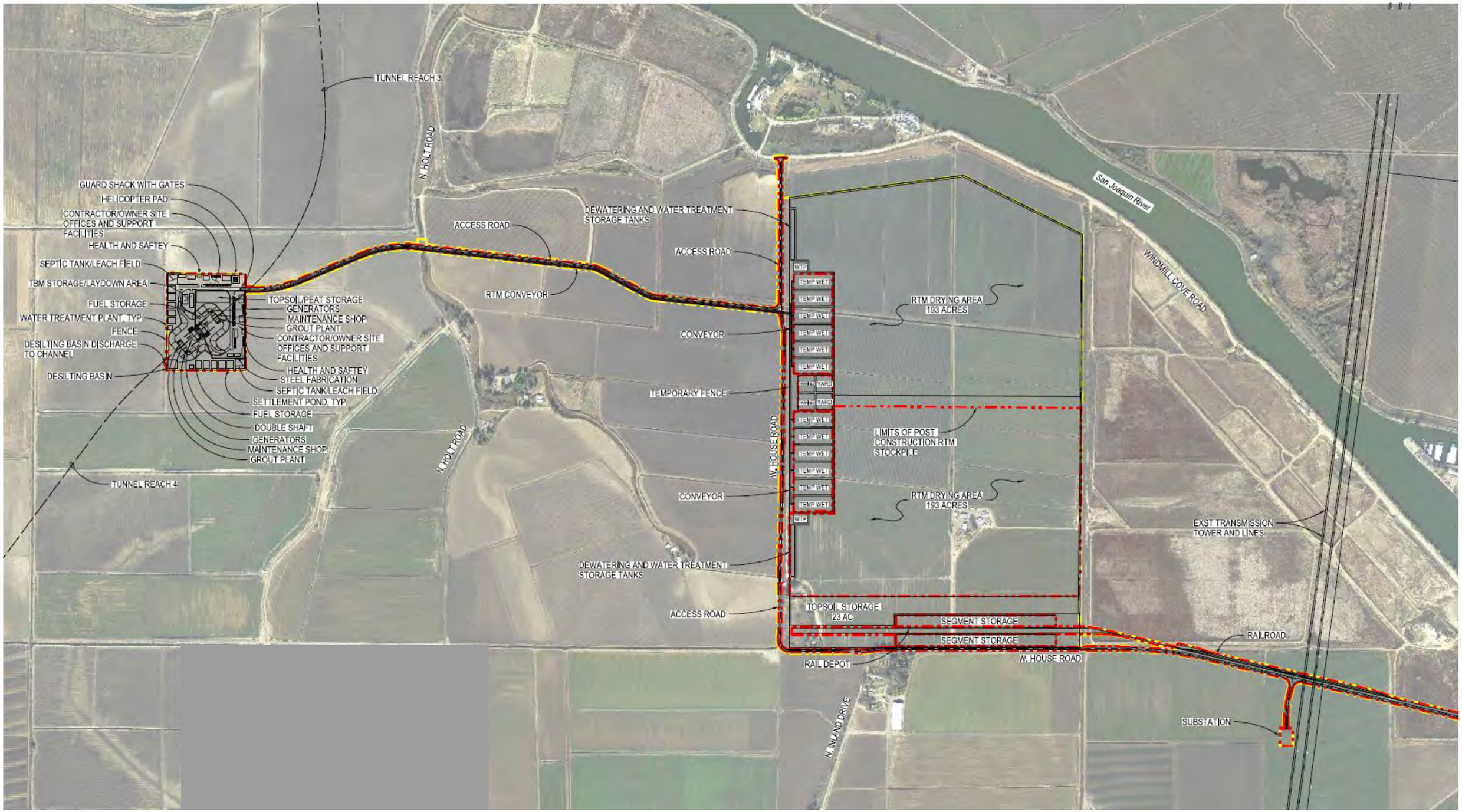
Bethany Reservoir Pump Station, Surge Basin and Reception Shaft *page 90*

Bethany Reservoir Aqueduct *page 95*

Bethany Reservoir Discharge Structure *page 99*

Lower Roberts Island Launch Shaft Site Aerial, Construction Impact Area

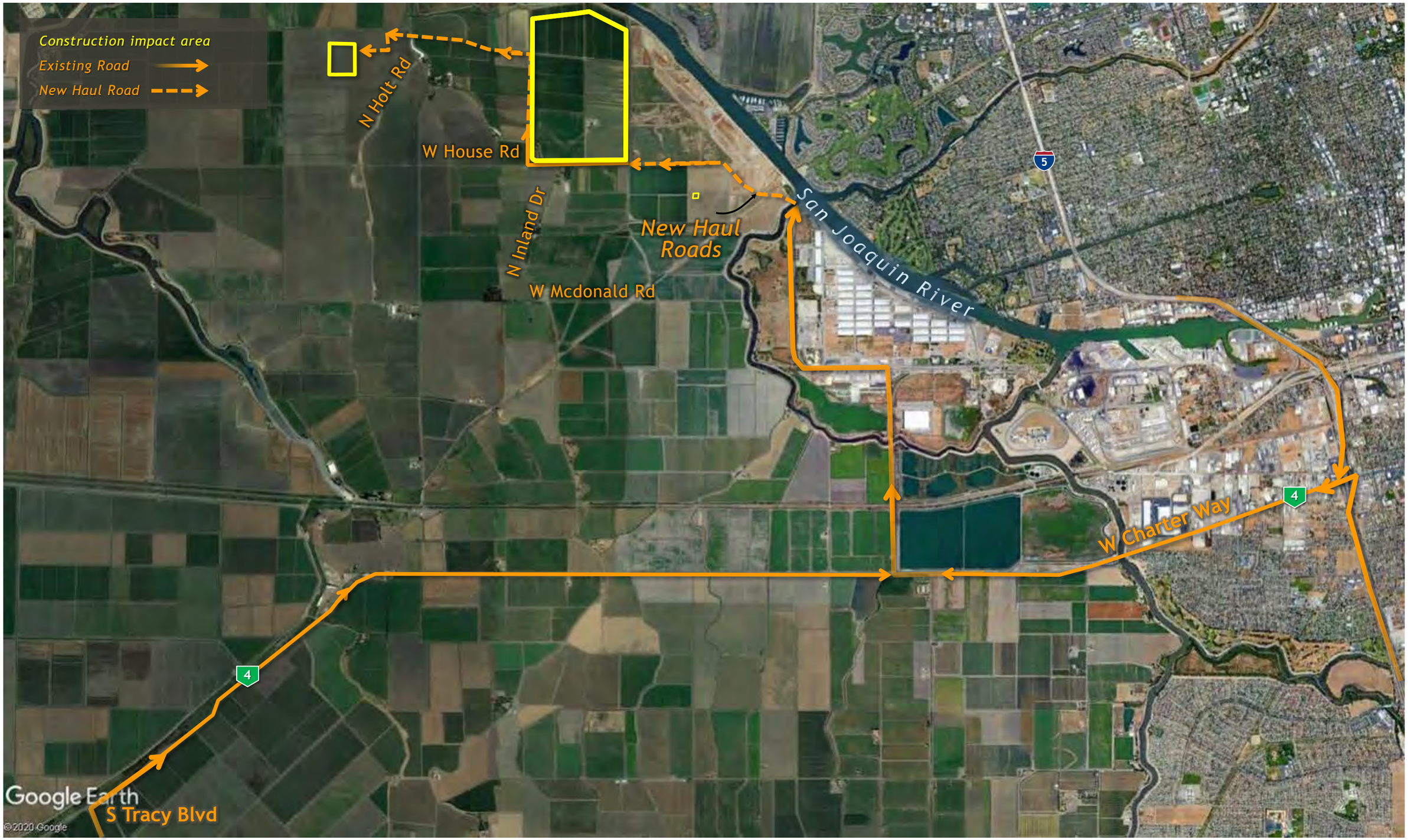
Lower Roberts Island Launch Shaft Site Layout, Construction Impact Area



Lower Roberts Island Launch Shaft Site Photos

Photos taken from N Holt Road looking westward

Lower Roberts Island Launch Shaft Site Access Routes



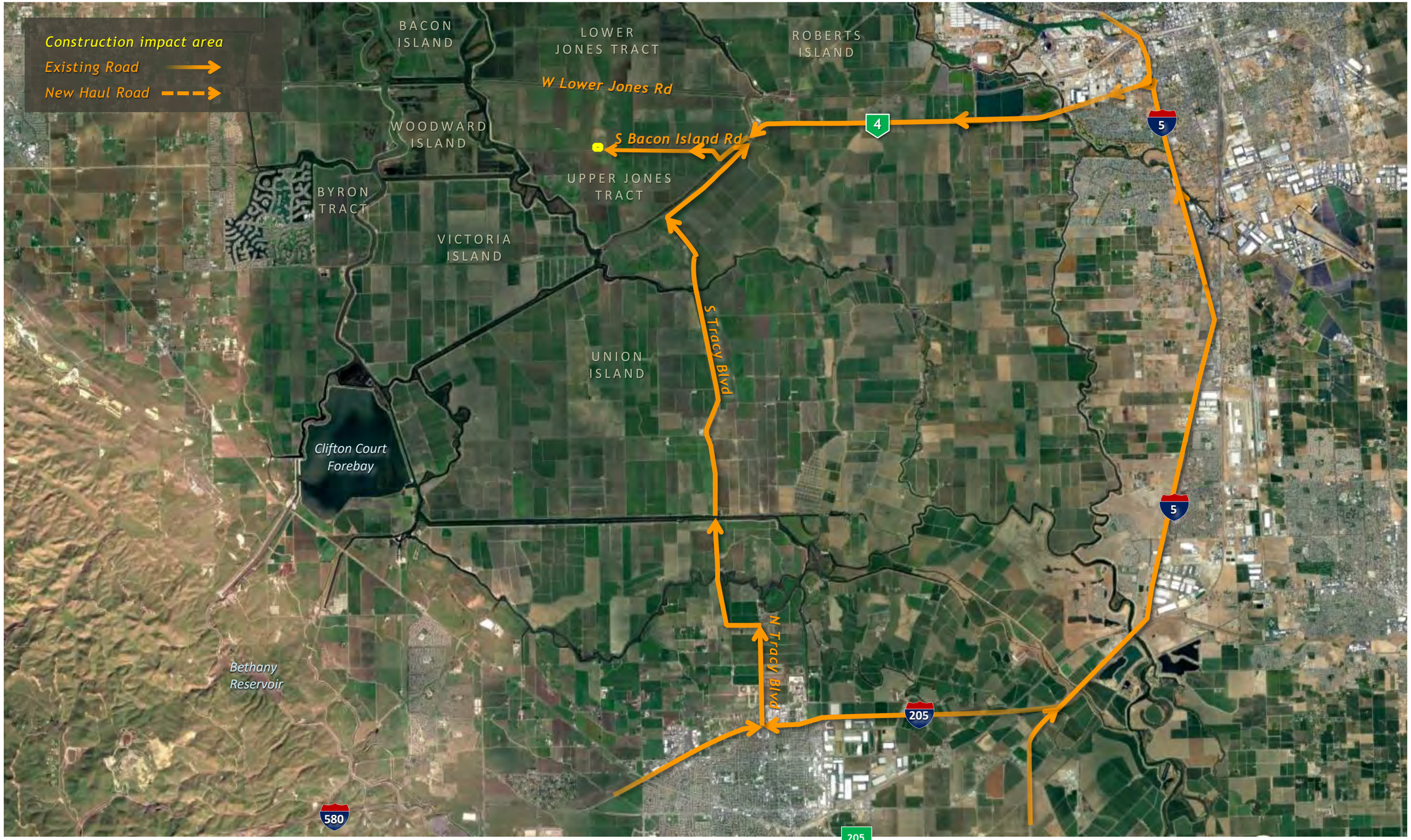
Upper Jones Maintenance Shaft Site Aerial, Construction Impact Area

Upper Jones Maintenance Shaft Site Layout, Construction Impact Area

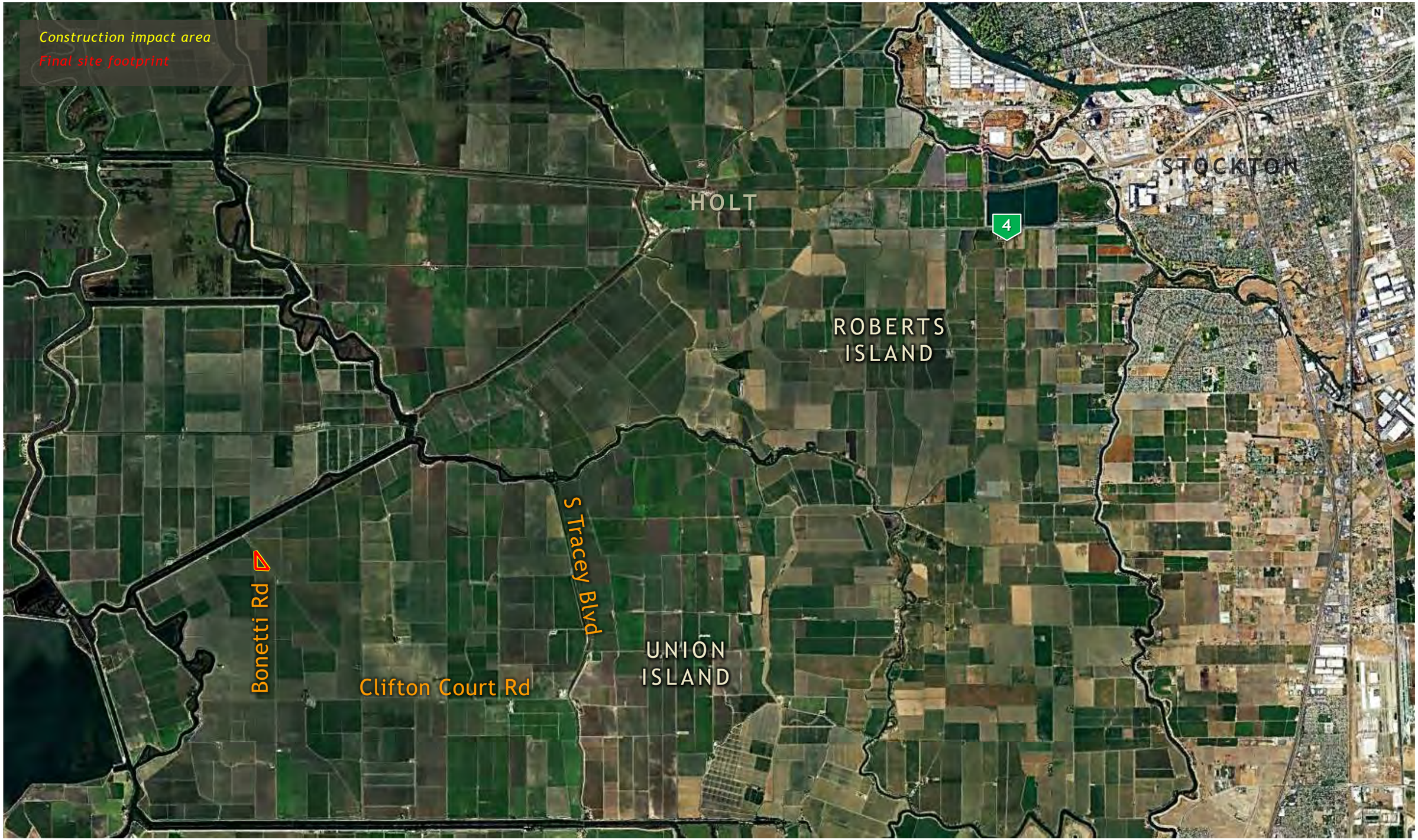
Upper Jones Maintenance Shaft Site Photos

Photo taken from Bacon Island Road looking northeastern

Upper Jones Maintenance Shaft Site Access Routes



Union Island Maintenance Shaft Site Aerial, Construction Impact Area



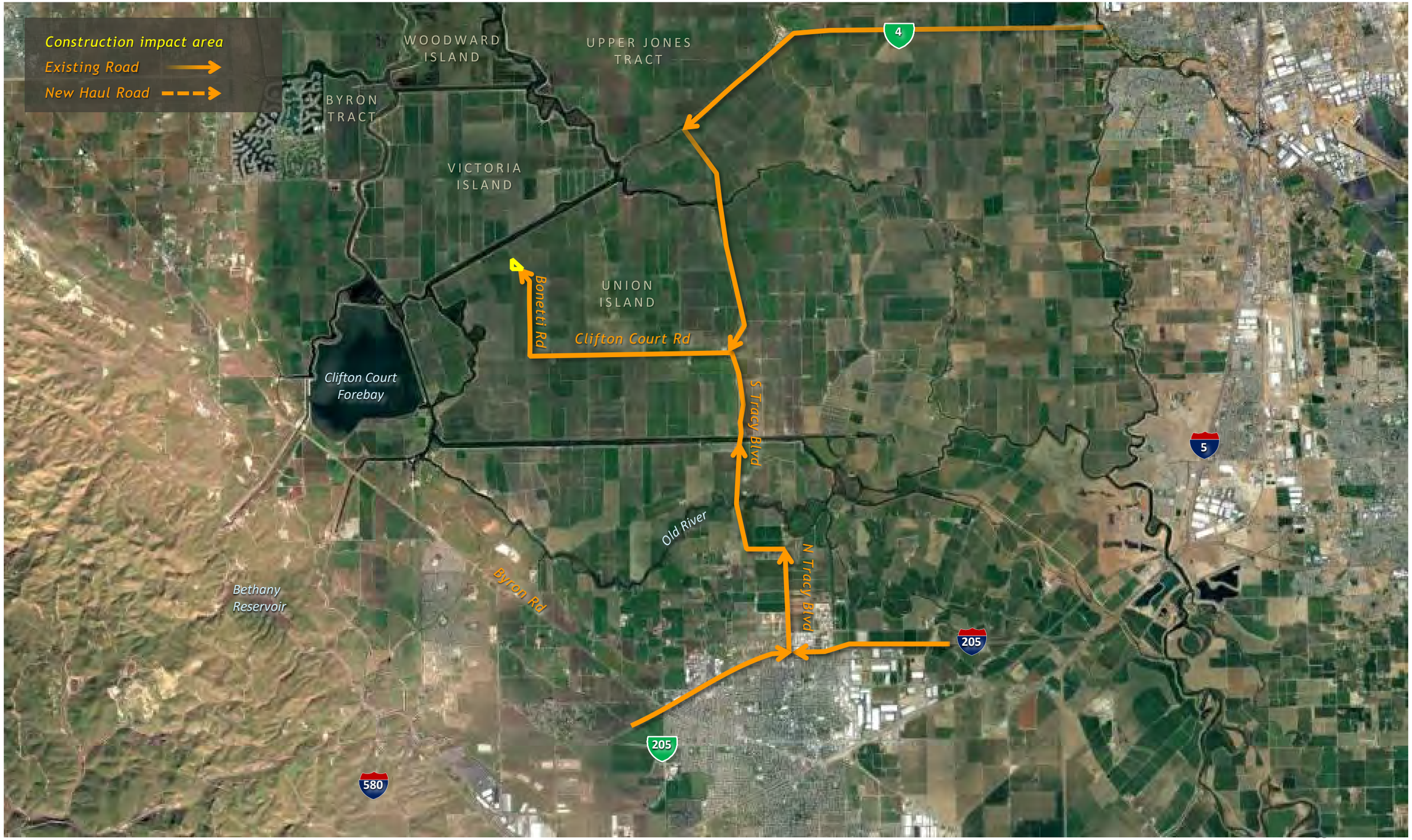
Union Island Maintenance Shaft Site Layout, Construction Impact Area

Union Island Maintenance Shaft Site Photos

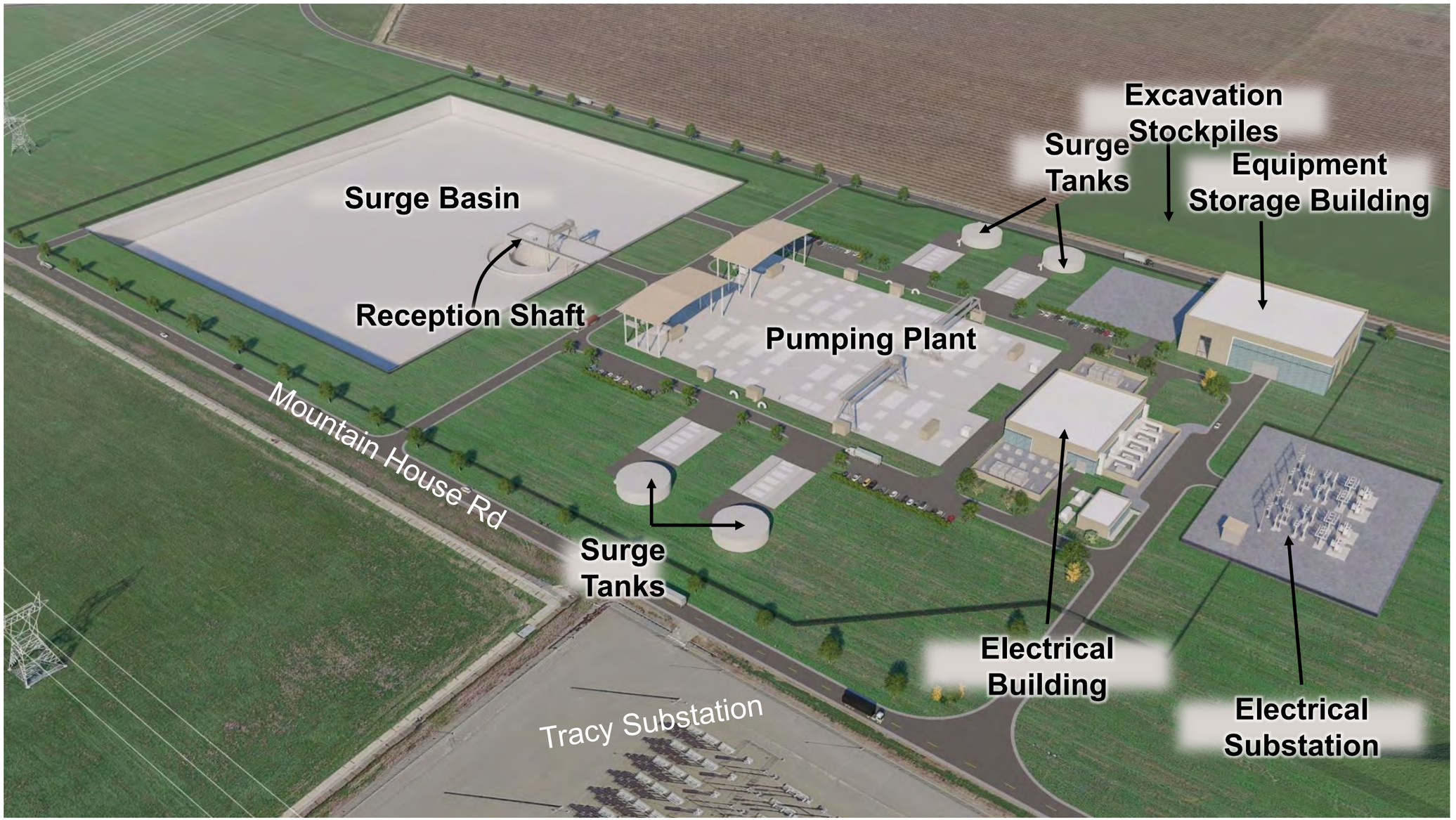
Photo taken from Bonetti Road looking southwest

Photo taken from Bonetti Road looking northwest

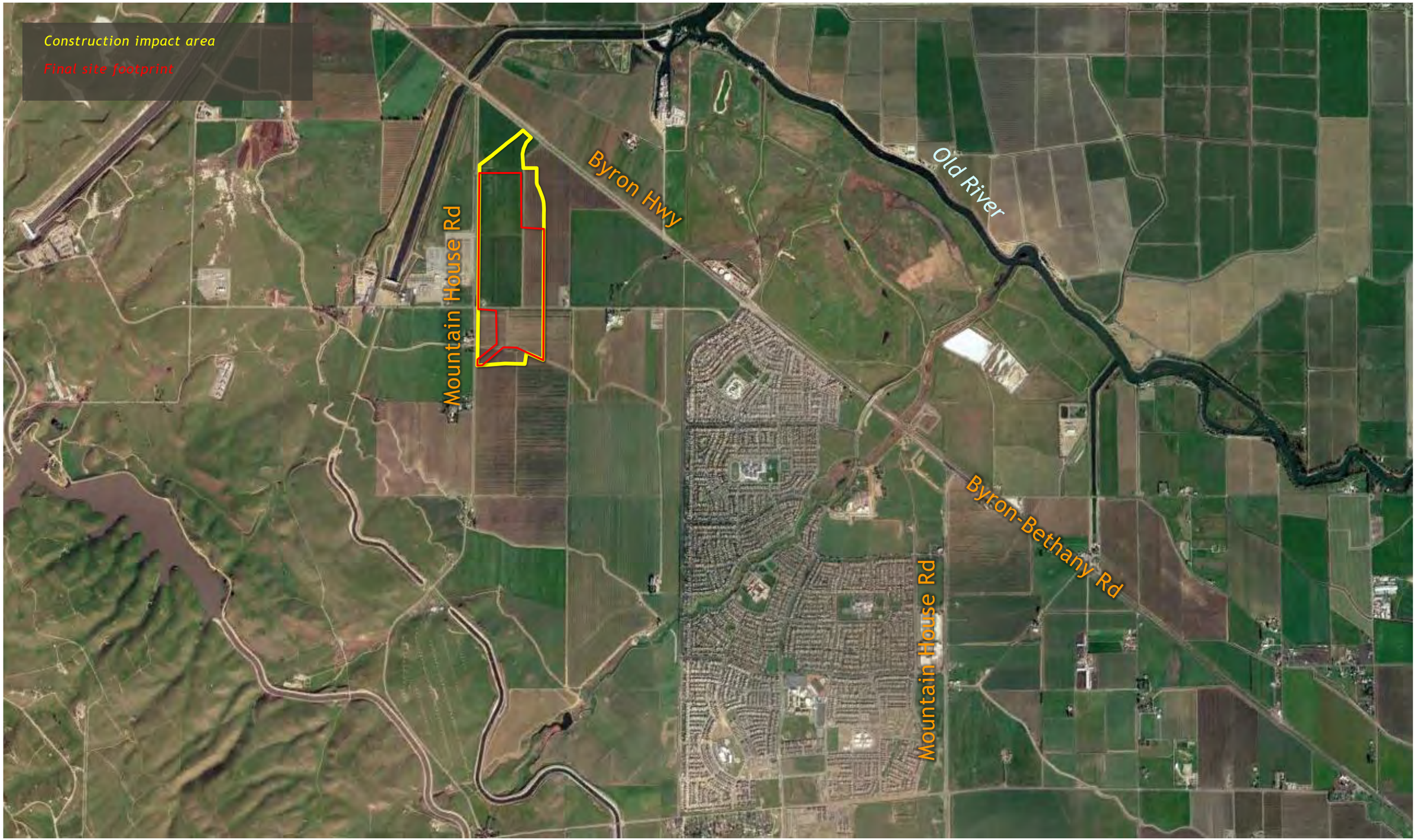
Union Island Maintenance Shaft Site Access Routes



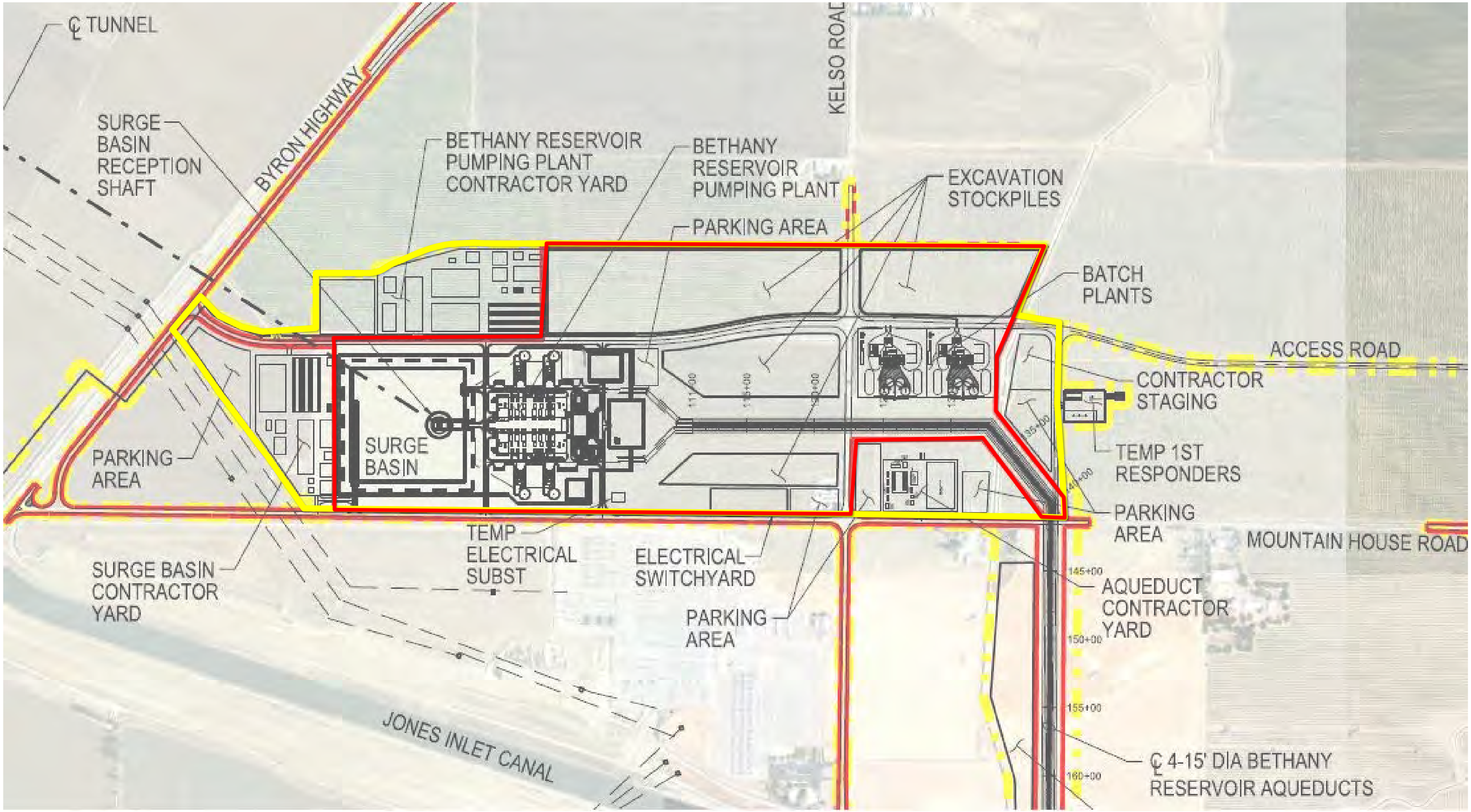
Surge Basin and Pumping Plant Typical, Rendering



Surge Basin and Pumping Plant Site Aerial, Construction Impact Area



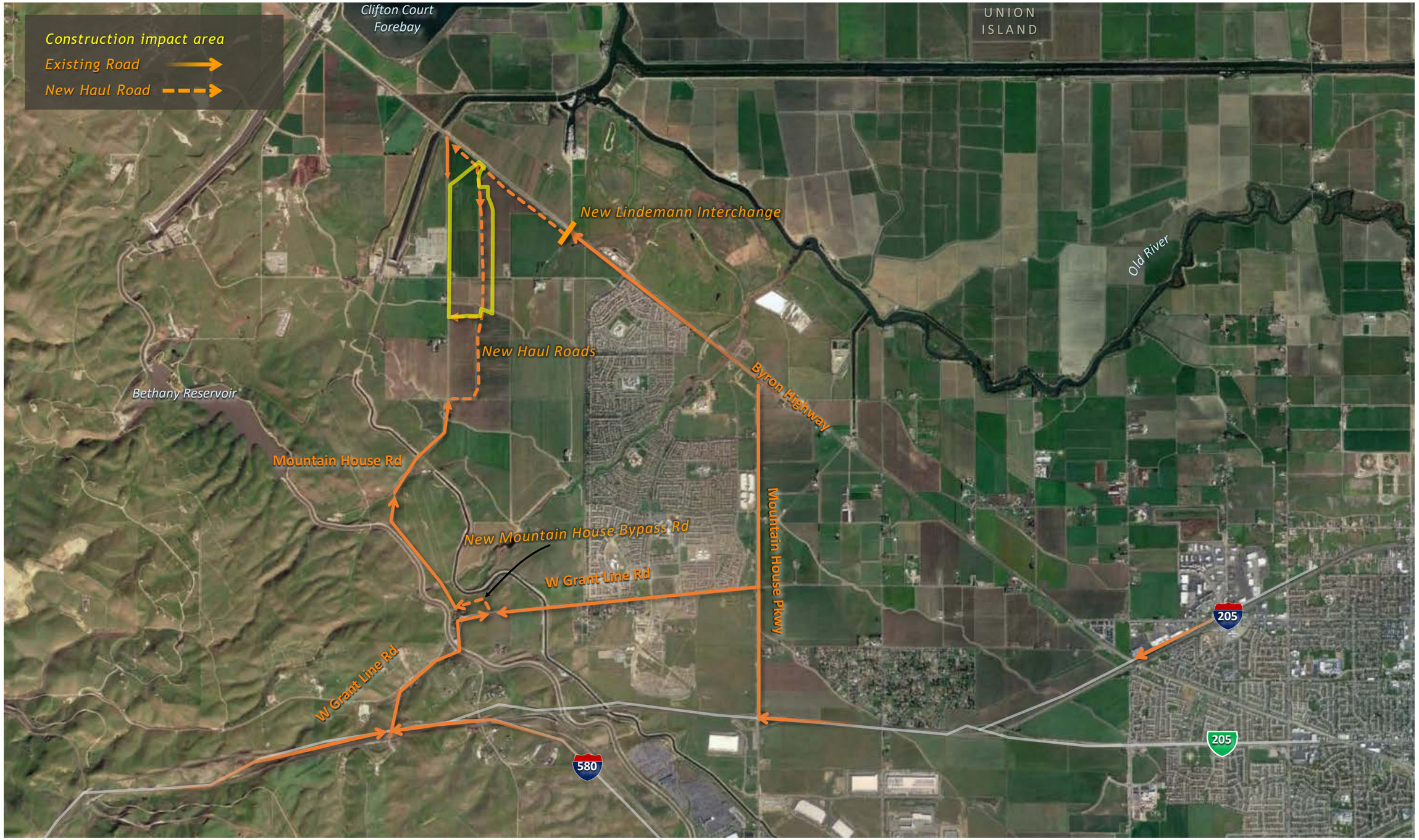
Surge Basin and Pumping Plant Site Layout, Construction Impact Area



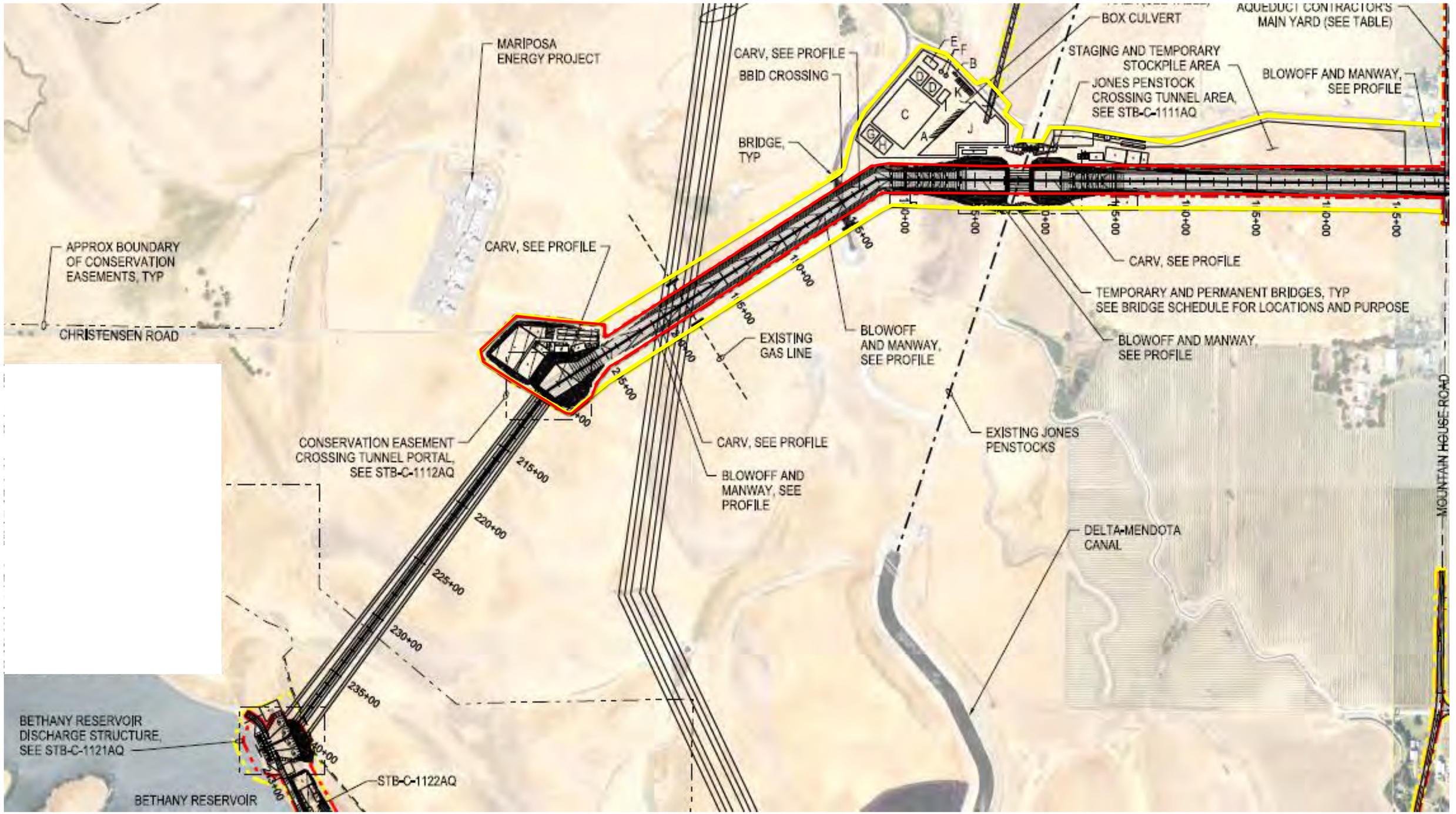
Surge Basin and Pumping Plant Site Photos

Photo taken from Kelso Road looking north

Surge Basin and Pumping Plant Site Access Routes



Bethany Reservoir Aqueduct Site Layout, Construction Impact Area



Bethany Reservoir Aqueduct Site Photos

Photo taken near Bethany Reservoir (at potential Bethany Reservoir Discharge Structure location) facing northeast

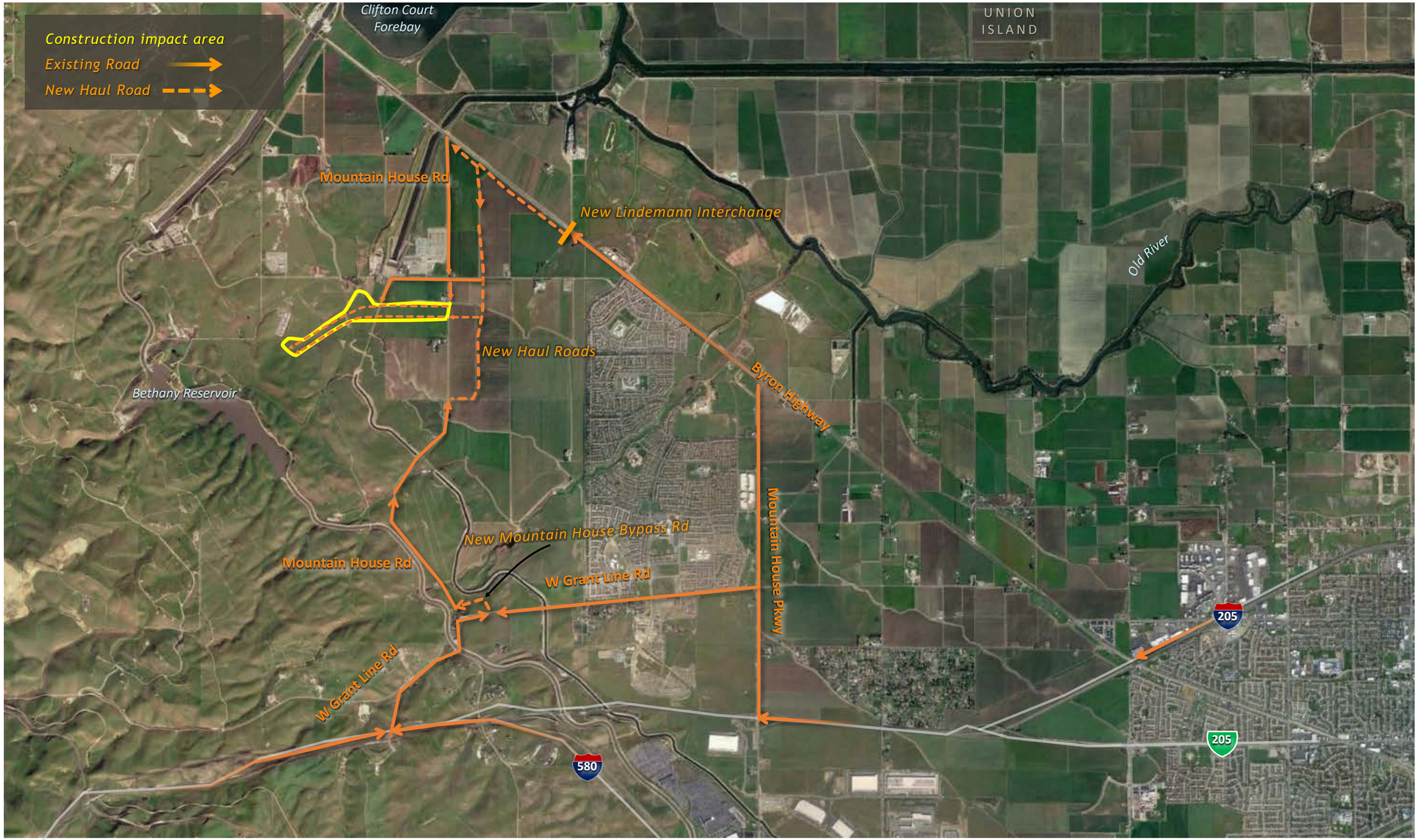
Photo taken from Bruns Road facing east

Bethany Reservoir Aqueduct Site Photos

Photo taken from Kelso Road facing south

Photo taken from Mountain House Road facing west

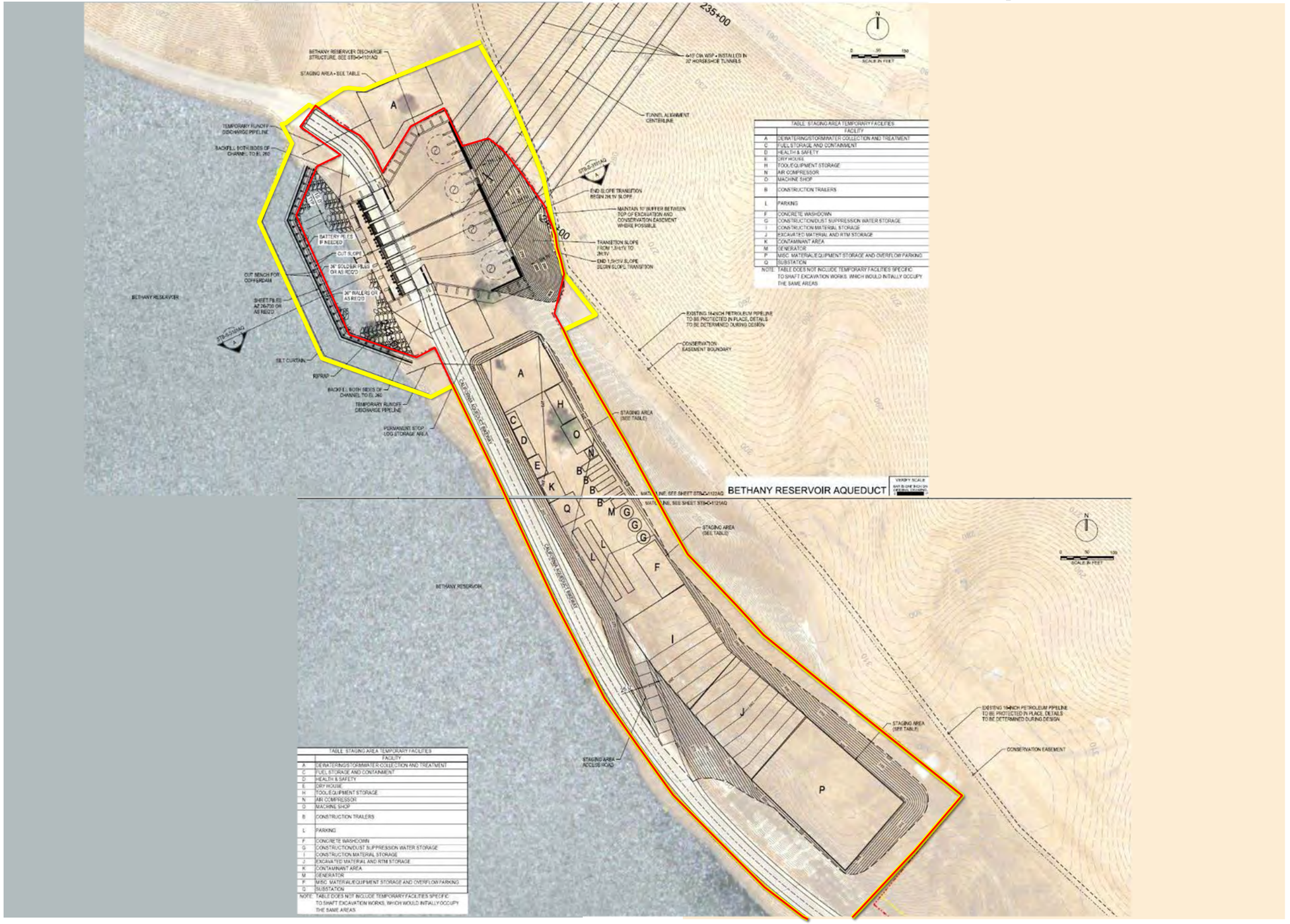
Bethany Reservoir Aqueduct Site Access Routes



Bethany Reservoir Discharge Structure Typical, Rendering

Bethany Reservoir Discharge Structure Site Aerial, Construction Impact Area

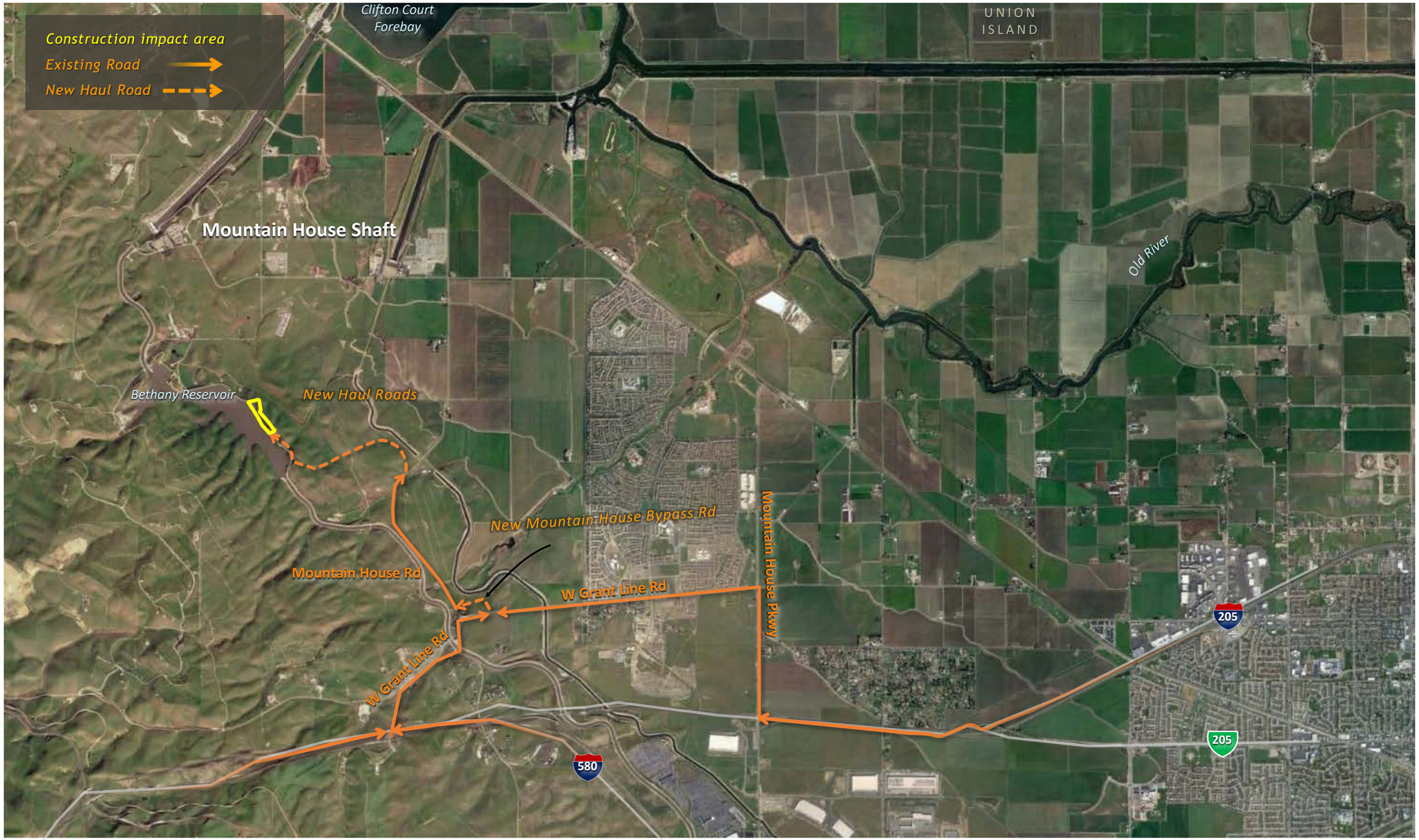
Bethany Reservoir Discharge Structure Site Layout, Construction Impact Area



Bethany Reservoir Discharge Structure Site Photos

Photos taken at eastern side of Bethany Reservoir facing west

Bethany Reservoir Discharge Structure Site Access Routes



DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

Lupinus, commonly known as lupin or lupine, grows at the Dutch Slough Tidal Habitat Restoration Project, located in the Sacramento-San Joaquin Delta near Oakley, California. Photo taken March 24, 2021.

APRIL 28, 2021

Stakeholder Engagement Committee Meeting

Meeting Agenda

1	**Welcome/ Call To Order**
2	***Roll Call***
3	***Minutes Review: February 24, 2021 Regular SEC Meeting***
4	***Updates & Committee Discussion***
	4a. DCA Review and Updates
	4b. DWR CEQA Status Update
	4c. SEC Questions or Comments on February 24th Meeting Presentation
	4d. Public Comment on Item 4
5	***Presentations & Committee Discussion***
	5a. Design Changes
	5b. Ongoing Outreach Efforts
	5c. Environmental Justice Survey Results
	5d. Community Benefits Program Update
	5e. Public Comment on Item 5
6	**Future Agenda Items & Next Meeting**
	6a. Community Benefits Framework
	6b. Design Change Updates
7	***Non-Agendized SEC Questions or Comments***
8	***Public Comment on Non-Agendized Items***

Item 3.

Minutes Review:

February 24, 2021
Regular SEC Meeting

Item 4.

Updates & Committee Discussion

- *DCA Review and Updates*
- *DWR CEQA Status Update*

Item 4a.

DCA Review and Updates

Interim Executive Director: Graham Bradner

- Clemson University BS and MS with 20 years of engineering experience; 16 years at GEI in Sacramento
- Specialize in water supply infrastructure and flood risk reduction projects in Northern CA
- Registered CA engineering geologist and hydrogeologist
- Experience in various roles – technical, governance, management
- 2+ years full time on Delta Conveyance Program serving as Levee/Forebay technical lead and Deputy Engineering Design Manager

Continuity in DCA's Approach Moving Forward

Collaboration

Communications

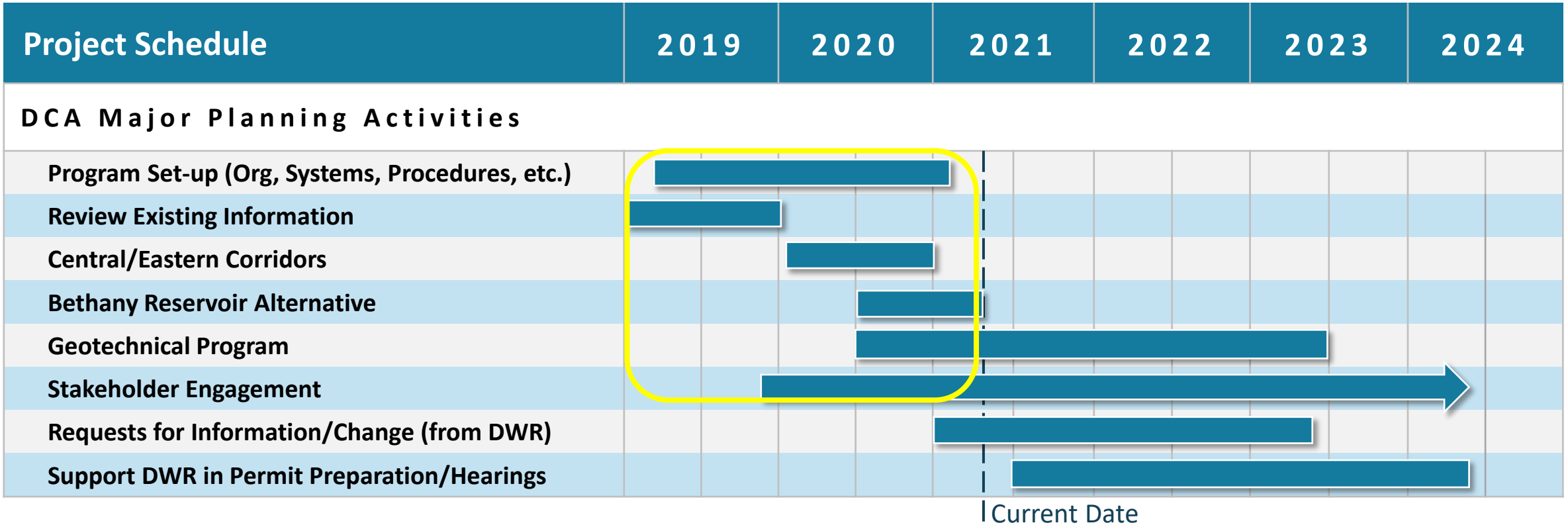
Quality

Innovation

Community

GUIDING PRINCIPLES

Anticipated DCA Planning Phase Schedule



Review of SEC Collaboration

Examples of Feedback Incorporated into Conceptual Designs

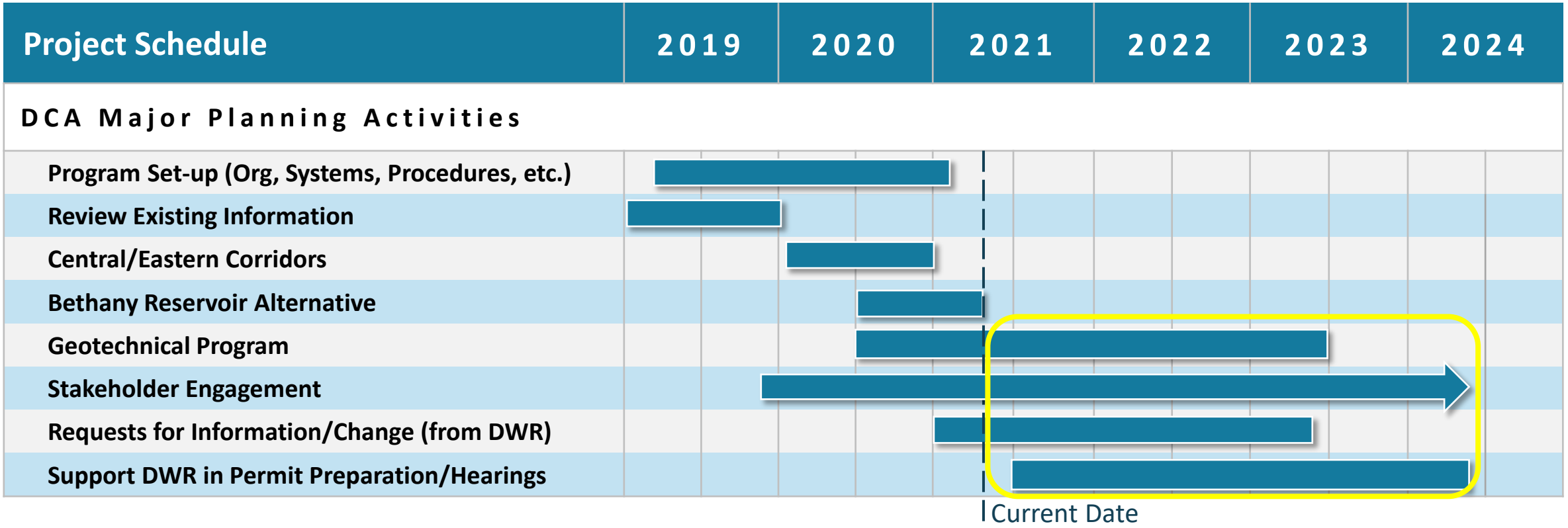
Construction Effects

- Revised intake logistics plan to reduce traffic on existing roads
- Use of Park & Rides, logistics centers, and batch plants to reduce construction traffic
- Intake cofferdam construction approach to reduce noise from pile driving
- Post-construction site restoration for future habitat or agricultural uses

Facility Siting

- Consider use of rail for bulk deliveries to minimize road traffic
- Adjustments to location of Staten Island and Canal Ranch maintenance shafts
- Twin Cities Complex adjustments to remove Lambert Rd maintenance shaft
- Southern Complex adjustments to remove shafts on Byron Tract and Victoria Island and reduce construction requirements on Hwy 4

Anticipated DCA Planning Phase Schedule



Questions?

Item 4b.

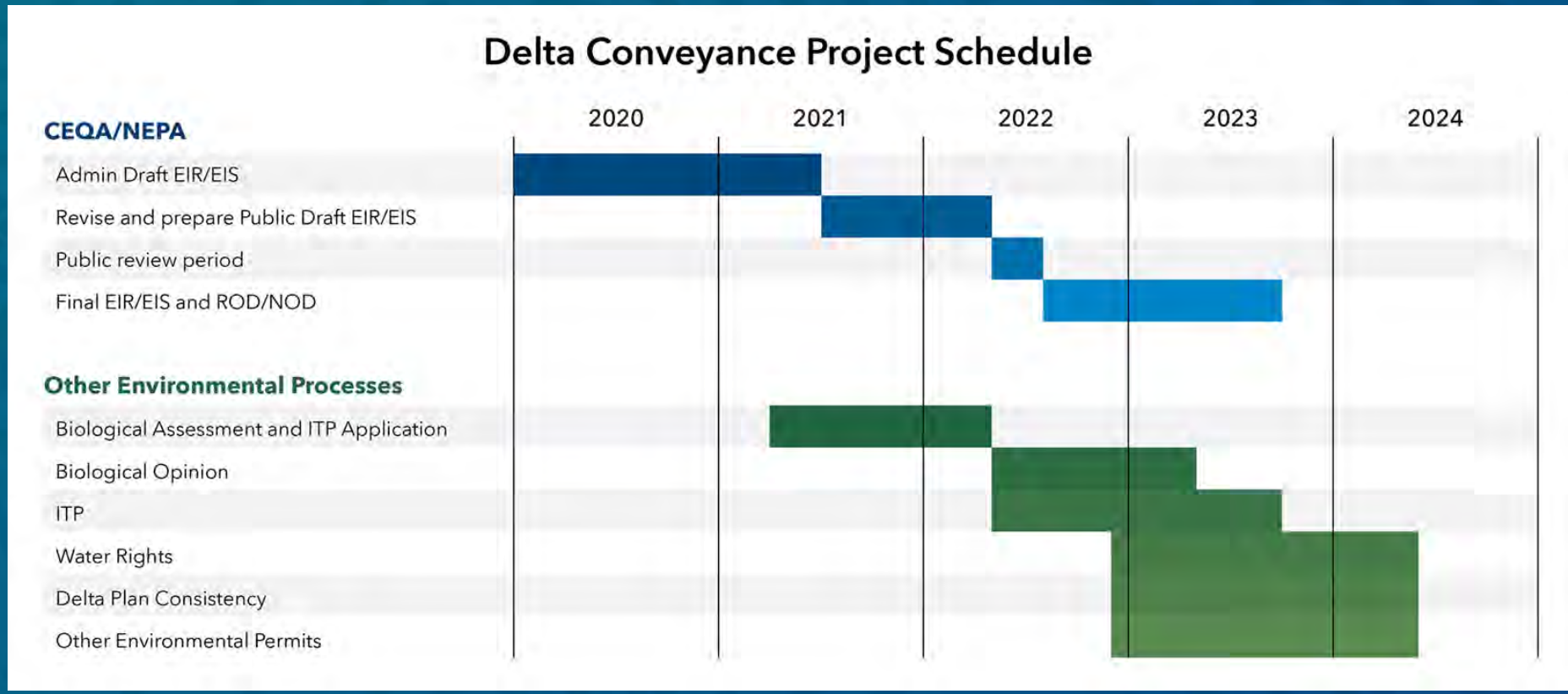
DWR CEQA Status Update

April
2021

Delta Conveyance Project: *Environmental Review Update*

Carrie Buckman
Environmental Program Manager

Updated Project Schedule



Environmental Planning Update

- California Environmental Quality Act (CEQA): technical studies and impact analysis
- National Environmental Policy Act (NEPA): United States Army Corps of Engineers proceeding to develop EIS
- Soil Investigations: field work under Initial Study/Mitigated Negative Declaration started in March, two-week look-ahead available on Delta Conveyance Public Information site https://water.ca.gov/Programs/State-Water-Project/Delta-Conveyance/Public-Information
- Community Benefits Program Framework: three public workshops and one tribal workshop in April/May

Ways to Stay Informed

water.ca.gov

- Programs
  - State Water Project
    - Delta Conveyance

Project Hotline

866.924.9955

Twitter

@CA_DWR

Project Email

DeltaConveyance@water.ca.gov

Item 4c.

SEC Questions or Comments on February 24th Meeting Presentation

Agenda:

- *AB 992 Brown Act Amendment*
- *DWR CEQA Status Update*
- *Bethany Alternative – Wrap-Up*
- *Geotechnical Field Work Update*
- *Project Financing Overview*

Item 4d.

Public Comment on Item 4

Item 5.

Updates & Committee Discussion

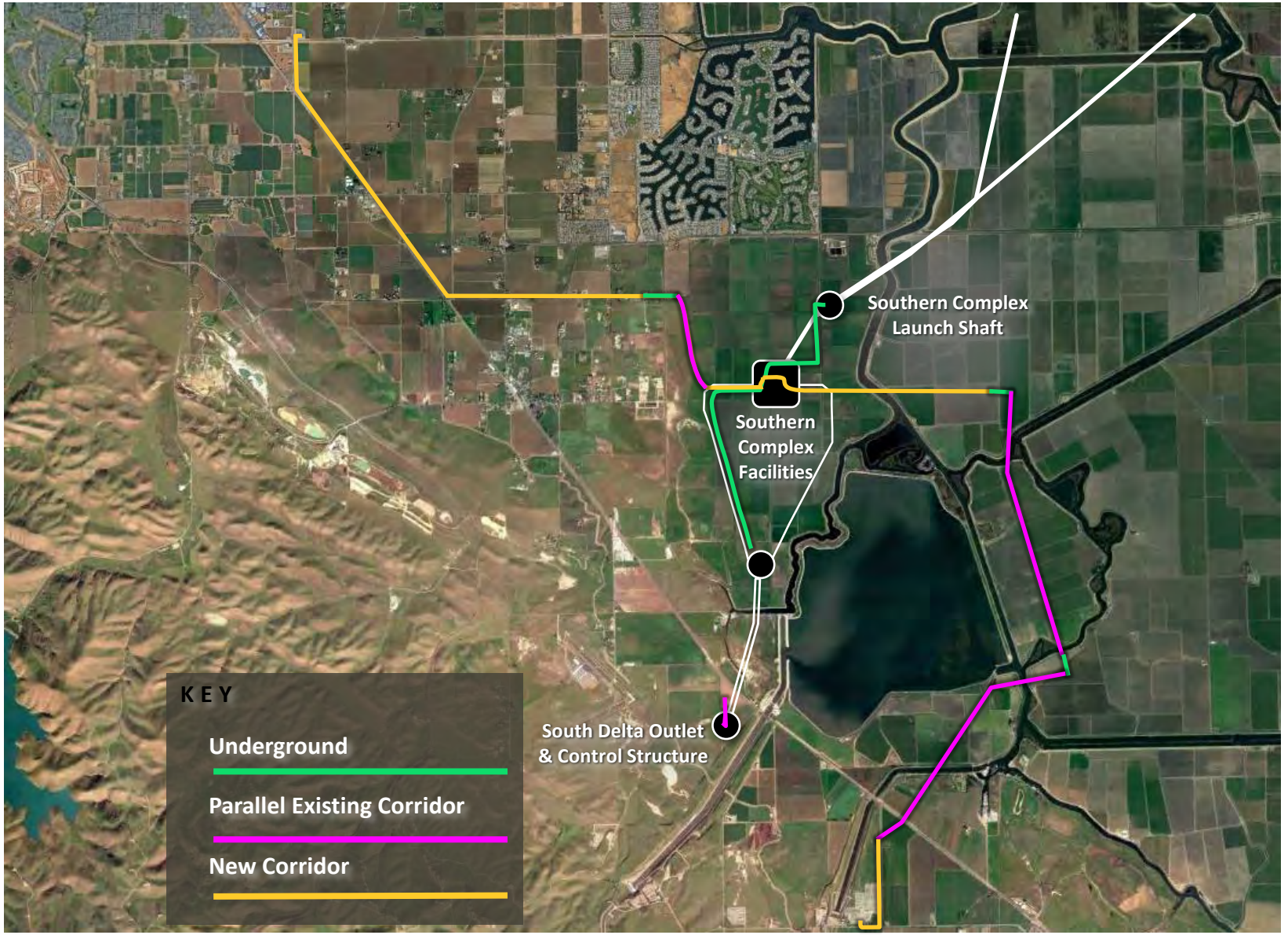
- *Design Changes*
- *Ongoing Outreach Efforts*
- *Environmental Justice Survey Results*
- *Community Benefits Program Update*

Design Changes

- Changes to Southern Forebay Complex power supply
- Realign Bethany Reservoir access road to avoid alkali wetlands
- Realign Southern Complex road and rail to avoid alkali wetlands

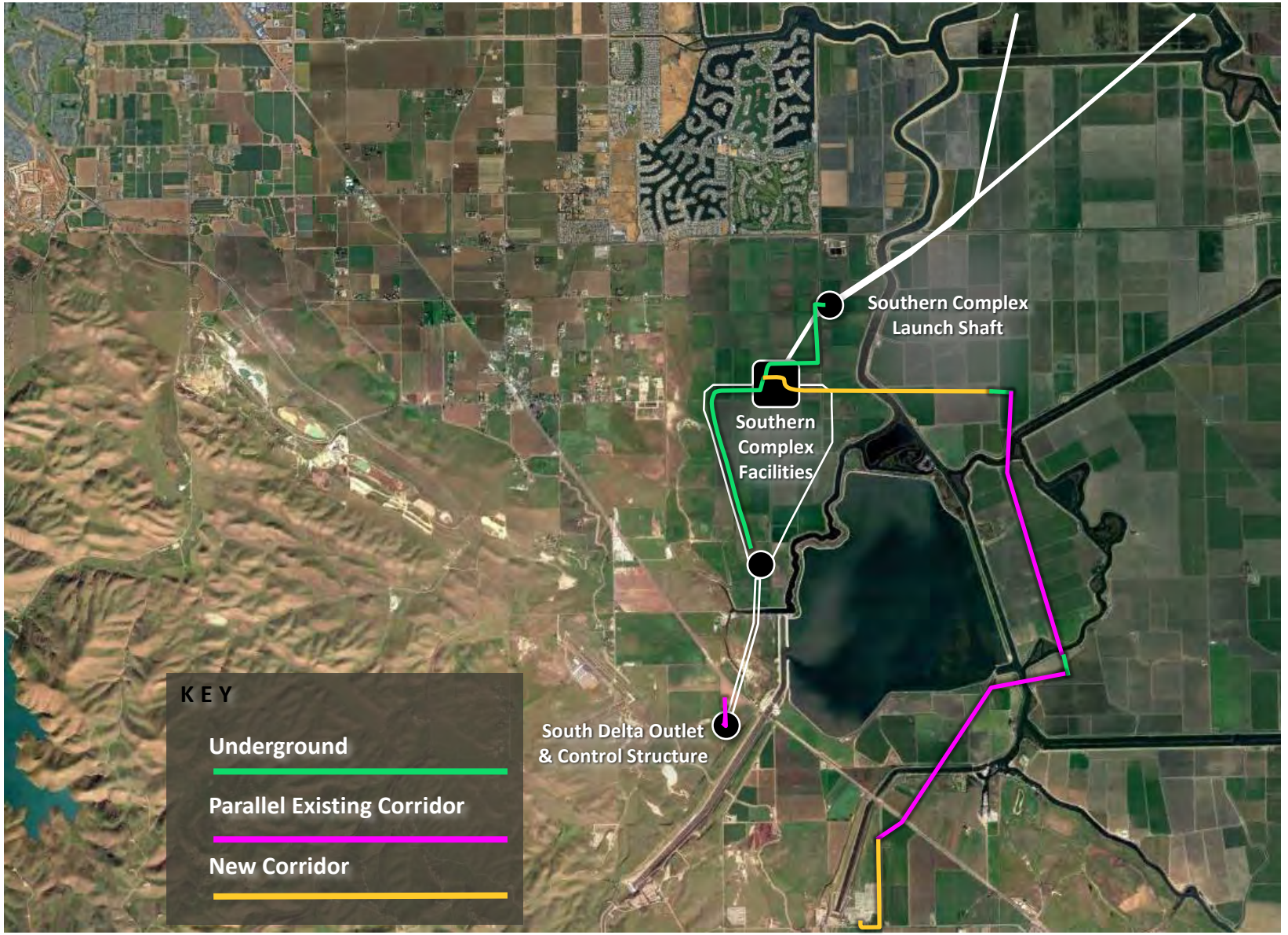
Changes to Southern Forebay Complex Power Supply

- Revised power alignments to reflect WAPA as the only power provider to facilities in the South Delta
- Original plan was to have power provided by both PG&E and WAPA



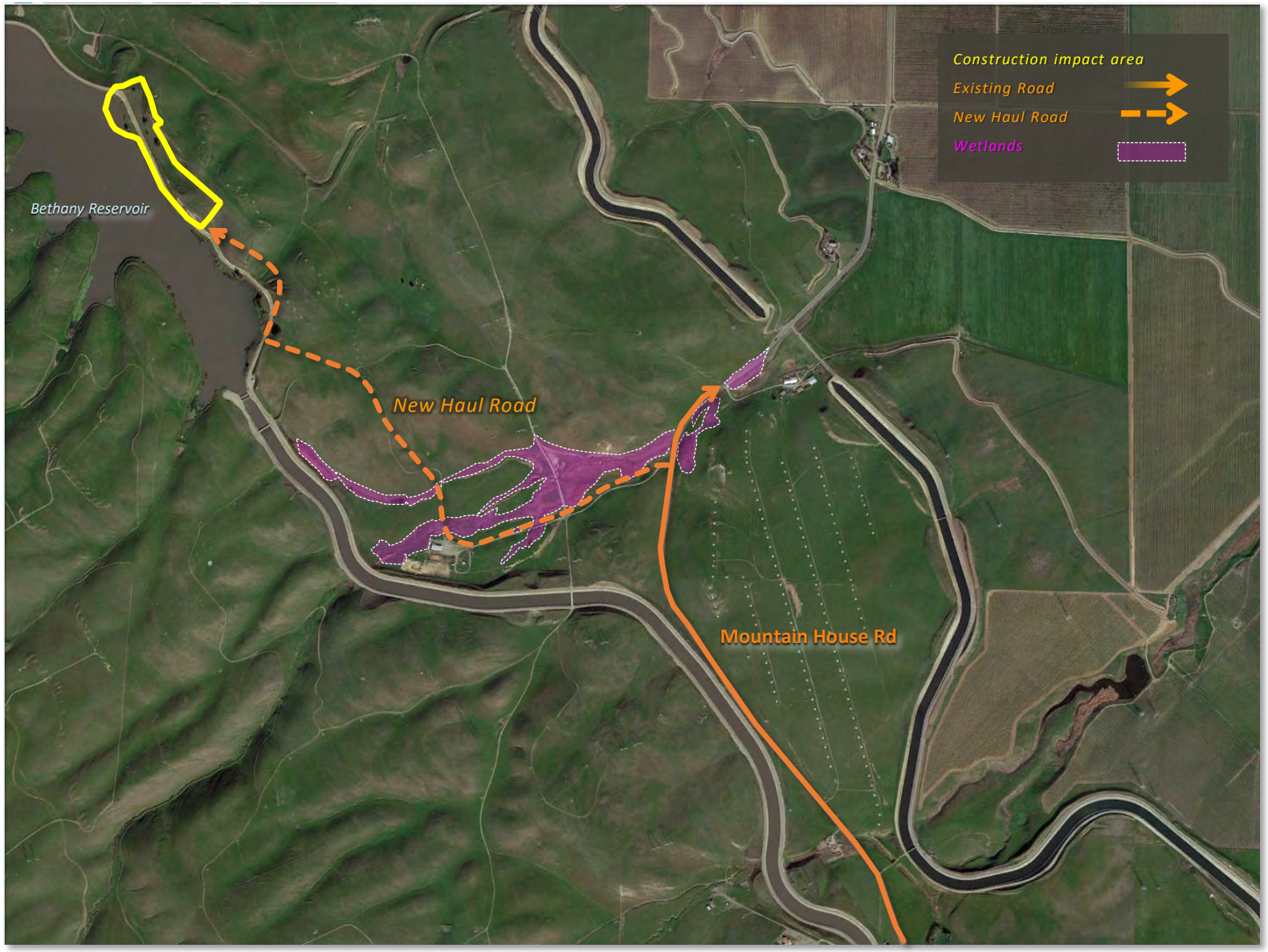
Changes to Southern Forebay Complex Power Supply

- Revised power alignments to reflect WAPA as the only power provider to facilities in the South Delta
- Changes would remove about 7 miles of previously proposed new powerlines to connect to existing PG&E facilities
  - Eliminates most of the urban/rural residential footprint
  - Eliminates most of the new corridor



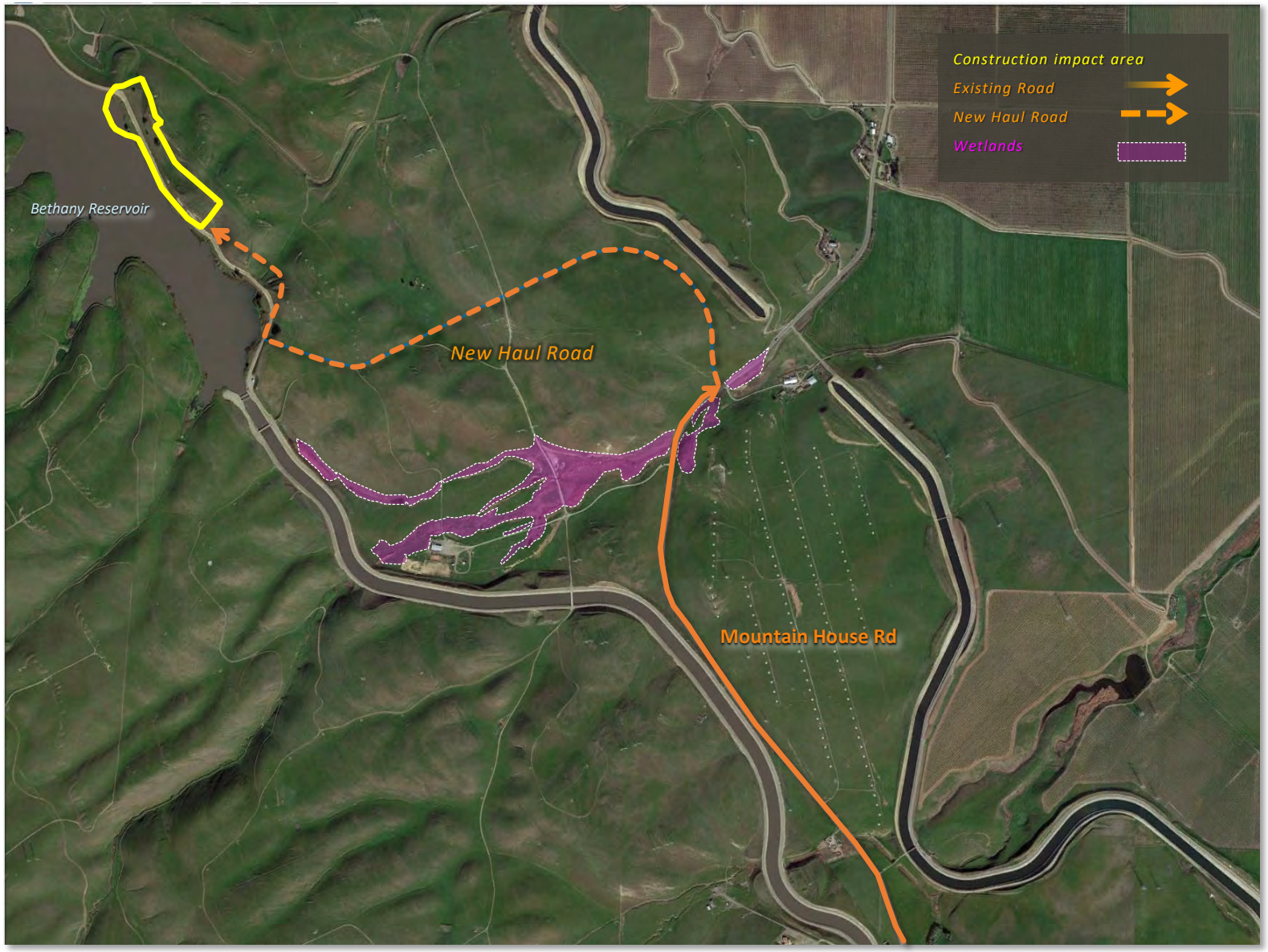
Realign Bethany Reservoir access road to avoid alkali wetlands

- **Original alignment:**
  - **Followed existing roads**
  - **Required widening for 2-way construction traffic**
  - **Involved large road cuts to accommodate appropriate road grade**
  - **Road construction would affect areas of existing sensitive wetland**



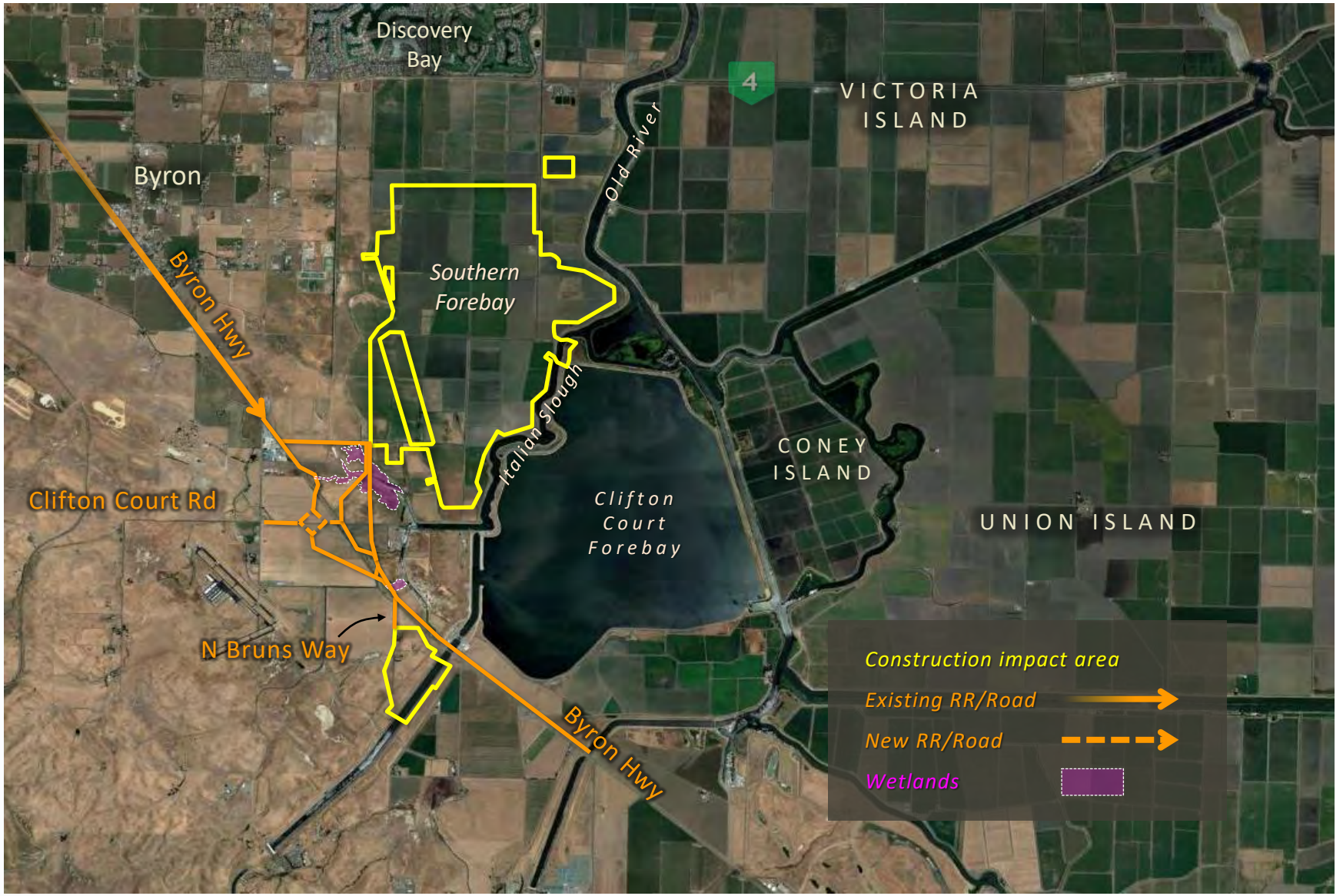
Realign Bethany Reservoir access road to avoid alkali wetlands

- New alignment:
  - Only about 0.1 mile longer
  - Completely avoids sensitive wetland areas
  - Minimizes road cuts which will result in less visibility from a distance
  - Reduces excavation and earthwork by following existing topography
  - Reduces haul of excess excavated soil to Bethany Complex stockpiles



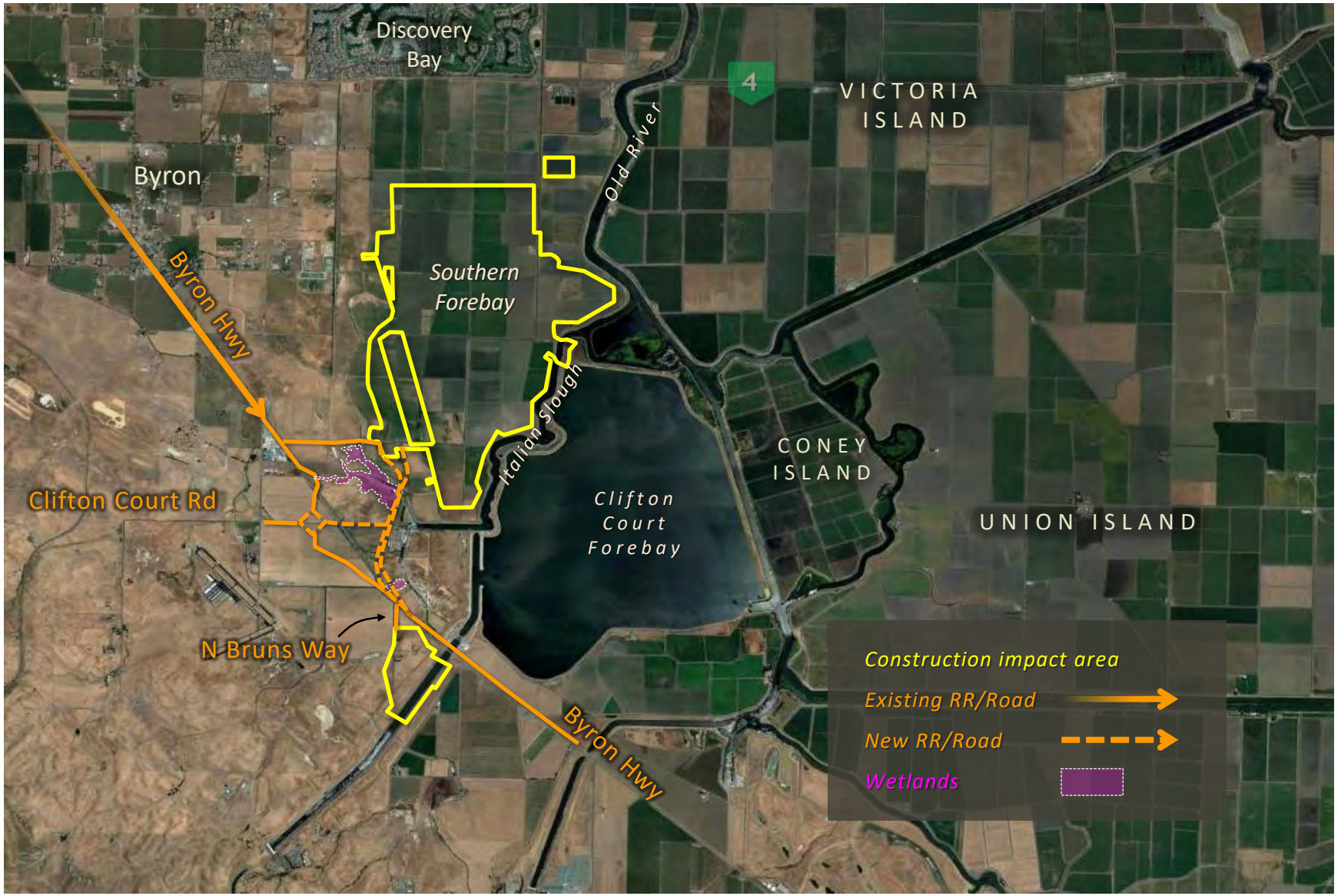
Realign Southern Complex road and rail to avoid alkali wetlands

- **Original alignment:**
  - **Configured to minimize rail spur and access road distances**
  - **Rail and road use separate routes to enter/exit site**



Realign Southern Complex road and rail to avoid alkali wetlands

- **New alignment:**
  - **Common curved rail and road alignment**
  - **Adjusted a few road intersections**
  - **Relocated segment storage pad, rail spurs, first aid/heliport, and contractor staging**
  - **Significantly reduces effects to sensitive wetland areas**



Item 5b.

Ongoing Outreach Efforts

April 2021

Delta Conveyance Project Communications Plan 2021-2022

Janet Barbieri

Communications Manager

Public Outreach Goals

- Provide tools through public information; build awareness and capacity
- Provide avenues to the planning process; encourage public participation
- Seek public input on community benefits and the Draft Environmental Impact Report

Public Outreach and Community Engagement Plan Overview: 2021-2022

Public Information	Informational tools
Informational Webinars	A deeper dive into topics of interest in advance of the Draft EIR
Community Benefits Program	Create a framework and process—with community input
Design-Focused Stakeholder Engagement	Further reduce impacts or improve mitigation
Public Participation	DEIR public review draft planned for mid-2022
Agency Coordination	Ensure permit/planning process moves forward with efficiency

Tribal Outreach

- Ensure compliance with AB 52 through formal consultation.
- Ensure input and engagement across all public information and public participation activities program-wide.
  - Informal discussions with Tribes and Tribal members
  - Tribal Engagement Committee
  - Annual Tribal information meeting

Environmental Justice

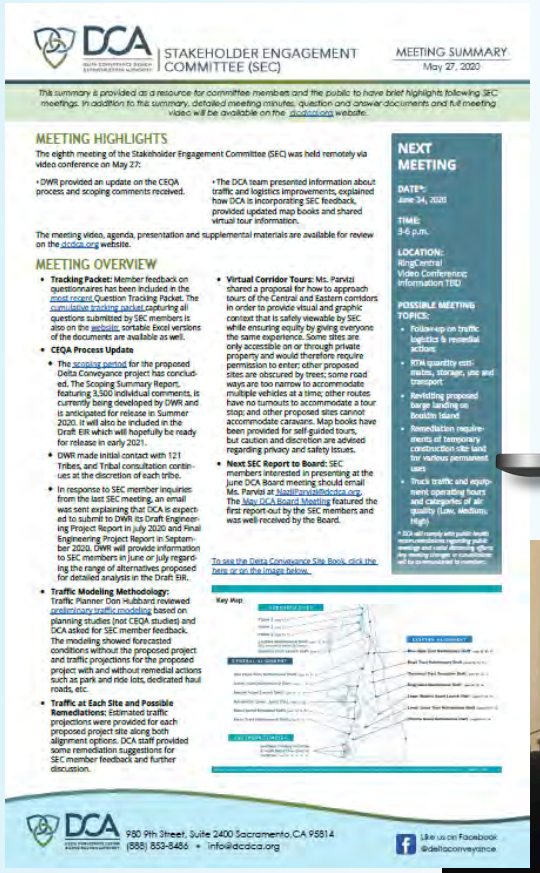
- Special focus across all activities to ensure outreach follows best practices for engagement with disadvantaged communities.
- Organize virtual workshops in coordination with EJ-focused organizations
- Design public participation for the DEIR to be responsive to EJ needs

Public Outreach Activities

Public Information	E-blasts, blogs, fact sheets, videos, presentations, briefings, media
Informational Webinars	Provide background, assumptions, preliminary findings; Q&A
Community Benefits Program	Interviews, workshops, briefings
Design-Focused Stakeholder Engagement	Presentations to DCA's Stakeholder Engagement Committee
Public Participation	Public review and comment
Agency Coordination	Consultation or meetings as needed

DCA's Ongoing Outreach Efforts

- Stakeholder Engagement Committee and collaborations
- Virtual Tours, with translations
- Informational video series
- Website content updates, optimization, and expansion
- Social media updates and information sharing
- Monthly Newsletter
- SEC Meeting Summaries
- Presentations/materials for community groups as requested



DCA | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

MEETING SUMMARY
May 27, 2020

This summary is provided as a resource for committee members and the public to have brief highlights following SEC meetings. In addition to this summary, detailed meeting minutes, question and answer documents and full meeting video will be available on the dcdca.org website.

MEETING HIGHLIGHTS

The eighth meeting of the Stakeholder Engagement Committee (SEC) was held remotely via video conference on May 27:

- DWR provided an update on the CEQA process and scoping comments received.
- The DCA team presented information about traffic and logistics improvements, explained how DCA is incorporating SEC feedback, provided updated map books and shared virtual tour information.

The meeting video, agenda, presentation and supplemental materials are available for review on the dcdca.org website.

NEXT MEETING

DATE*: June 24, 2020

TIME: 3-6 p.m.

LOCATION: RingCentral Video Conference; Information TBD

POSSIBLE MEETING TOPICS:

- Follow-up on traffic logistics & remedial actions
- RTM quantity estimates, storage, use and transport
- Revisiting proposed barge landing on Bouldin Island
- Remediation requirements of temporary construction site land for various permanent uses
- Truck traffic and equipment operating hours and categories of air quality (Low, Medium, High)

* DCA will comply with public health recommendations regarding public meetings and social distancing during meetings or conditions will be communicated to members.

MEETING OVERVIEW

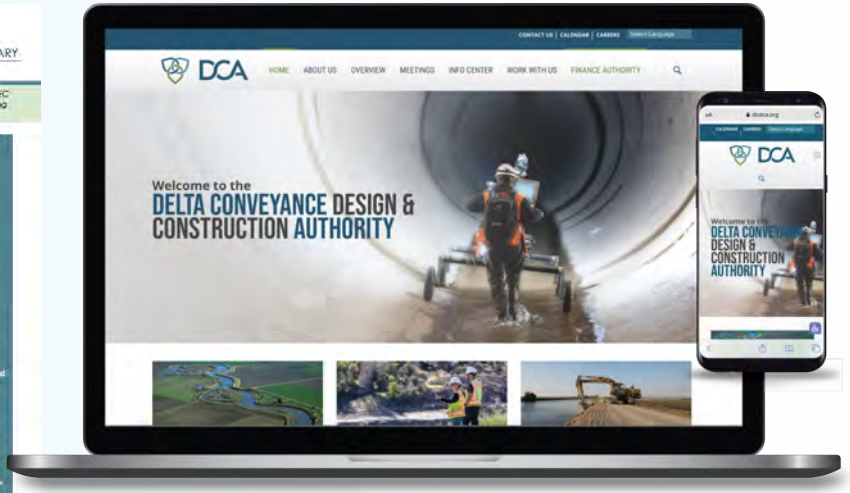
- **Tracking Packet:** Member feedback on questionnaires has been included in the most recent Question Tracking Packet. The cumulative tracking packet capturing all questions submitted by SEC members is also on the website; sortable Excel versions of the documents are available as well.
- **CEQA Process Update**
  - The scoping period for the proposed Delta Conveyance project has concluded. The Scoping Summary Report, featuring 3,500 individual comments, is currently being developed by DWR and is anticipated for release in Summer 2020. It will also be included in the Draft EIR which will hopefully be ready for release in early 2021.
  - DWR made initial contact with 121 Tribes, and Tribal consultation continues at the discretion of each tribe.
  - In response to SEC member inquiries from the last SEC meeting, an email was sent explaining that DCA is expected to submit to DWR its Draft Engineering Project Report in July 2020 and Final Engineering Project Report in September 2020. DWR will provide information to SEC members in June or July regarding the range of alternatives proposed for detailed analysis in the Draft EIR.
- **Traffic Modeling Methodology:** Traffic Planner Don Hubbard reviewed preliminary traffic modeling based on planning studies (not CEQA studies) and DCA asked for SEC member feedback. The modeling showed forecasted conditions without the proposed project and traffic projections for the proposed project with and without remedial actions such as park and ride lots, dedicated haul roads, etc.
- **Traffic at Each Site and Possible Remediations:** Estimated traffic projections were provided for each proposed project site along both alignment options. DCA staff provided some remediation suggestions for SEC member feedback and further discussion.
- **Virtual Corridor Tours:** Ms. Parvizi shared a proposal for how to approach tours of the Central and Eastern corridors in order to provide visual and graphic context that is safely viewable by SEC while ensuring equity by giving everyone the same experience. Some sites are only accessible on or through private property and would therefore require permission to enter; other proposed sites are obscured by trees; some road ways are too narrow to accommodate multiple vehicles at a time; other routes have no turnouts to accommodate a tour stop; and other proposed sites cannot accommodate caravans. Map books have been provided for self-guided tours, but caution and discretion are advised regarding privacy and safety issues.
- **Next SEC Report to Board:** SEC members interested in presenting at the June DCA Board meeting should email Ms. Parvizi at NasrinParvizi@dcdca.org. The May DCA Board Meeting featured the first report-out by the SEC members and was well-received by the Board.

To see the Delta Conveyance Site Book, click the here or on the image below.

Key map:

DCA 980 9th Street, Suite 2400 Sacramento, CA 95814 (888) 853-8486 • info@dcdca.org

Like us on Facebook @deltaconveyance



Questions?

Item 5c.

Environmental Justice Survey Results

PRESENTED BY:

ag INNOVATIONS

Your Delta Your Voice Environmental Justice Community Survey

April 28 2021

CALIFORNIA DEPARTMENT OF WATER RESOURCES

Photo: The Mercury

To gather direct input from disadvantaged (DAC) communities in the Sacramento-San Joaquin Delta region about how they work, live, recreate, and experience the Delta

Focus on communities that are historically burdened, underrepresented, people of color, and low-income communities of interest, including indigenous and tribal members.

Who responded?

REPORTING SETS FOR ALL SURVEY FINDINGS:

2117 total participants

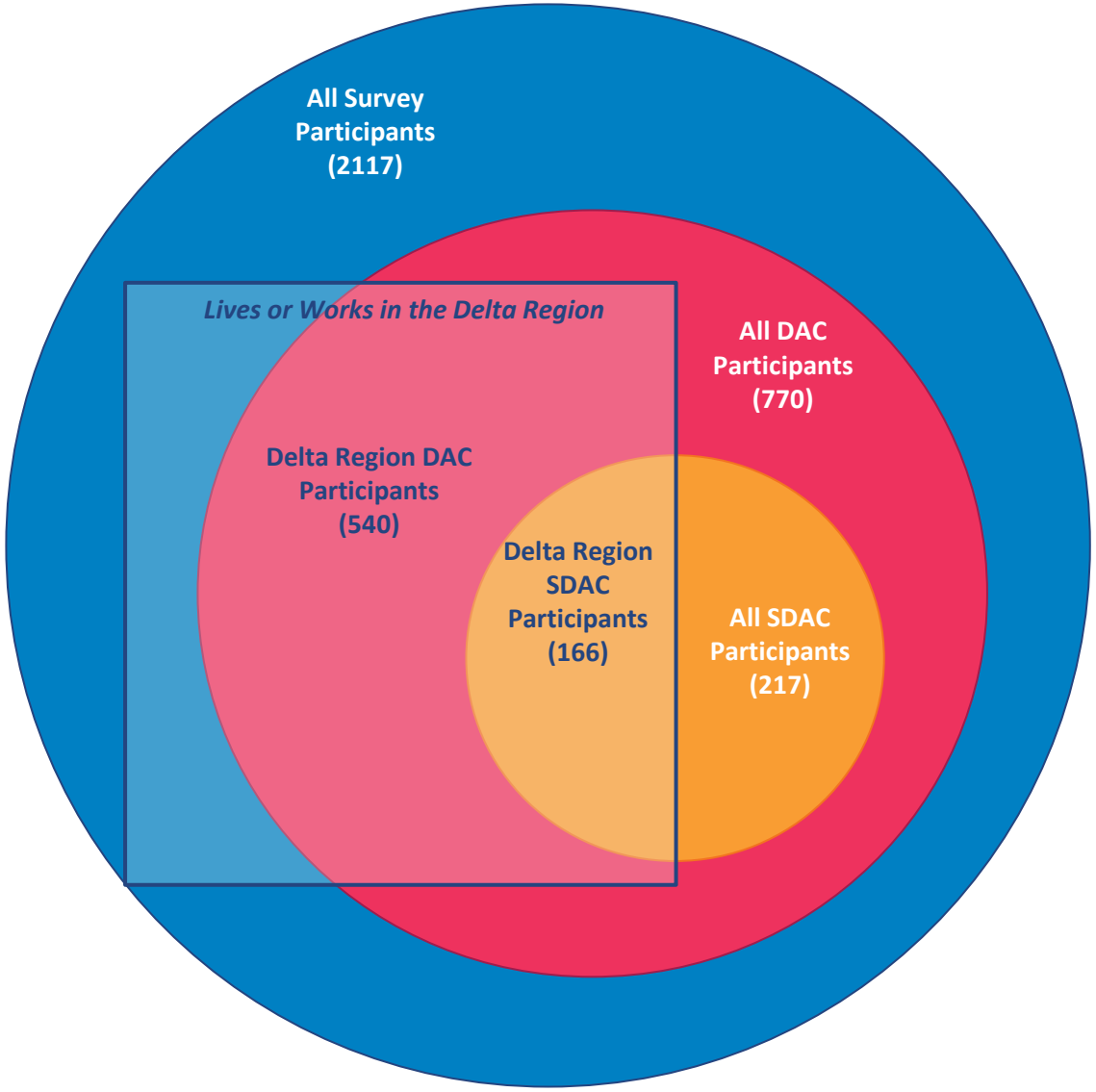
540 Delta Region DAC Participants

DAC is defined as:
- *Non-white or*
- *Household income is less than $60,000 or*
- *By zip code and household income is less than $75,000*

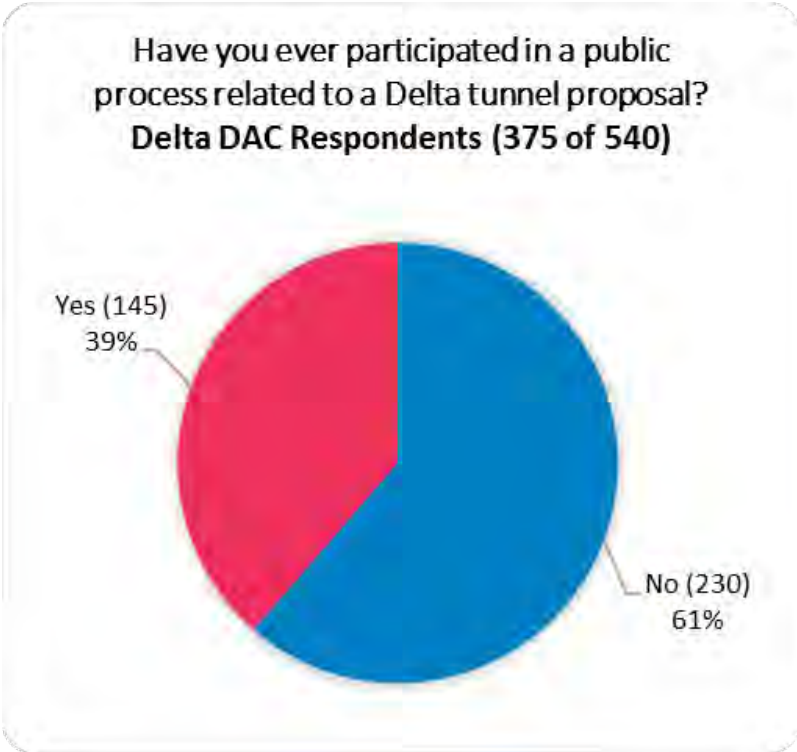
DAC includes 166 Delta Region SDAC Participants

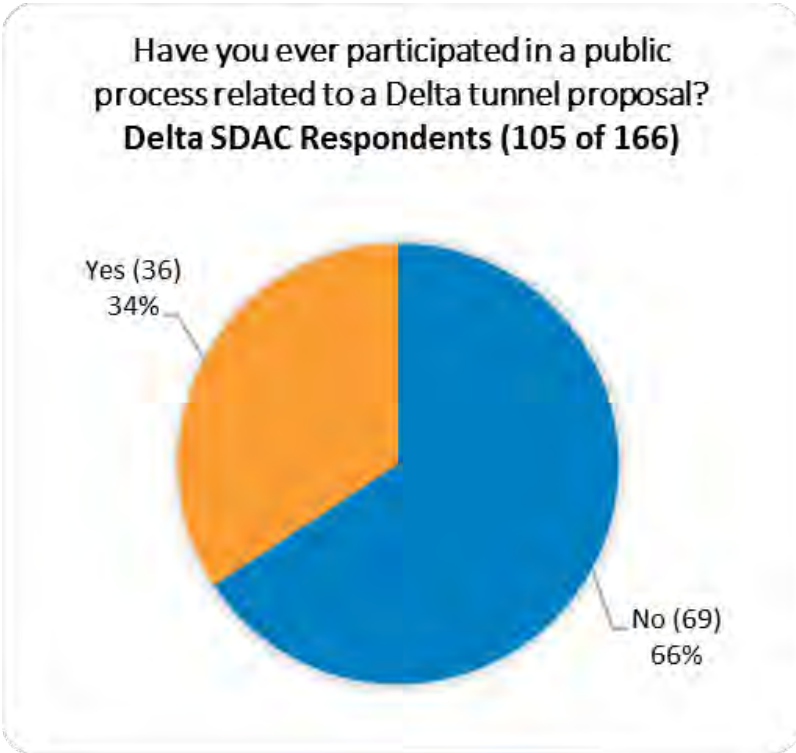
SDAC is defined as
- *Household income is less than $45,000 or*
- *By zip code and household income is less than $60,000*

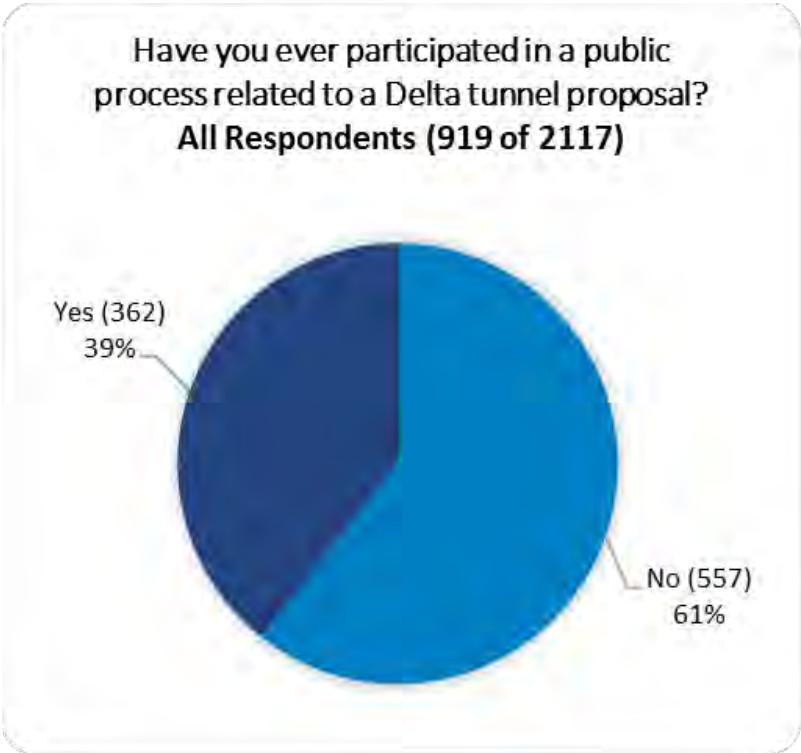
Chinese Survey Respondents: 311
Spanish Survey Respondents: 12



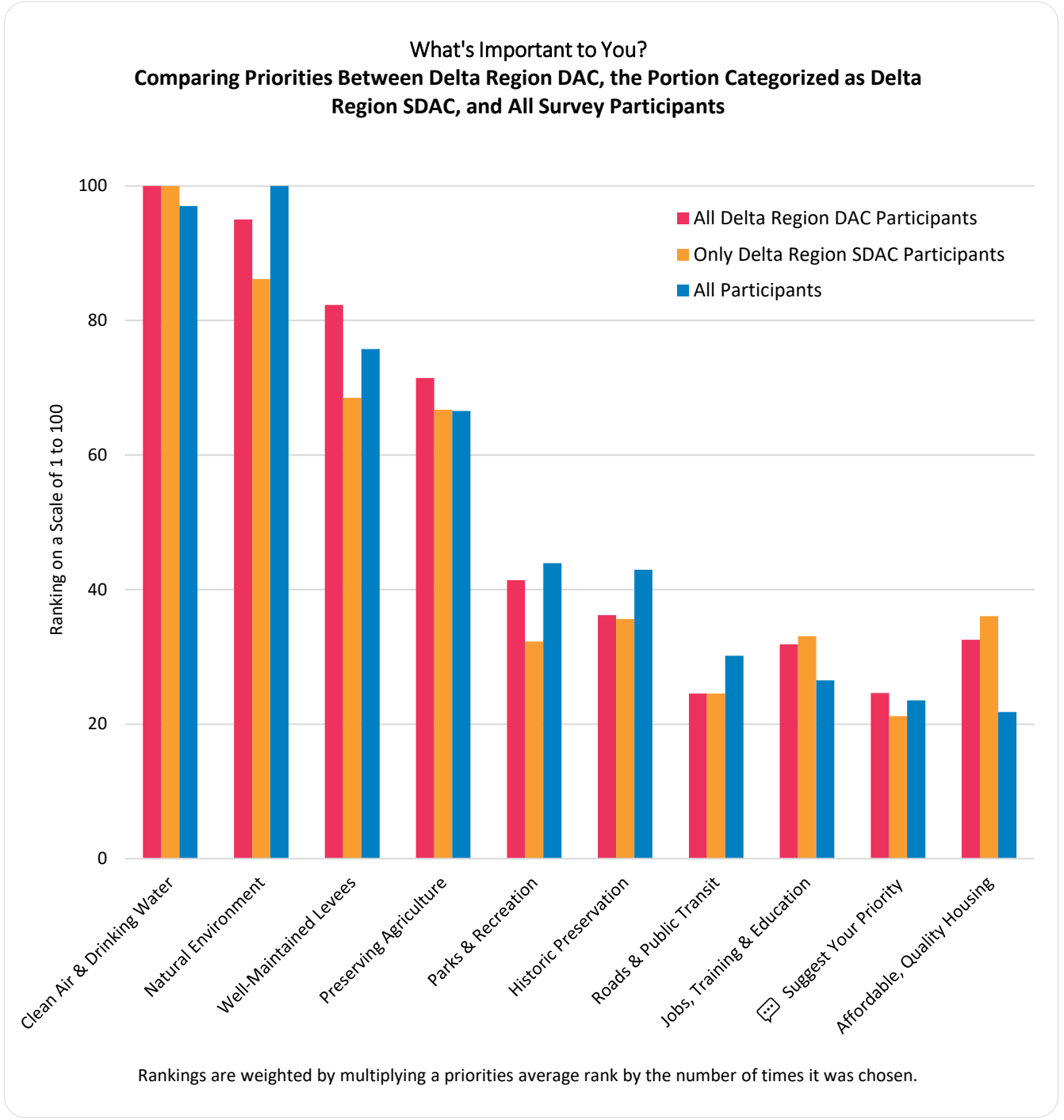
Have you ever participated before?







What's most important to you?

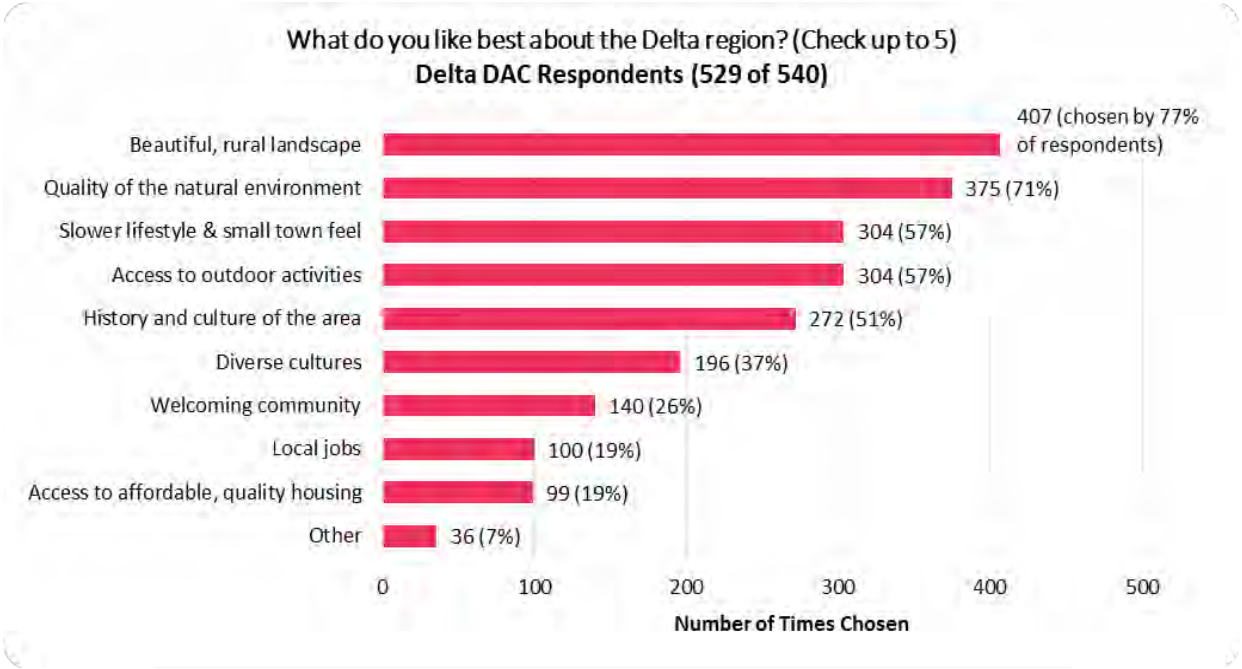


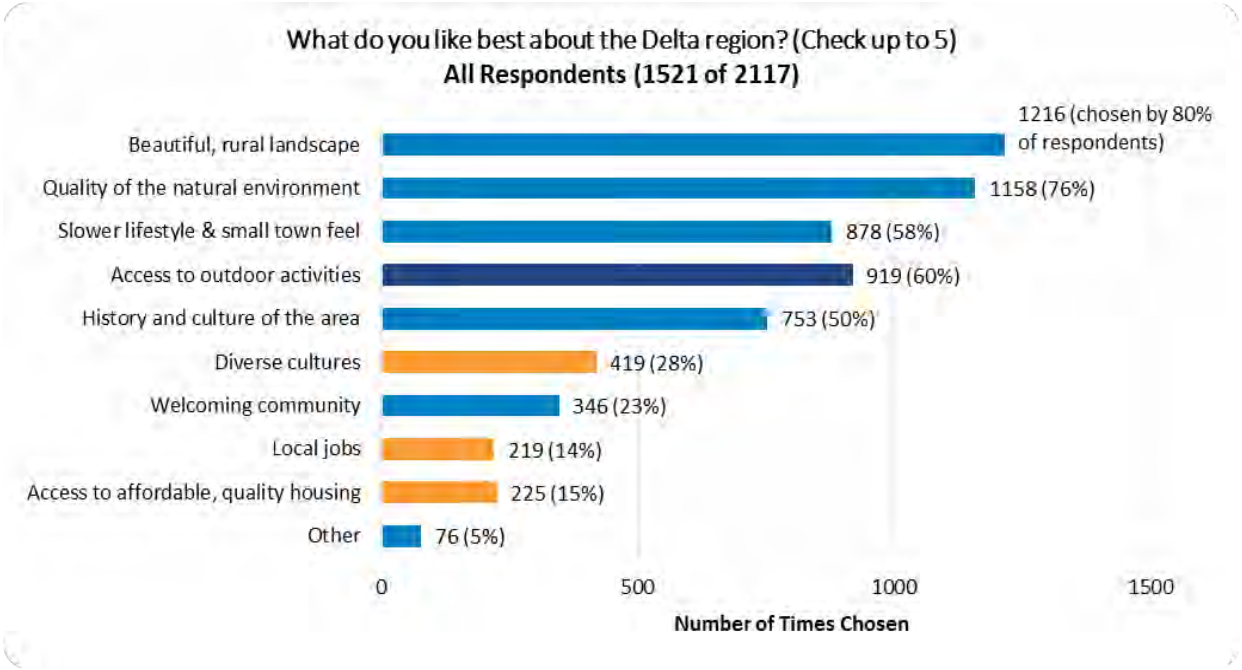
What do you like best about the Delta region?

Top 5 Priorities are the same for DAC, SDAC, and ALL

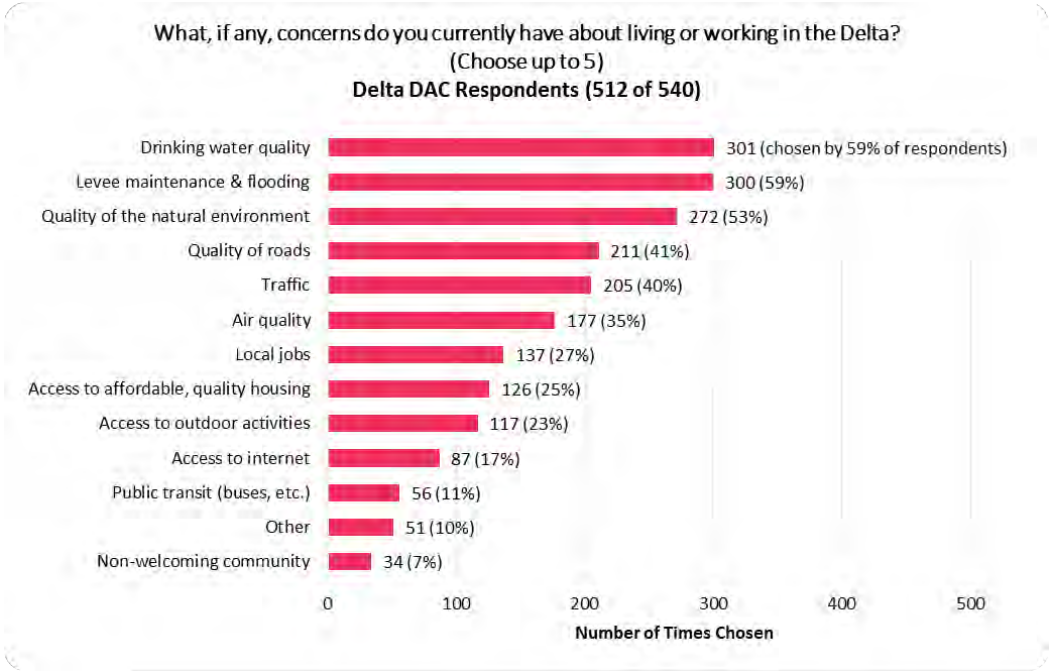
SDAC and DAC differ on…

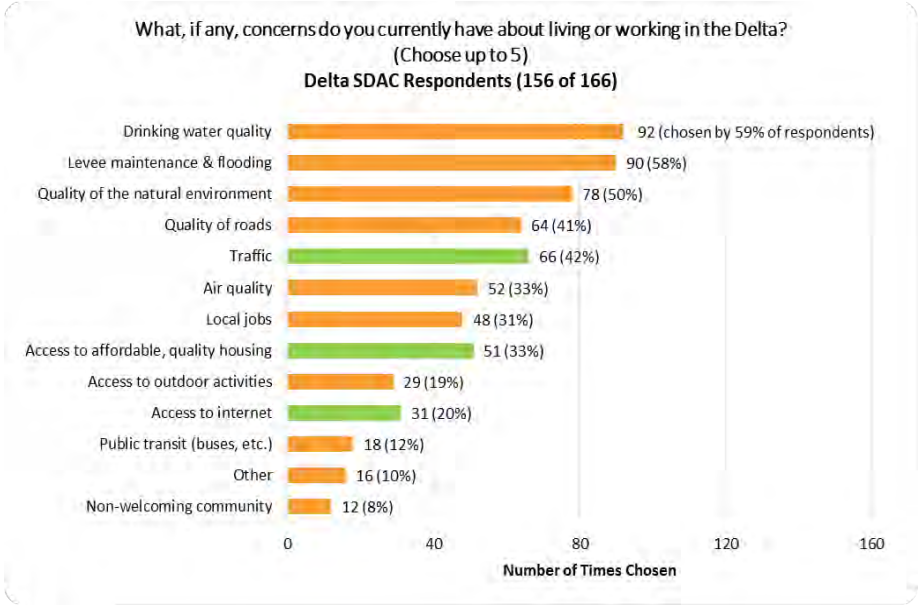
1. Diverse cultures
2. Welcoming community
3. Local jobs
4. Access to affordable quality housing

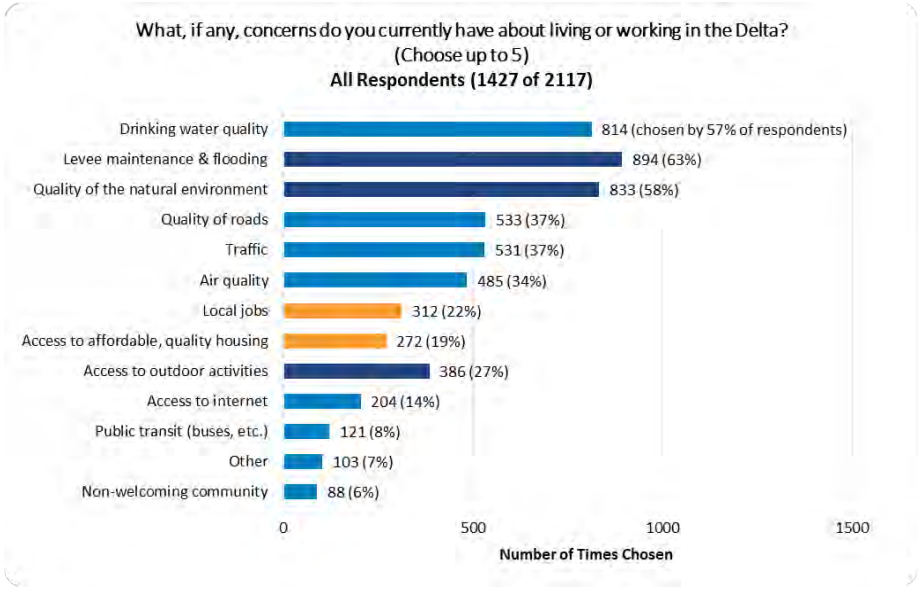




What, if any concerns do you currently have about living or working in the Delta?



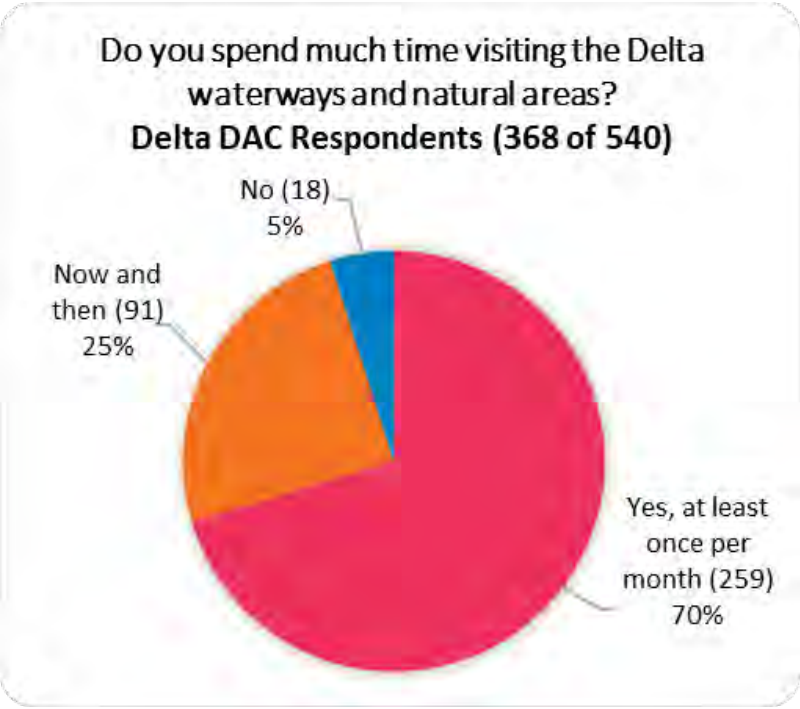


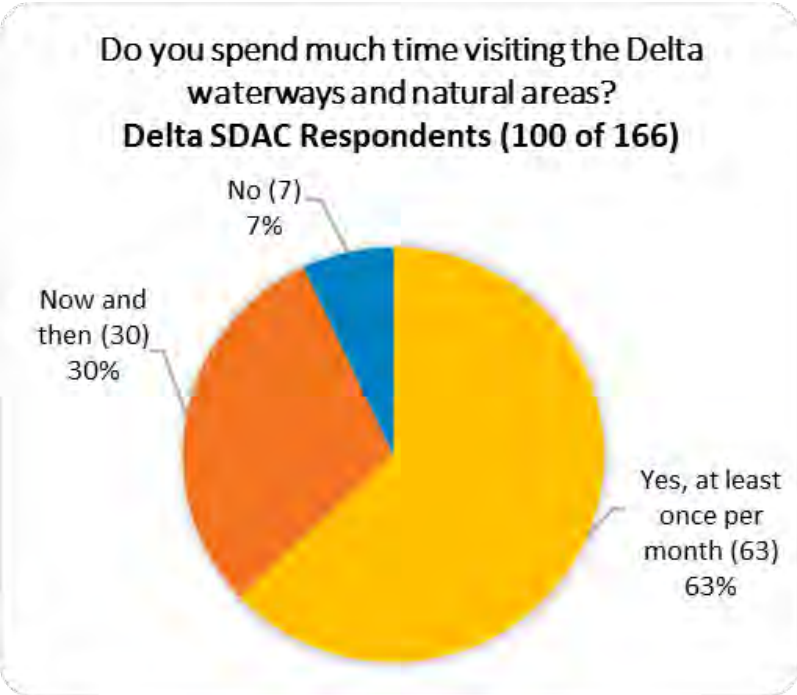


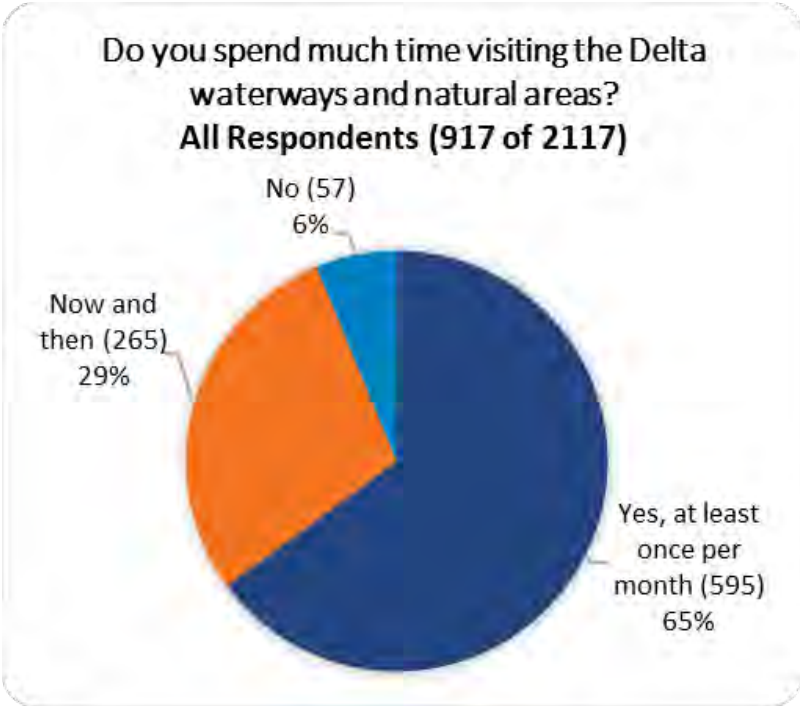
Top concerns are drinking water quality, levee maintenance and flooding, and quality of the natural environment.

"Protecting the Natural Environment of the Delta. It's healthiness affects the entire region."

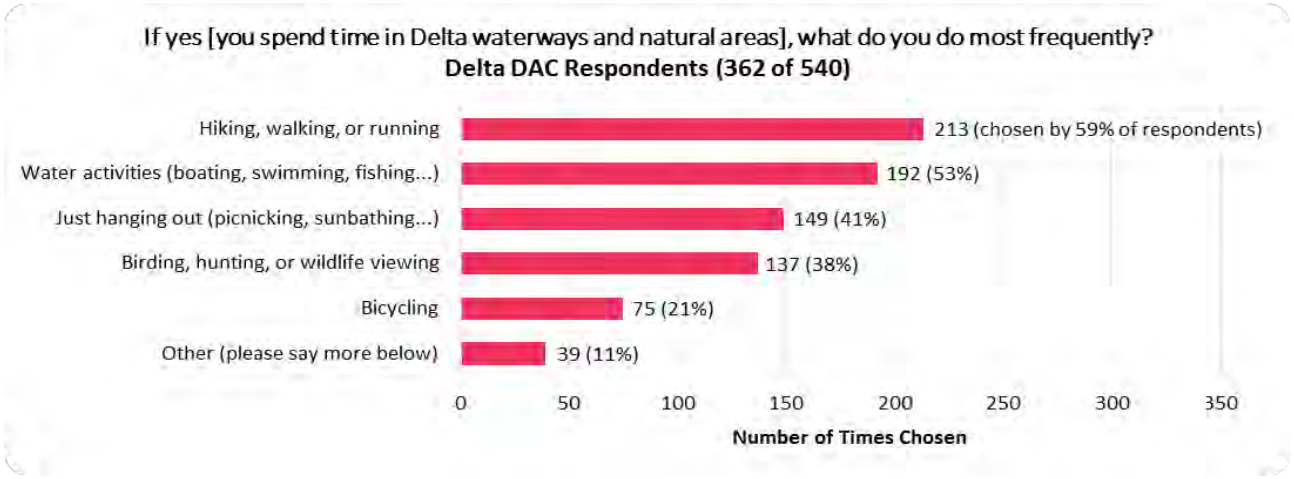
Do you spend much time visiting the Delta waterways and natural areas?



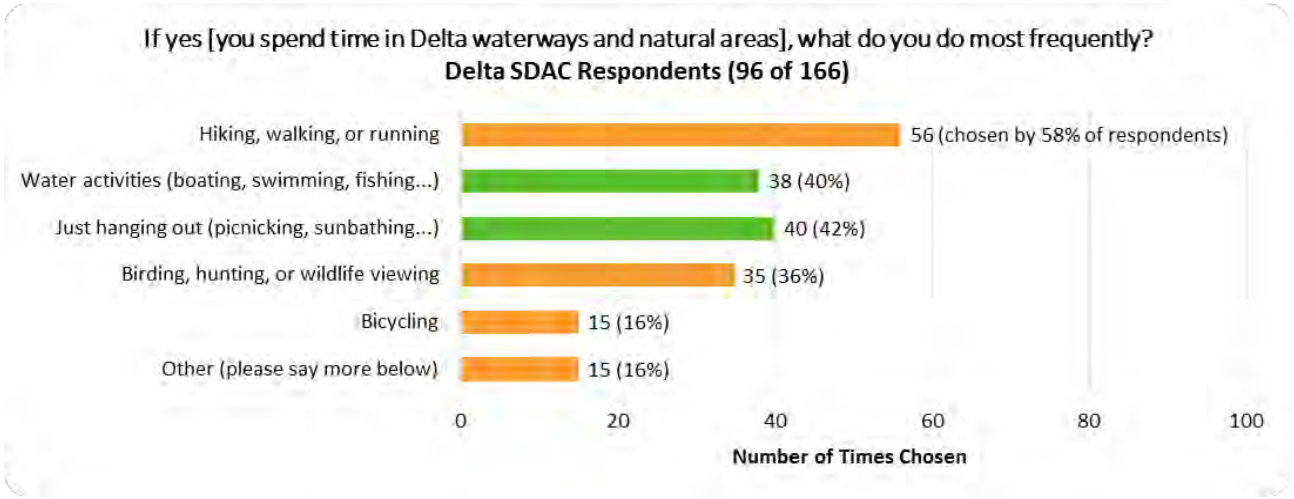


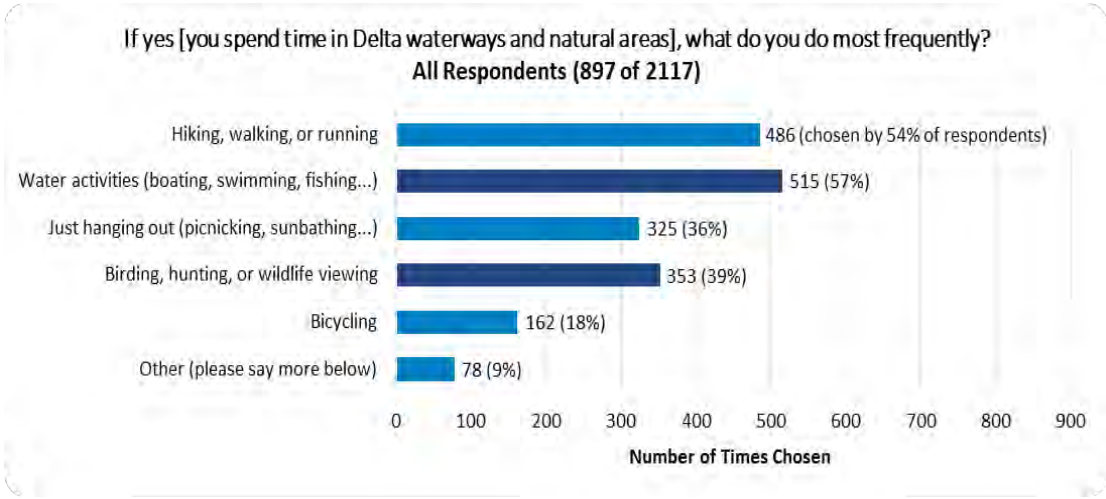


What activities do you do most frequently in the Delta?



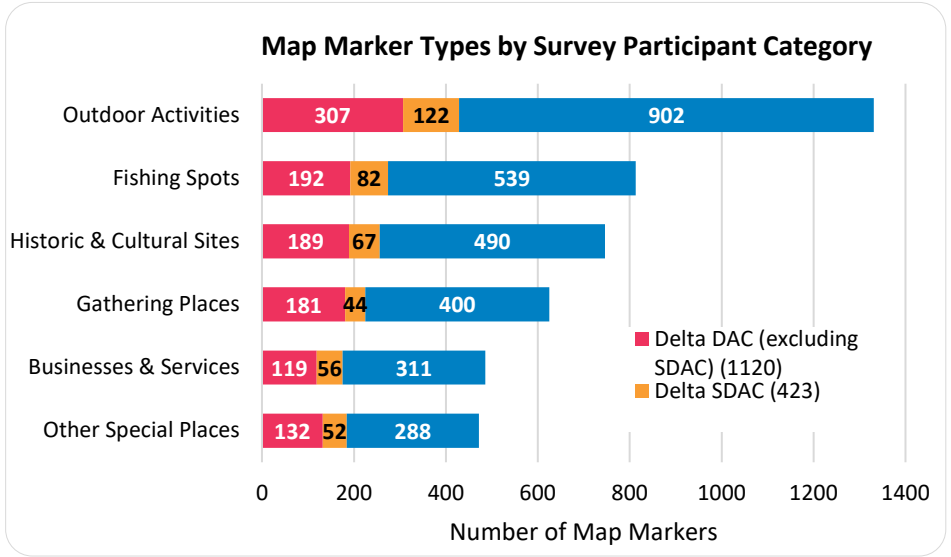
Hiking, walking and running was most frequently selected for outdoor recreation for DAC and SDAC.

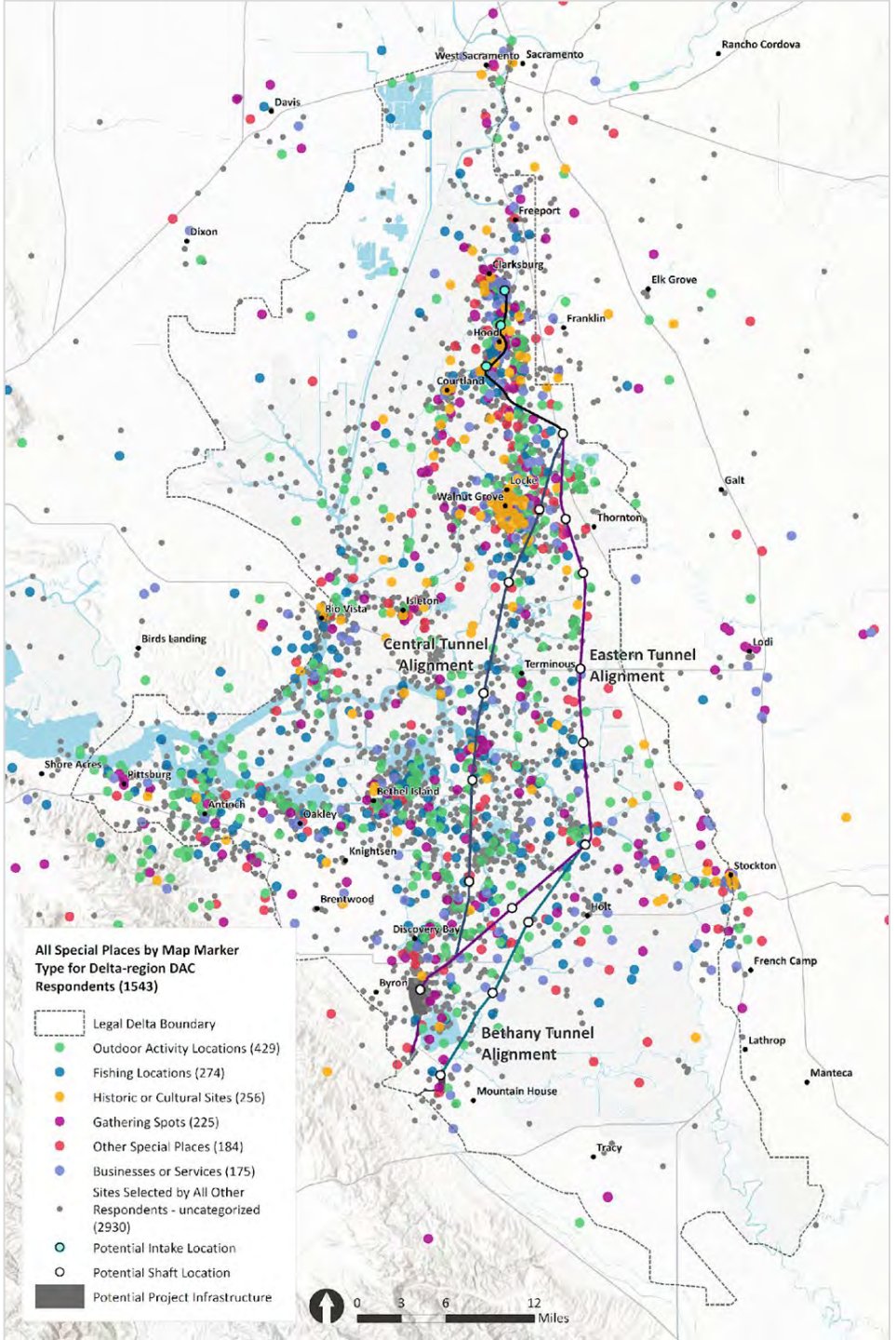




All Special Places by Map Marker

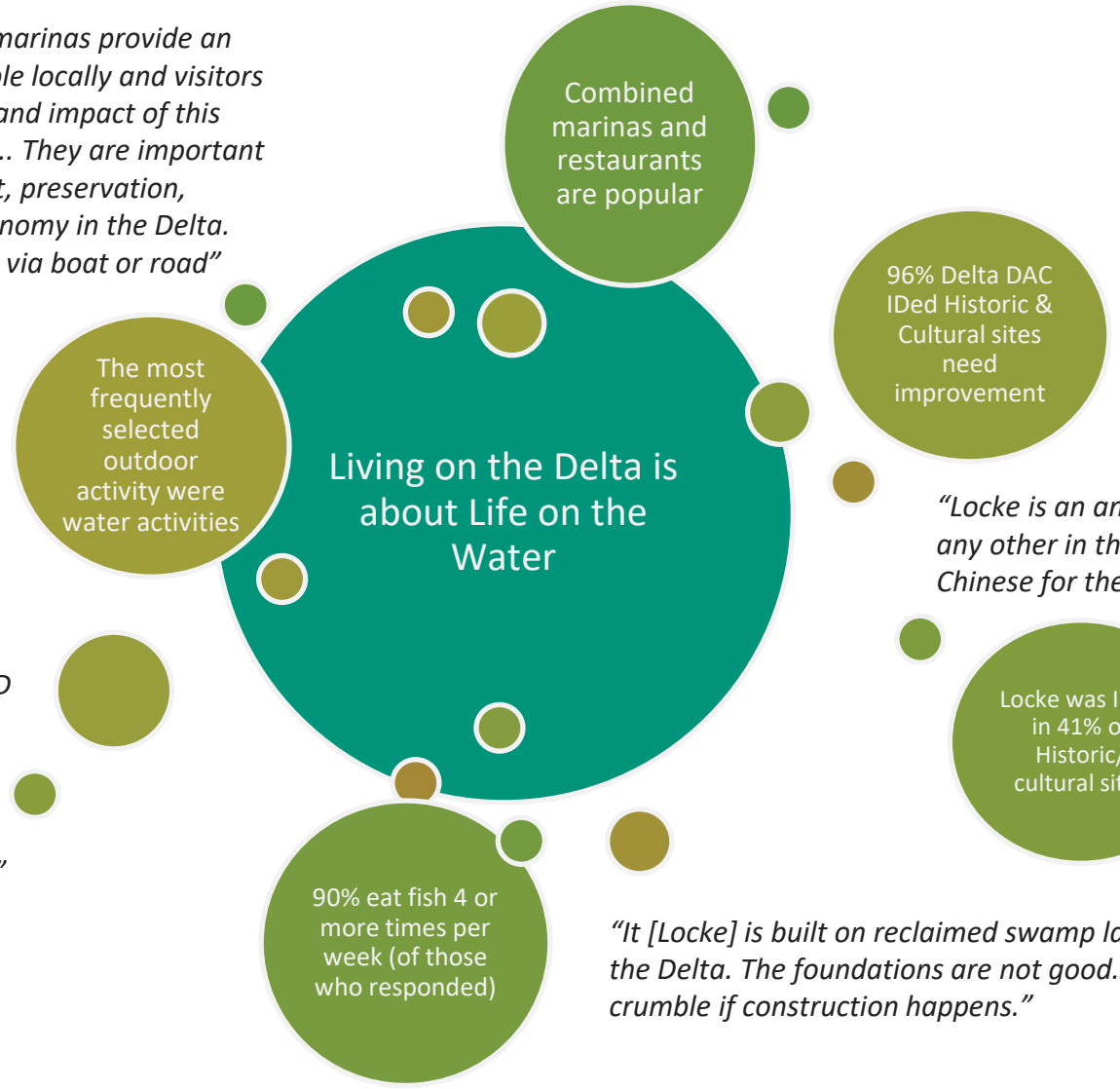
Outdoor Activities: 28%
Fishing Spots: 18%, Historic & Cultural Sites: 17%
Gathering Places:15%
Businesses & Services: 12%, and
Other Special Places: 11%





Highlights from “Special Places” Mapping

“Restaurants and marinas provide an experience to people locally and visitors to show the value and impact of this beautiful resource... They are important to the environment, preservation, recreation and economy in the Delta. restaurants to visit via boat or road”



“Locke is an amazing historic town not like any other in the U.S. which was built by the Chinese for the Chinese.”

“Our family and many friends spend time fishing in the Delta. Especially in this COVID time, it's been a safe way to de-stress, connect with nature, and (when fish bite) provide some protein.”

“It [Locke] is built on reclaimed swamp land like the other towns in the Delta. The foundations are not good…the town will probably crumble if construction happens.”

Are there services needed in your community?

Social services are needed in the Delta
(55% of Delta-region DAC comments).
Top services identified include:

- **Homeless services** (13%)
- **Food banks/food security** (13%)
- Other issues:
  - Affordable and quality housing
  - Children's and teens programs
  - Health and medical services
- No Services needed (15%)

"The city of Stockton's homeless population has steadily grown in recent years. Many of the camps are located along waterways that feed the Delta including the Calaveras River and Mormon Slough. Limited opportunities for education, high poverty, chronic unemployment and soaring housing costs along with mental health and substance abuse issues all contribute to this growing challenge. Short term, a large construction project in the Delta might give some relief. It will not solve the problem."

What potential benefits of the proposal could you see for your community?

More than two thirds (71%) of Delta-region DAC respondents commented that there are no benefits that will come from the project.

Other responses included jobs & training (11%) and improving natural environment (9%)

**Note – the DWR Community Benefits Program was not formulated at that time of the survey.*

Figure 2. Themes from Delta-region DAC comments on "What potential benefits of the proposal could you see for your community?"

Some Takeaways

- Delta DAC participants have strong interests in the natural environment and preserving the Delta and its community, agriculture, and heritage. For many, their quality of life is interwoven with “life on the water.”

- Outdoor activities are important to Delta DAC participants, including hiking, walking, running and water activities.

- Services are needed, with a strong emphasis on homelessness.

Item 5d.

Community Benefits Program Update

Community Benefits Report Out

Taller De Programa de Beneficios Comunitarios

Presentation Overview
Descripción General de la Presentación

- Review ideas from community benefits interviews
- Provide opportunity for input on community benefits program and project ideas

- *Revise las ideas de las entrevistas sobre beneficios para la comunidad*
- *Brindar la oportunidad de discutir el programa de beneficios comunitarios y proyectos.*

Community Interview Summary
Resumen de la Entrevista Comunitaria

Forty-four interviews, from 2/1/21-3/19/21

- Majority support the concept of a community benefits program
- Concerns included:
  - Complexity and feasibility
  - Trust; need for oversight and enforceable commitments
  - Lack of in-Delta capacity
  - Will projects last throughout construction and after?
  - Wanting more CEQA information first (impacts assessment; mitigation)

Cuarenta y cuatro entrevistas desde el 2/1/21 - 3/19/21

- *La mayoría apoya el concepto de un Programa de Beneficios Comunitarios*
- *Inquietudes incluidas :*
  - *Complejidad y viabilidad*
  - *Confianza; necesidad de supervisión y compromisos exigibles*
  - *Falta de capacidad en el Delta*
  - *Longevidad del programa*
  - *Desear primero más información de CEQA (evaluación de impactos; mitigación)*

Community Interview Summary, continued
Continuacion del Resumen

Recommendations included:

- Fund existing programs / avoid competing with existing programs
- Use existing community action plans, other Delta project plans
- Fund savings accounts for residents to use for education/job training
- Provide lump sums for legacy communities
- Ensure planning and oversight are locally driven
- Solicit broad input about different types of projects to consider

Recomendaciones incluidas

- *Financiar programas existentes / evitar competir con programas existentes*
- *Utilizar planes de acción comunitarios existentes, otros planes*
- *Fondos de cuentas de ahorro para que los residentes las utilicen con fines educativos o de capacitación laboral*
- *Financiar sumas globales para comunidades de legado*
- *Asegúrar de que la planificación y la supervisión se realicen a nivel local*
- *Ampliar información sobre diferentes tipos de proyectos a considerar*

SEC Input

Aportación SEC

Opportunity to provide input on:

1. What do you think about the community benefits concept?
2. What should the program's purpose and objectives be?
3. What is your reaction to the proposed program components?
4. What do you think about the proposed categories of benefits?
5. Do you have any project suggestions?

Brindan informacion sobre:

1. *¿Qué opinas del concepto de beneficios comunitarios?*
2. *¿Cuáles deberían ser los objetivos de un programa de beneficios comunitarios?*
3. *¿Cómo podrían beneficiarse las comunidades de Delta al participar en el programa?*
4. *¿Qué opinas de las categorías propuestas de tipos de proyectos?*
5. *¿Tiene alguna sugerencia de proyecto?*

Next Steps
Proximas Pasos

- Meeting report summarizing all input
- Workshop May 6, 6:00-8:00 pm (focusing on ideas for project types)
- Tribal Member Workshop May 17, 1:00-5:00 (Tribal Members only)
- Workshop May 25, 6:00-8:00 (focusing on implementation commitments and public participation process)
- Draft Community Benefits Program Framework will be included as an appendix in the Draft EIR, expected mid-2022

- *Informe de la reunión que resume*
- *Participación en el Taller de Categorías el 6 de Mayo, 6:00-8:00 pm*
- *Taller Tribal el 17 de Mayo 1:00-5:00*
- *Taller de Implementación de Compromisos el 25 de Mayo, 6:00-8:00*
- *Marco del Programa de Beneficios Comunitarios de Junio del 2021*
- *El proyecto de marco se incluirá como revisión del impacto ambiental., en mid-2022.*

For more information contact Juliana Birkhoff at:

juliana@aginnovations.org

Public Comment on Item 5

Item 6.

Future Agenda Items & Next Meeting

Date: June 23rd

Agenda Items*

- Community Benefits Framework
- Design Change Updates

(subject to change)

Item 7.

Non-Agendized SEC Comments or Questions

Item 8.

Public Comment on Non-Agendized Items

Thank you

DCA
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

JUNE 23, 2021

Stakeholder Engagement Committee Meeting

Meeting Agenda

1	**Welcome/ Call To Order**
2	***Roll Call***
3	***Minutes Review: April 28, 2021 Regular SEC Meeting***
4	***Updates & Committee Discussion***
	4a. DCA Review and Updates
	4b. DWR CEQA Status Update
	4c. SEC Questions or Comments on April 28th Meeting Presentation
	4d. Public Comment on Item 4
5	***Presentations & Committee Discussion***
	5a. Design Change Updates
	5b. Ongoing Outreach Efforts
	5c. Community Benefits Program Update
	5d. Public Comment on Item 5
6	**Future Agenda Items & Next Meeting**
	6a. Design Change Updates
	6b. Engineering Updates
	6c. Subsurface Investigations Update
7	***Non-Agendized SEC Questions or Comments***
8	***Public Comment on Non-Agendized Items***

Item 3.

Minutes Review:

April 28, 2021
Regular SEC Meeting

Item 4.

Updates & Committee Discussion

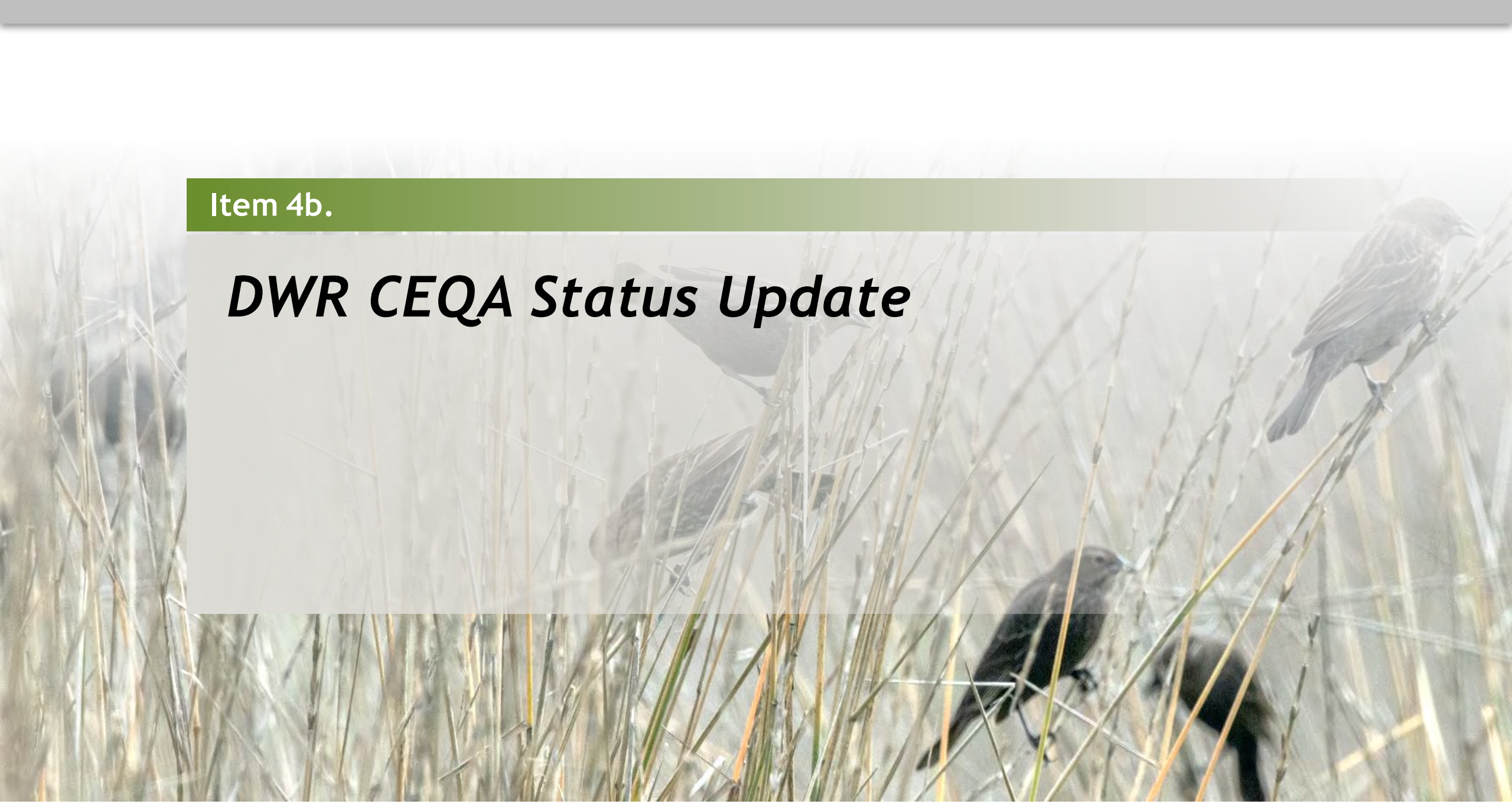
- *DCA Review and Updates*
- *DWR CEQA Status Update*
- *SEC Questions or Comments on April 28th Meeting Presentation*
- *Public Comment on Item 4*

Item 4a.

DCA Review and Updates

Item 4b.

DWR CEQA Status Update



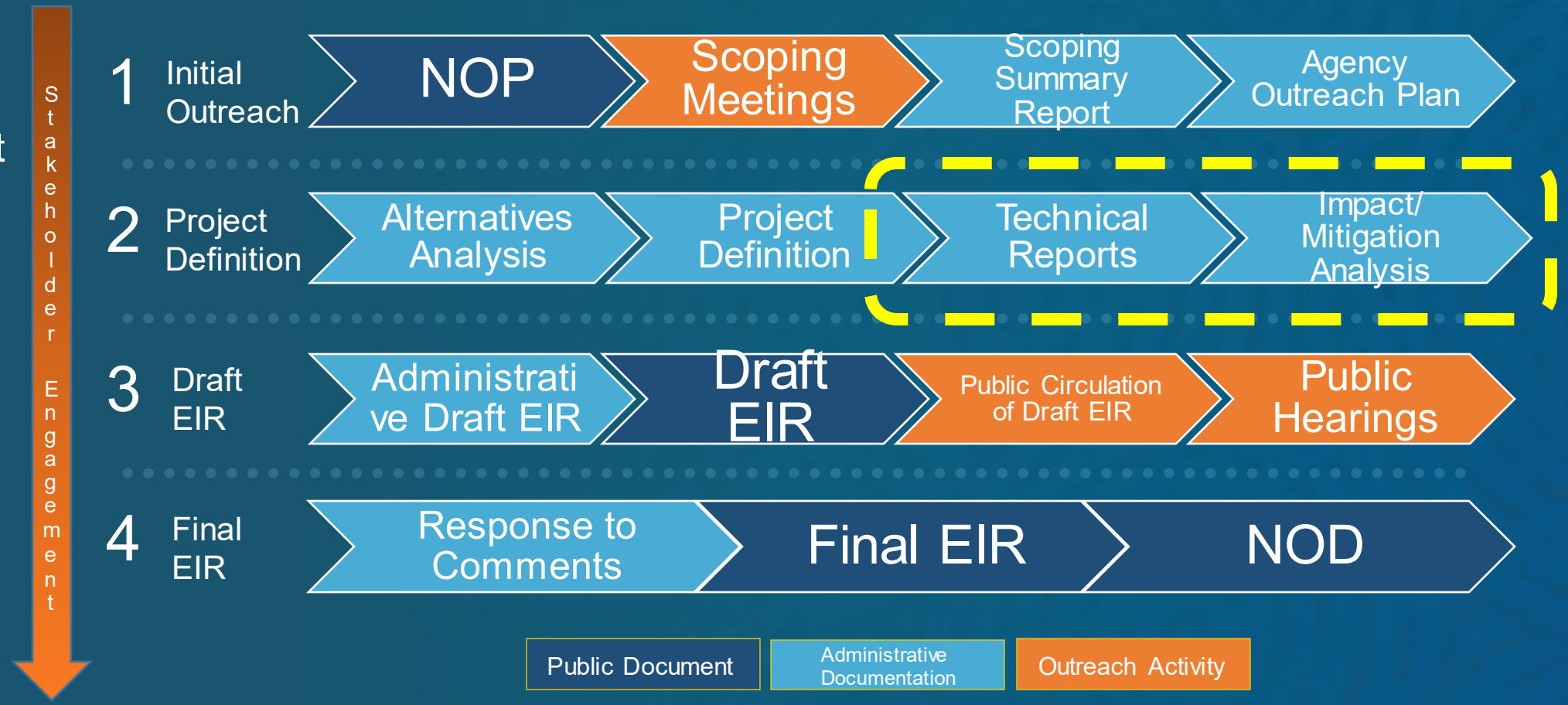
April
2021

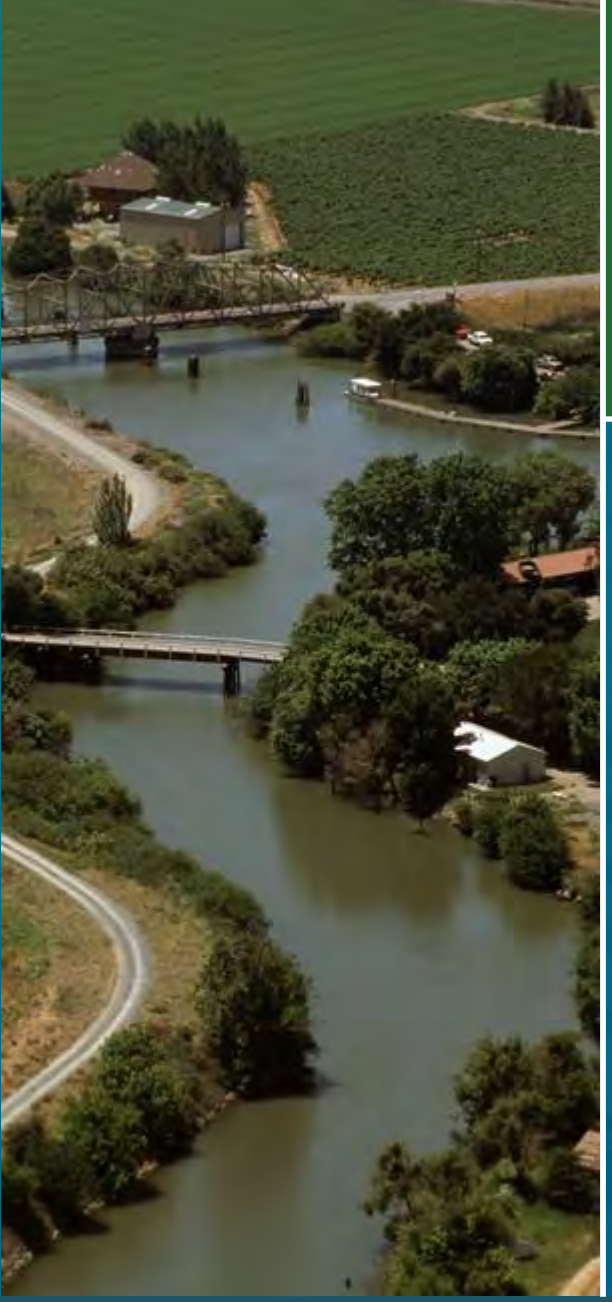
Delta Conveyance Project:
Environmental Review Update

Carrie Buckman
Environmental Program
Manager

Environmental Review Process

Identify, analyze and disclose the potential significant adverse environmental impacts of a proposed project, and provide feasible mitigation measures and alternatives to avoid or reduce such effects.





Environmental Planning Update

- California Environmental Quality Act (CEQA): technical studies and impact analysis
- National Environmental Policy Act (NEPA): United States Army Corps of Engineers proceeding to develop EIS
- Soil Investigations: field work under Initial Study/Mitigated Negative Declaration started in March, short break in early July, two-week look-ahead available at https://water.ca.gov/Programs/State-Water-Project/Delta-Conveyance/Public-Information

Item 4c.

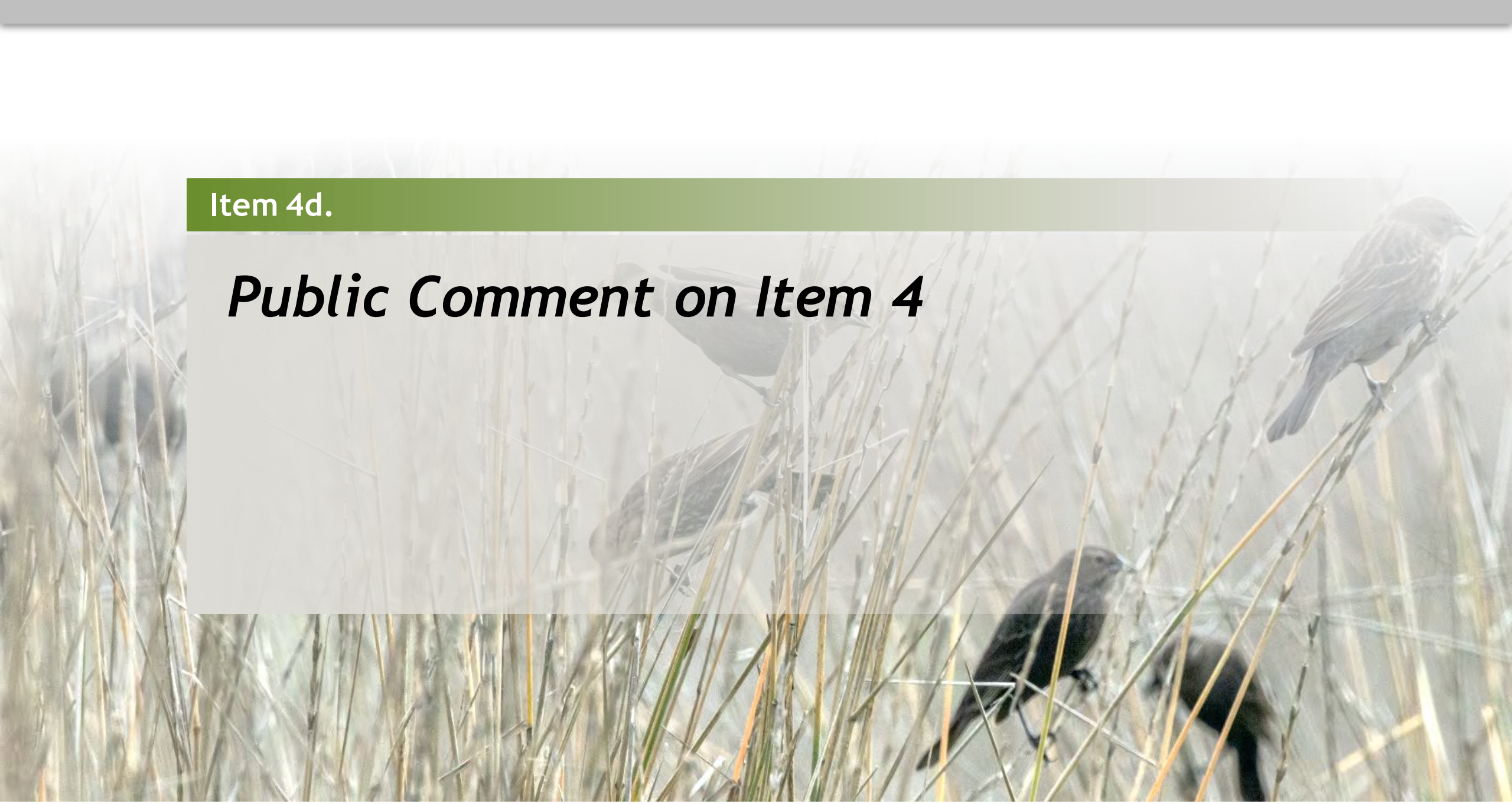
SEC Questions or Comments on April 28th Meeting Presentation

Agenda:

- *Design Changes*
- *Ongoing Outreach Efforts*
- *Environmental Justice Survey Results*
- *Community Benefits Program Update*

Item 4d.

Public Comment on Item 4



Updates & Committee Discussion

- ***Design Change Updates***
- ***Community Benefits Program Update***

Design Changes

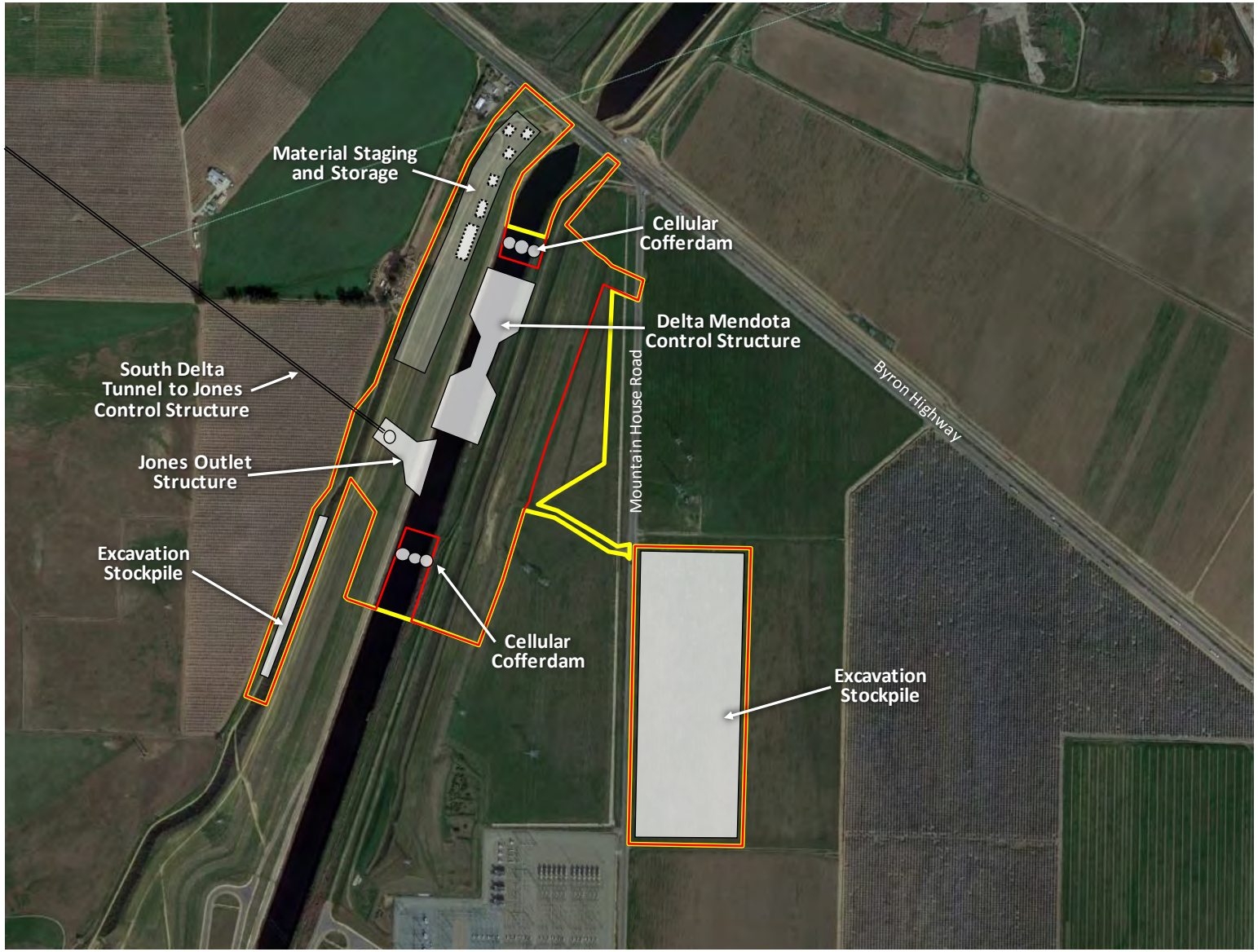
- South Delta Connection
- Realignment of Ring Levee at Twin Cities Site
- Changes to Southern Forebay Footprint

Overview of South Delta Connection

- **Connection to USBR's Central Valley Project (CVP) Facilities**
  - 7500 cfs Capacity Alternative Only
  - Connection from Southern Forebay to Delta-Mendota Canal (DMC)
- **Main Facilities**
  - Control structure addition to South Delta Outlet and Control Structure
  - 20-foot diameter tunnel
  - Outlet structure
  - DMC Control Structure
  - Bethany facilities similar, but no tunnel

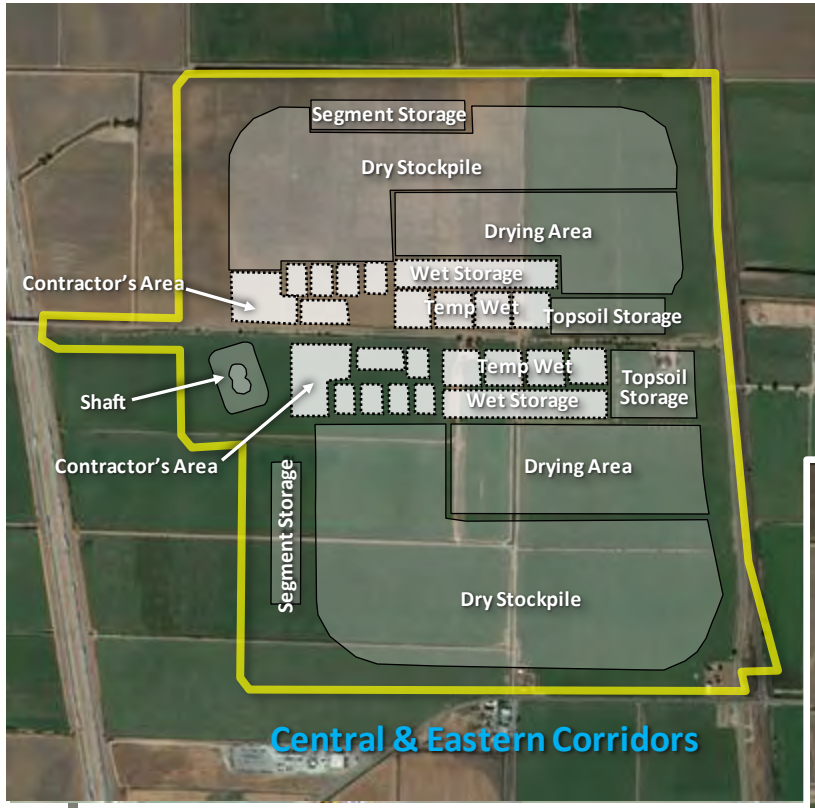
DMC Structures Layout and Updates for External Flooding

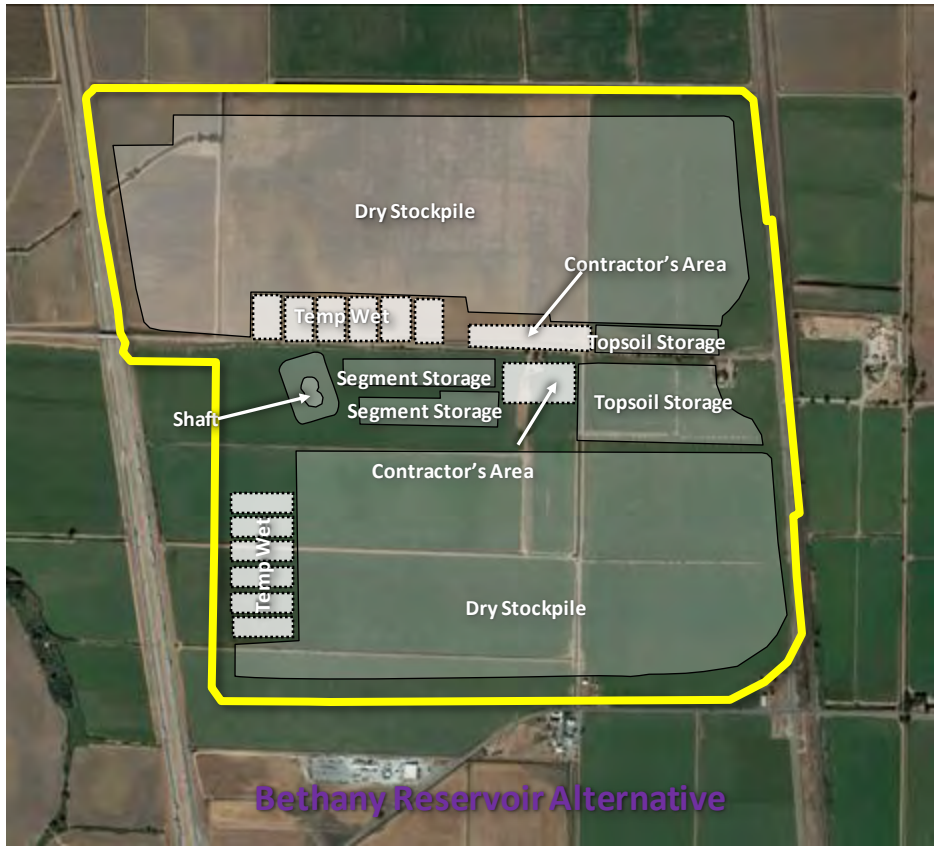
- **Recently updated to include external flood resiliency**
  - 200 yr + SLR levels
- **Layout Drivers**
  - Need to maintain flow in bypass channel during construction
  - Dewater DMC between cofferdams during construction
  - Large existing spoils piles on each side of existing canal
  - Excess excavation stockpiled on-site—each side—reduces trucking and traffic issues



Realignment of Ring Levee at Twin Cities Complex

- **Original Configuration**
  - Fully surrounds construction working area and provides passive protection
  - Intended to provide protection from 100-yr flood event
  - Required ring levee “tie in” to Dierssen Rd ramp over I-5
  - Intended to provide space for separate tunnel contractors (North vs. South tunnel)

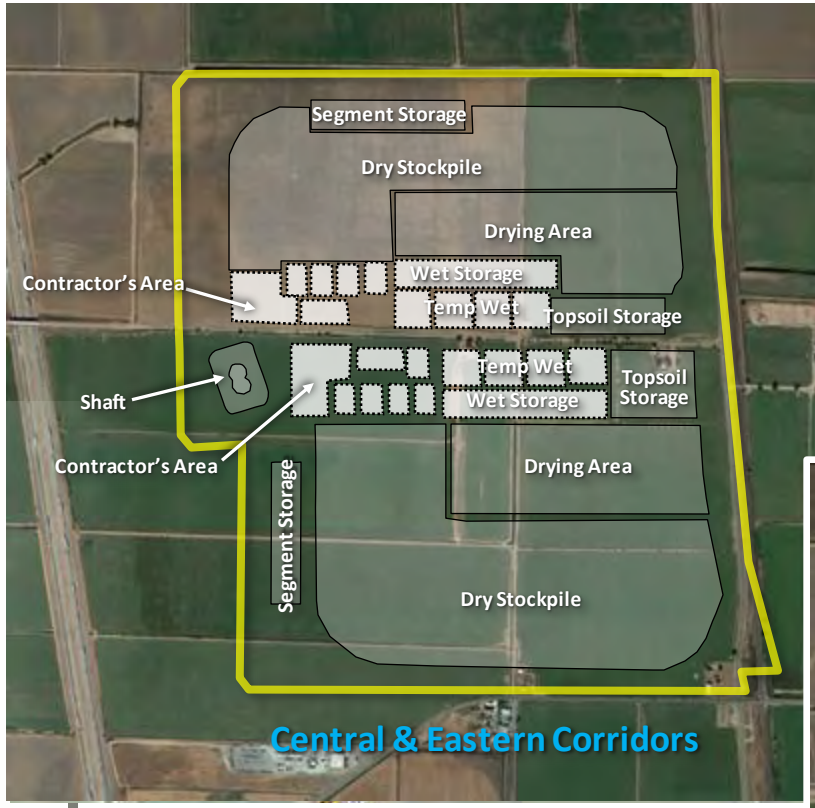




Construction Impact Area

Realignment of Ring Levee at Twin Cities Site

- **Revised Configuration**
  - Removes connection to Dierssen Road ramp
  - Provides more space between western side of ring levee and I-5 (Bethany only)
  - Allows shallow overland flows to move around the site following topography
  - Allows better flow to existing culverts under I-5



Construction Impact Area

Changes to Southern Forebay Footprint

- **Original Configuration**
  - Included space to temporarily stage topsoil at NE corner of site
  - Permanent stockpile of peat between forebay and Italian Slough
  - Permanent RTM stockpile for any leftover reusable material on north side of forebay

Changes to Southern Forebay Footprint

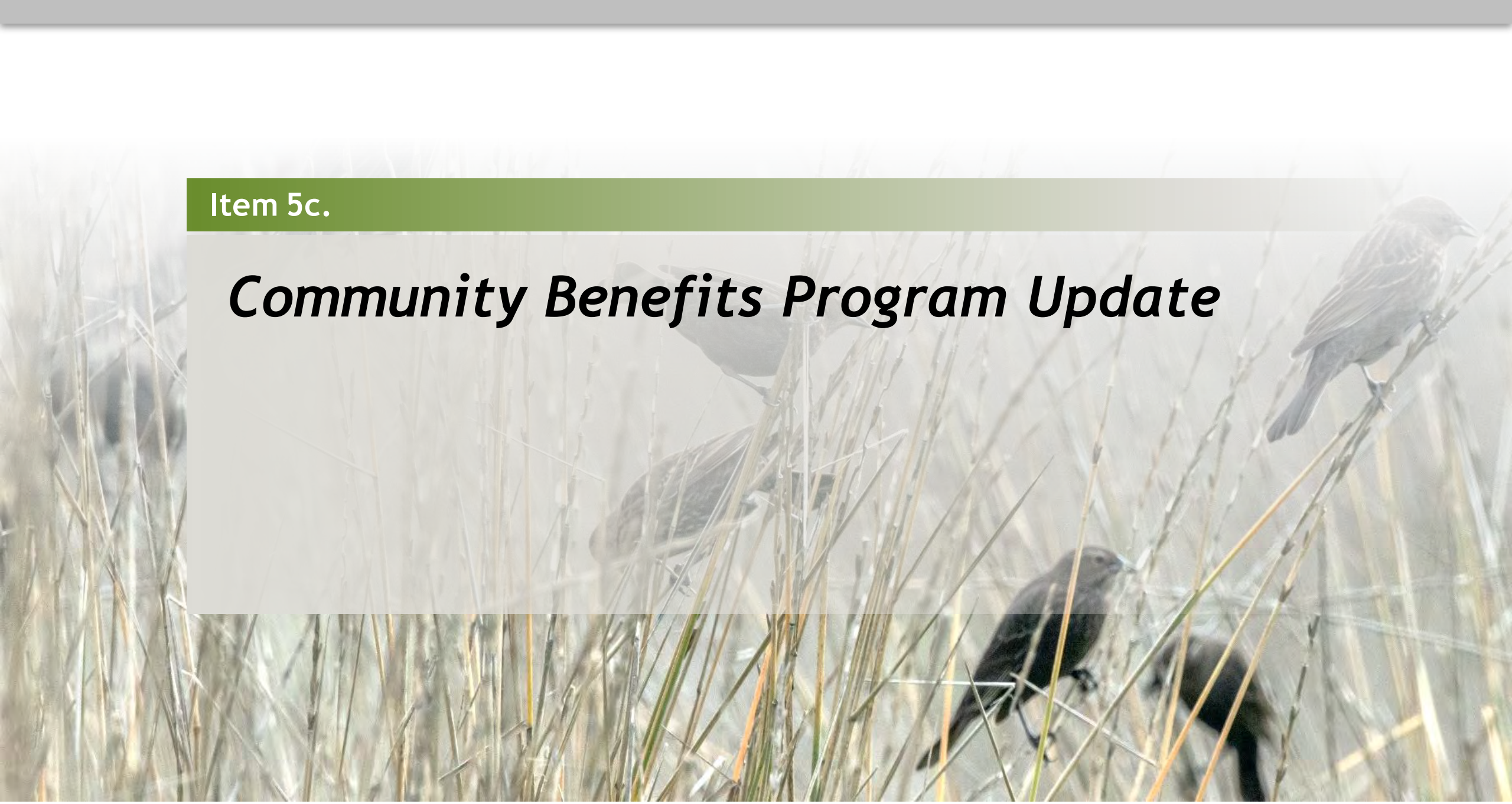
- **Revised Configuration**
  - Soil balance indicates less remnant RTM for north stockpile than originally considered
  - Use north stockpile area for permanent peat stockpile (w/ cover), temporary topsoil stockpile, and remnant RTM stockpile
  - Reduced temporary footprint ~250 acres and permanent footprint ~150 acres

Item 5b.

Ongoing Outreach Efforts

Item 5c.

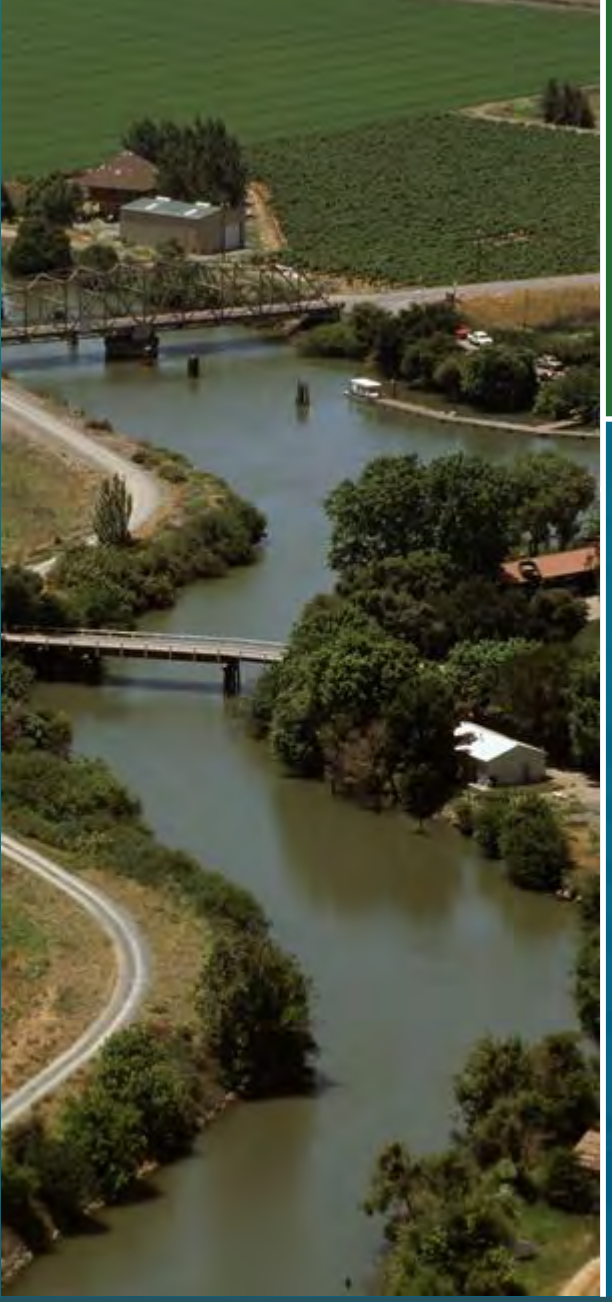
Community Benefits Program Update



June
2021

Delta Conveyance Project:
Public Outreach Update

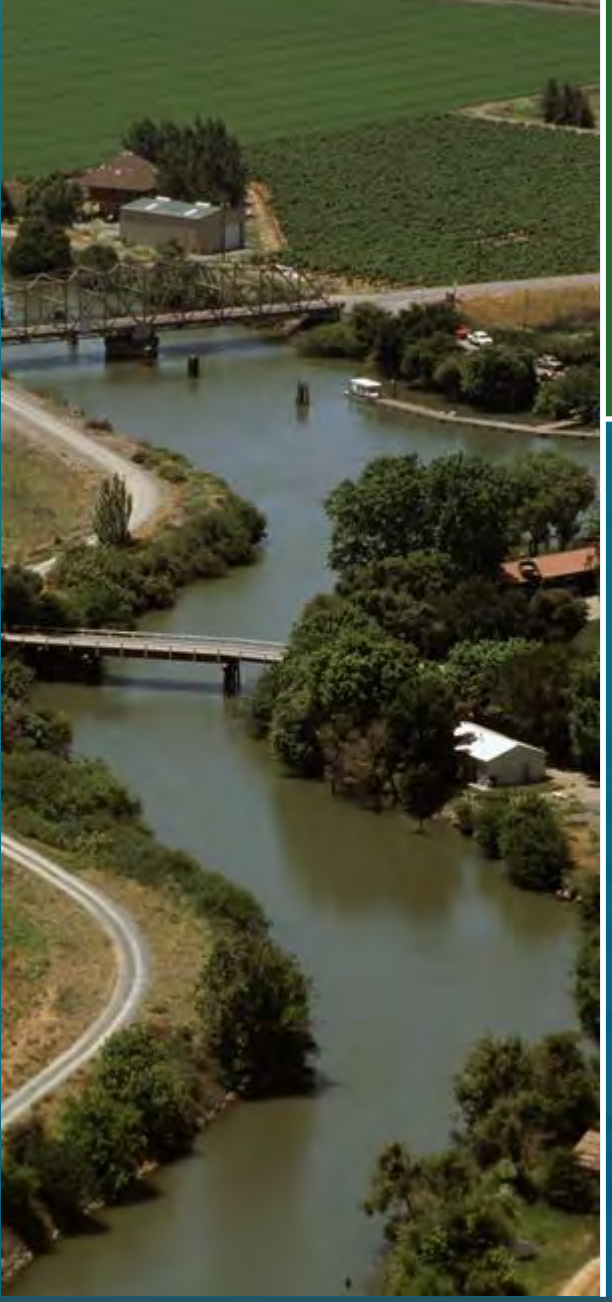
Janet Barbieri
Communication Manager



Environmental Justice Survey

- The Environmental Justice Survey Report is available on the DWR project website.
- The executive summary is available in Spanish.
- Ag Innovations is available for presentations or briefings if any groups are interested in learning more about the methodology or the findings.

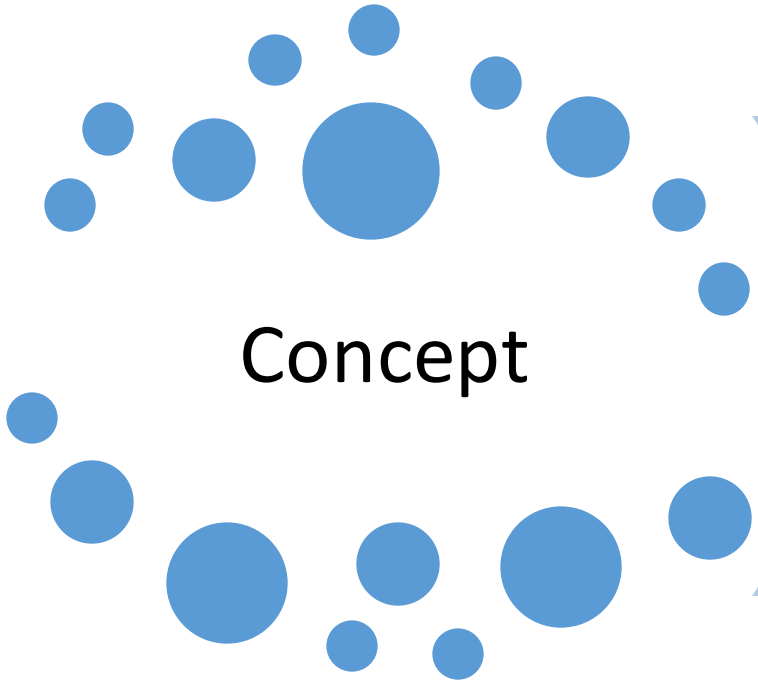
➢ water.ca.gov
  ➢ Delta Conveyance
    ➢ Environmental Justice
      ➢ Environmental Justice Community Survey



Community Benefits Program

- First round of community workshops have concluded
- Materials, including presentations, meeting videos and meeting summaries available on the project website.
- DWR will use the input provided through the workshops, interviews and written comment to develop a Framework to be included as an appendix in the Draft EIR.
- What are the next steps?

Delta Conveyance Project: Community Benefits Program Process Goal



Start with the Community Benefits Framework

Finished Community Benefits Program

Formalize Final Program

Community Benefit Program Immediate Next Steps

Information & Education

Case study workshop

Tribal workshop

Informal Querying

Interviews

Meeting (s)

Recommendations

Outreach & Engagement

Small group Briefings

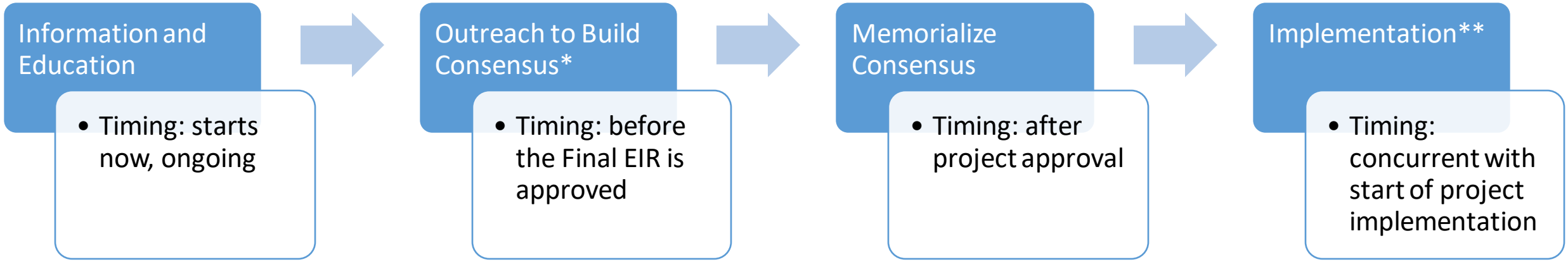
Continued community meetings

Group organizations

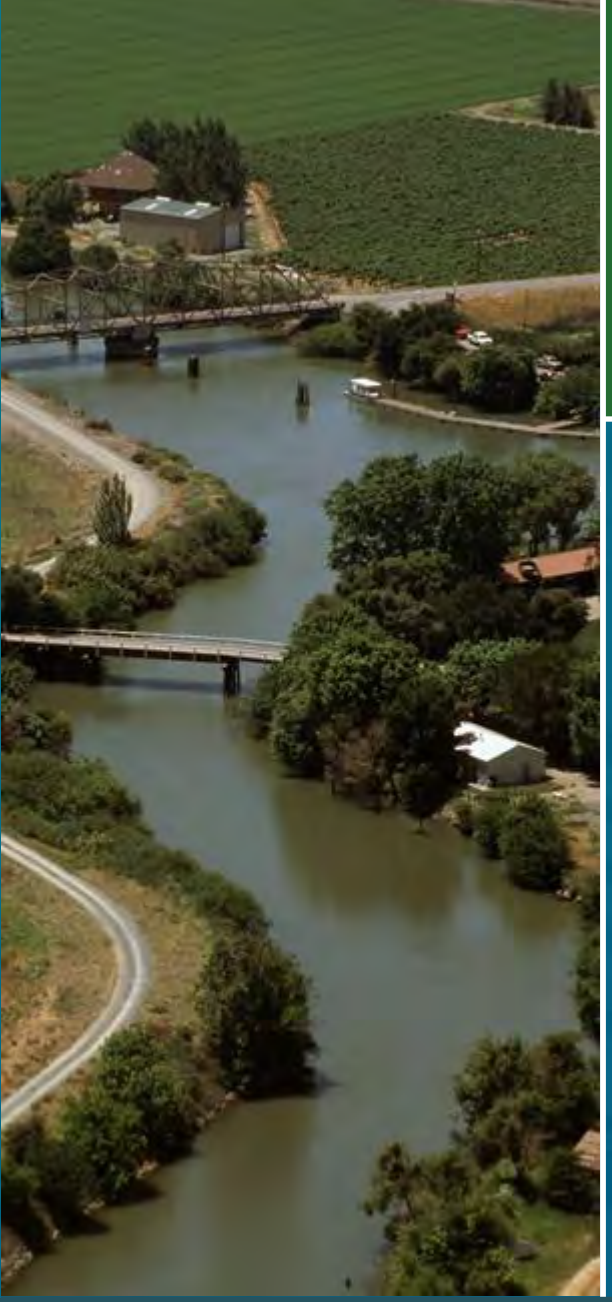
Outreach and Engagement Objective: Build Consensus on Details of the Program

- How should the Delta Fund be set up?
- Who should administer the Delta Fund?
- How should Delta Fund projects be prioritized?
- What economic development commitments should DWR/PWAs make?
  - Local business preferences
  - Targeted hiring
  - Dual-purpose infrastructure (leave behinds)
- What is the implementation plan?

Community Benefit Program Overall Process Flowchart



*Engagement does not imply project support.
**Implementation only if there is an approved project.



Informational Webinars

- Four informational webinars to provide background information about how the Draft EIR is being prepared.
- Will include presentations from technical staff about approach, methodologies, assumptions used to conduct impact analyses.
  - 7/14/21: Operations of the State Water Project & Delta Conveyance
  - 8/03/21: Fisheries
  - 8/25/21: Climate Change
  - 9/16/21: Environmental Justice

Operations of the State Water Project and Delta Conveyance

Wednesday, July 14, 2021
6:00pm – 7:30pm

REGISTER HERE

Topic Highlights:

- State Water Project (SWP) basics, including how water moves through the Delta and current SWP operations
- Future challenges and risks to SWP
- Methods to model operations for Delta Conveyance Project environmental review
- Interpretation and use of modeling results
- Water quality requirements and related operational constraints

Fisheries

Tuesday, August 3, 2021
6:00pm – 7:30pm

REGISTER HERE

Topic Highlights:

- Environmental setting details, including fish species evaluated, migration patterns and fish life cycles
- Fish screen considerations
- Models, data and analytical methods being used for evaluating potential impacts

Climate Change

Wednesday, August 25, 2021
6:00pm – 7:30pm

REGISTER HERE

Topic Highlights:

- DWR's overall climate change planning efforts, including the Department's Climate Action Plan
- Purpose of climate change analysis for the Delta Conveyance Project
- Current climate change data
- Approach to climate resiliency evaluation in the Draft EIR
- Climate change and other resource area analytical methods being used for evaluating potential impacts, including for air quality and traffic

Environmental Justice

Thursday, September 16, 2021
6:00pm – 7:30pm

REGISTER HERE

Topic Highlights:

- Environmental Justice (EJ) Survey results overview, including lessons learned about EJ outreach in the Delta
- Environmental Justice evaluation methodology to be included in the Draft EIR, including National Environmental Policy Act methods considered and the use of EJ Survey data

Item 5d.

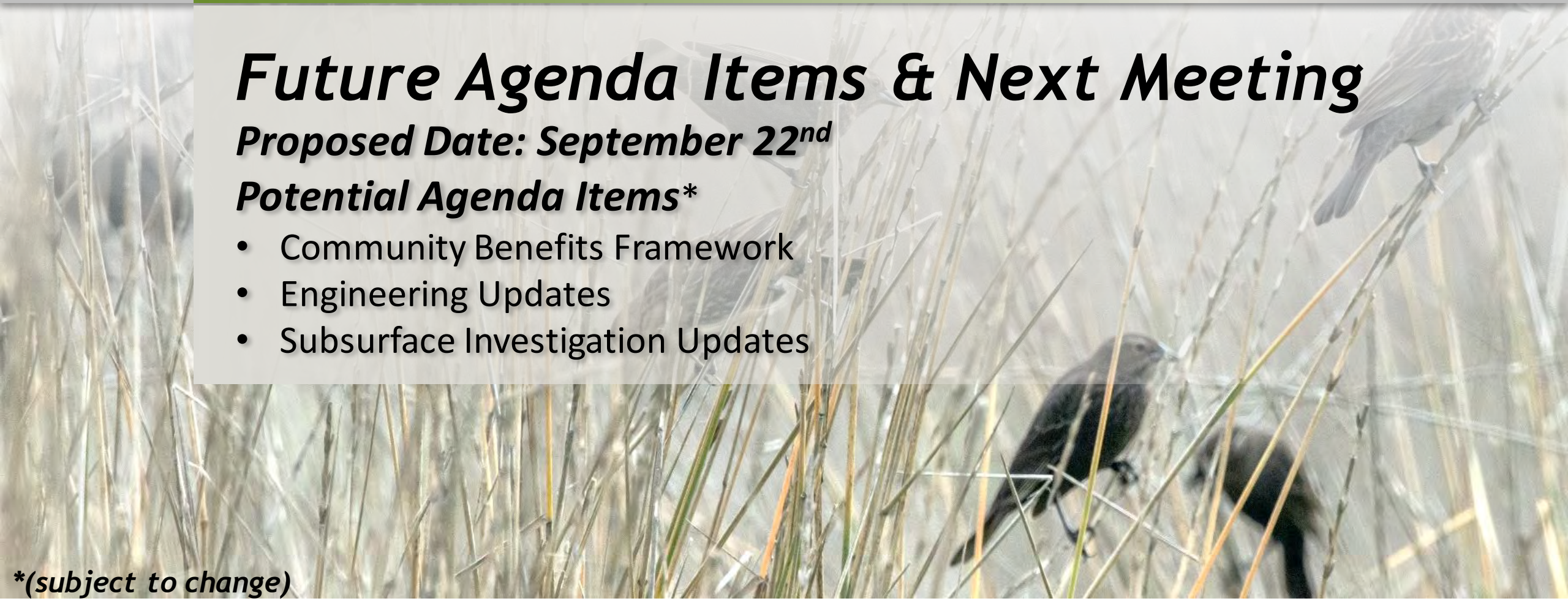
Public Comment on Item 5

Future Agenda Items & Next Meeting

Proposed Date: September 22nd

Potential Agenda Items*

- Community Benefits Framework
- Engineering Updates
- Subsurface Investigation Updates



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Item 7.

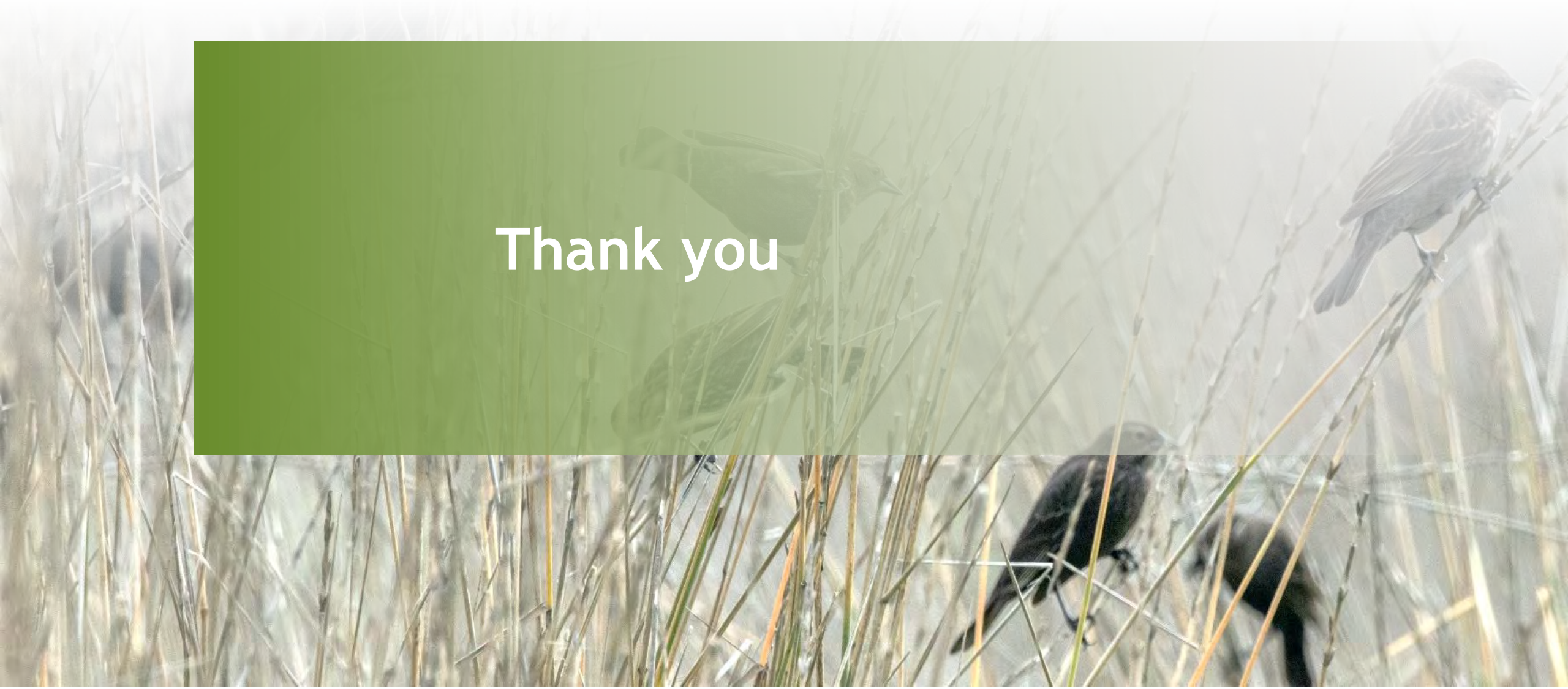
Non-Agendized SEC Comments or Questions

Item 8.

Public Comment on Non-Agendized Items

Questions?

Thank you



An Aechmophorus grebe, (Clark's and Western grebe) explores the Sacramento-San Joaquin Delta in Northern California on April 18, 2008. Photo: Dale Kolke / California Department of Water Resources

DCA
DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

SEPTEMBER 22, 2021

Stakeholder Engagement Committee Meeting

Meeting Agenda

1	**Welcome/ Call To Order**
2	***Roll Call***
3	***Minutes Review: June 23, 2021 Regular SEC Meeting***
4	***Updates & Committee Discussion***
	4a. DCA Review and Updates
	4b. DWR CEQA Status Update
	4c. SEC Questions or Comments on June 23rd Meeting Presentation
	4d. Public Comment on Item 4
5	***Presentations & Committee Discussion***
	5a. Air Quality Analysis Methods
	5b. Ongoing Outreach Efforts
	5c. Engineering Updates
	5d. Public Comment on Item 5
6	**Future Agenda Items & Next Meeting**
7	***Non-Agendized SEC Questions or Comments***
8	***Public Comment on Non-Agendized Items***

Item 3.

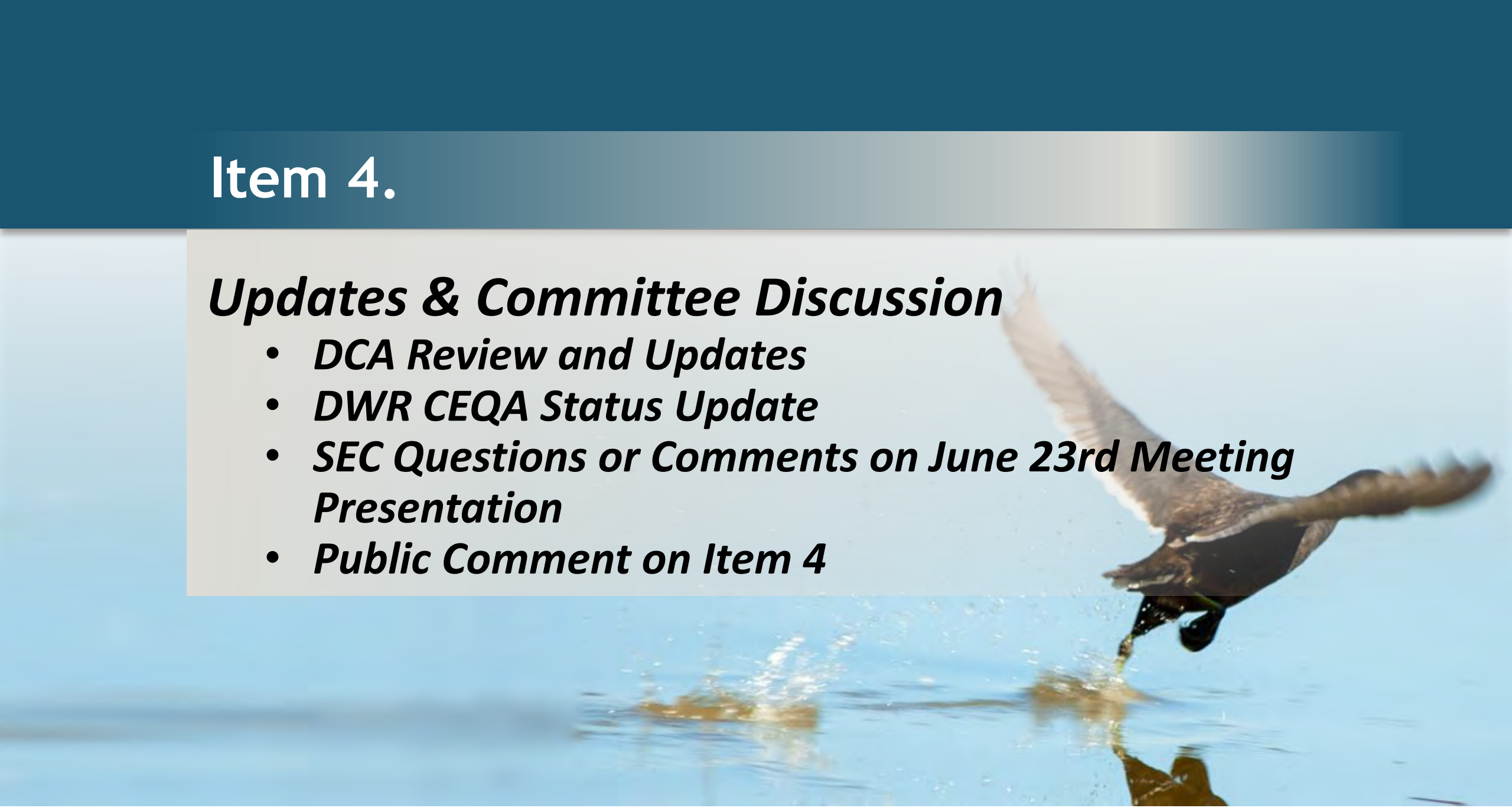
Minutes Review:

June 23, 2021
Regular SEC Meeting

Item 4.

Updates & Committee Discussion

- *DCA Review and Updates*
- *DWR CEQA Status Update*
- *SEC Questions or Comments on June 23rd Meeting Presentation*
- *Public Comment on Item 4*



Item 4a.

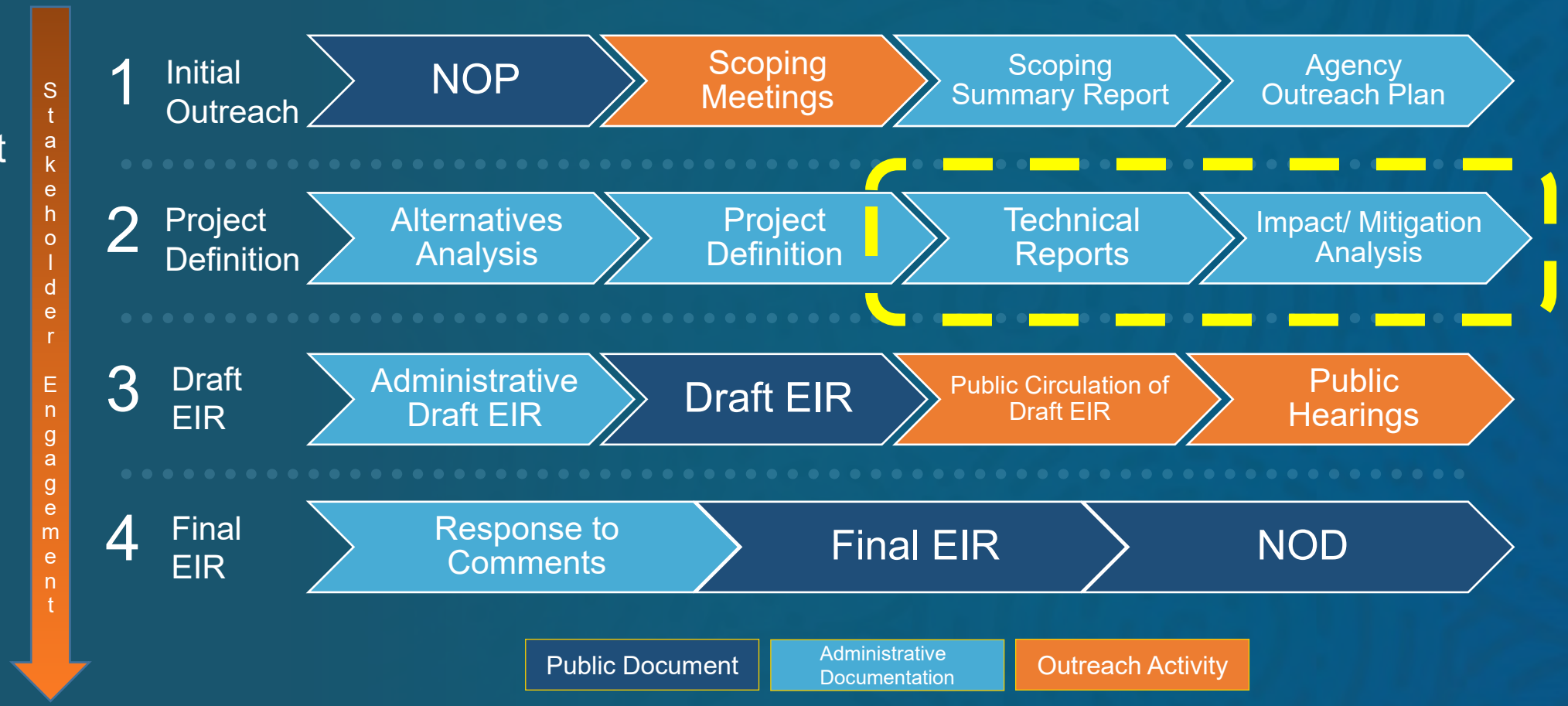
DCA Review and Updates

Item 4b.

DWR CEQA Status Update

Environmental Review Process

Identify, analyze and disclose the potential significant adverse environmental impacts of a proposed project, and provide feasible mitigation measures and alternatives to avoid or reduce such effects.



Environmental Planning Update

- California Environmental Quality Act (CEQA): technical studies and impact analysis
- National Environmental Policy Act (NEPA): United States Army Corps of Engineers proceeding to develop EIS
- Soil Investigations: field work under Initial Study/Mitigated Negative Declaration had a short break in July and August and is resuming in September
  - Two-week look-ahead available at https://water.ca.gov/Programs/State-Water-Project/Delta-Conveyance/Public-Information

Ways to Stay Informed

water.ca.gov

- Programs
  - State Water Project
    - Delta Conveyance

Project Hotline

866.924.9955

Twitter

@CA_DWR

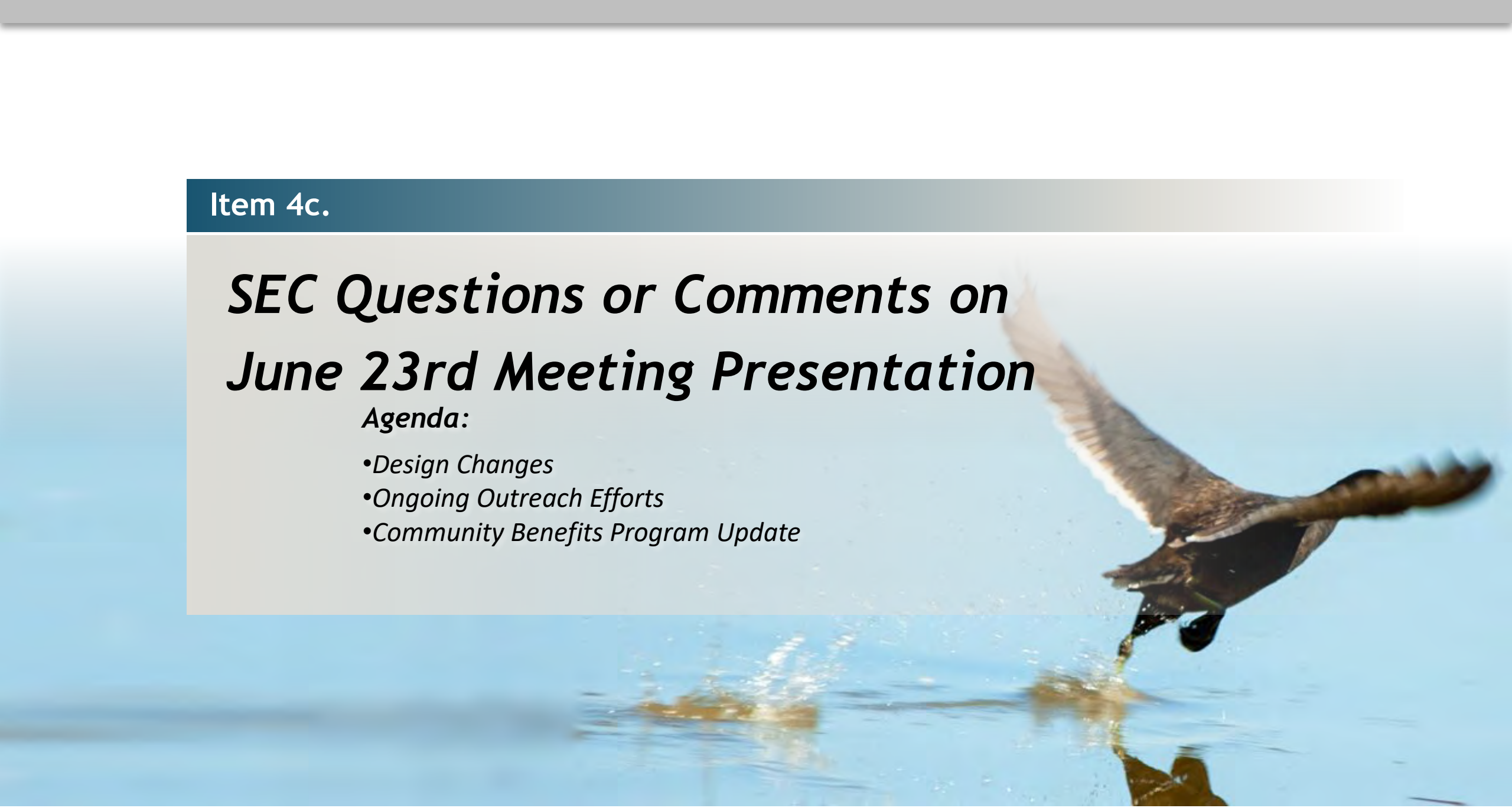
Project Email

DeltaConveyance@water.ca.gov

SEC Questions or Comments on June 23rd Meeting Presentation

Agenda:

- *Design Changes*
- *Ongoing Outreach Efforts*
- *Community Benefits Program Update*



Item 4d.

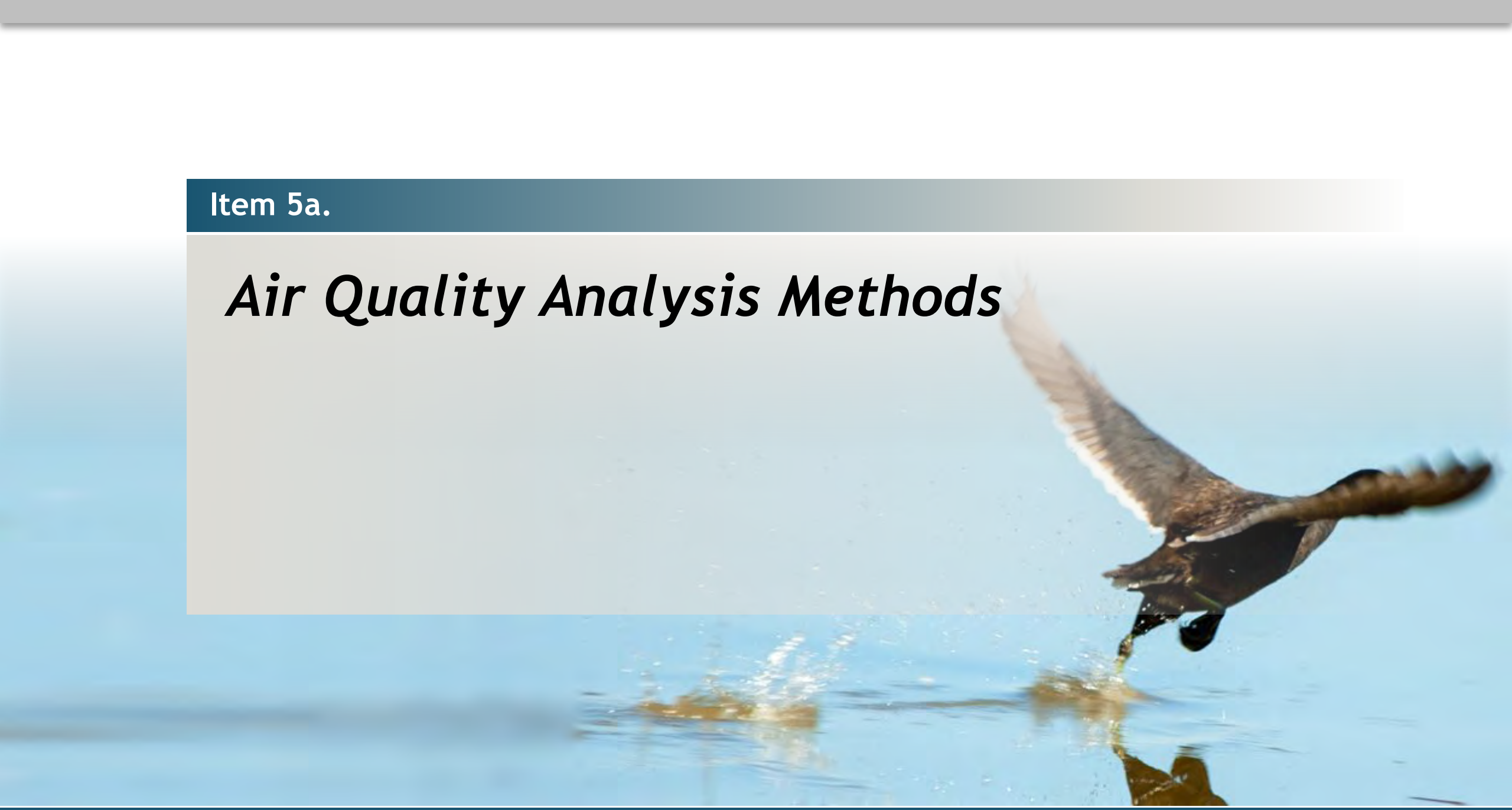
Public Comment on Item 4

Item 5.

Updates & Committee Discussion

- ***Air Quality Analysis Methods***
- ***Ongoing Outreach Efforts***
- ***Design Change Updates***

Air Quality Analysis Methods



September 22, 2021

Delta Conveyance Project

Air Quality and Greenhouse Gases

Laura Yoon
ICF
Managing Director, Air Quality and Climate Change

Edward Carr
ICF
Managing Director, Air Quality and Health Risk

Presentation Overview

Presentation

- Overview of the CEQA air quality analysis
- Summary of analysis methods
- Review of preliminary analysis results and mitigation
- SEC Q&A

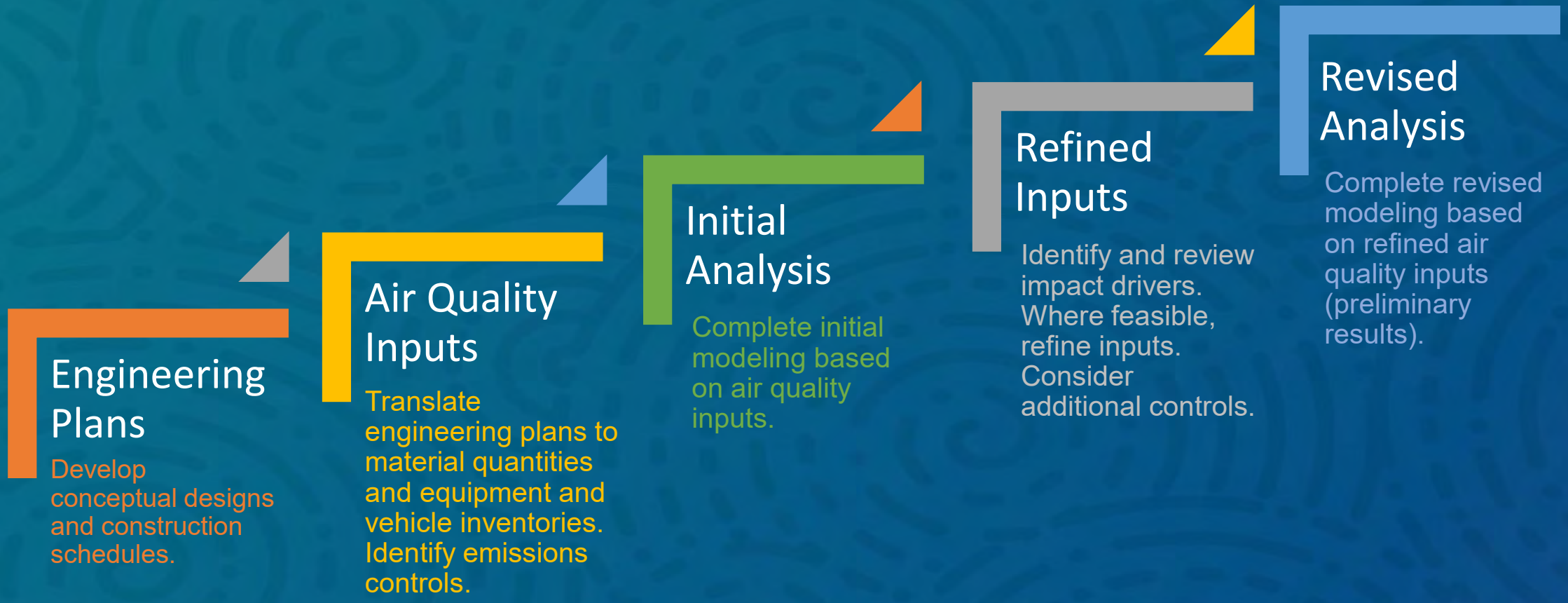
Overview of the CEQA Air Quality Analysis

Mass Emissions	Ambient Air Quality	Human Health Risks	Additional
• Regional ozone precursors and criteria pollutants • Greenhouse gases	• Localized criteria pollutant concentrations	• Cancer and non-cancer health hazards • Community health incidence	• Valley fever and asbestos • Lead-based paint • Odors

Focus of today's presentation

Summary of Analysis Method

Process and Coordination



Summary of Analysis Method

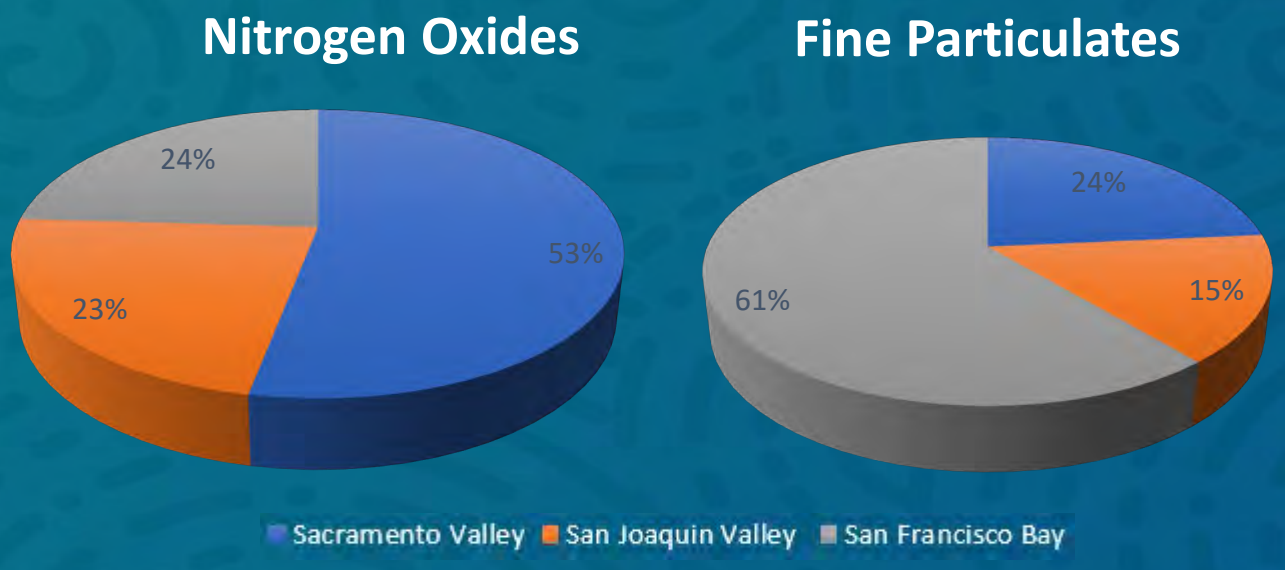
Technical Approach and Models

- Identify and quantify mass emissions from all emissions generating sources
- Use agency-approved quantification methods and models
  - California Emissions Estimator Model
  - EMFAC and CT-EMFAC
  - USEPA's AP-42
- Account for environmental commitments
- Translate mass emissions to pollutant concentrations using USEPA's AERMOD dispersion model

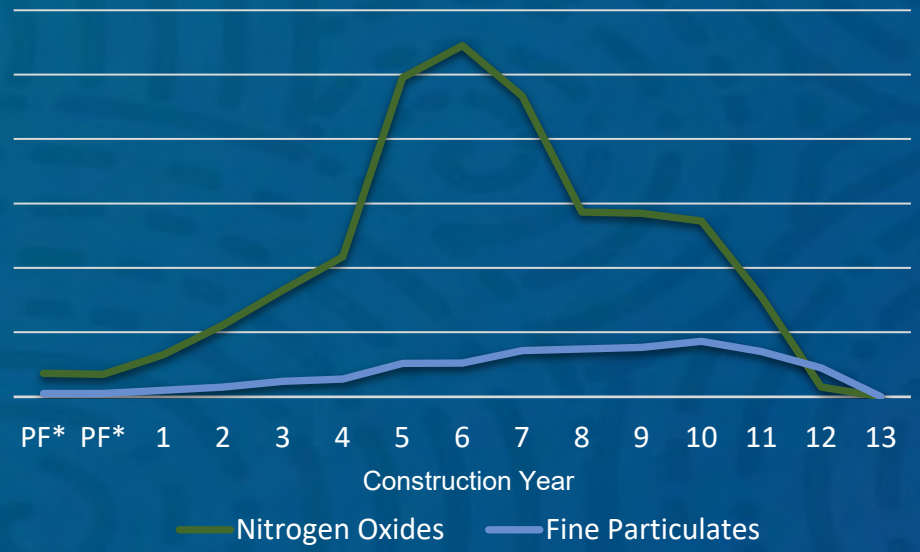
Source	Emissions Generating Process
Heavy equipment	Equipment fuel combustion
Motor vehicles	Vehicle fuel combustion
	Tirewear and brakewear
	Vehicle travel
	Air conditioner losses
Locomotives	Locomotive fuel combustion
Marine	Vessel fuel combustion
Electricity consumption	Generation and transmission
Circuit breakers	Fugitive losses
Striping	Painting of parking lots and roads
Paving	Application of asphalt
Demolition	Mechanical dismemberment
	Debris loading
Land clearing	Scraping
	Bulldozing
	Truck loading
	Sequestration/carbon storage
Dredged and reusable tunnel materials	Conveyance transfer
	Stockpile wind erosion
	Truck and rail car loading
Concrete batching	Material processing
	Stockpile wind erosion
	Upstream (lifecycle) activities
Wastewater treatment	Anaerobic decomposition
Helicopters	Vehicle fuel combustion

Review of Preliminary Results and Mitigation

Regional Criteria Pollutants



Regional Distribution of Total Construction NOx and PM2.5 by Air Basin (6,000 cfs)



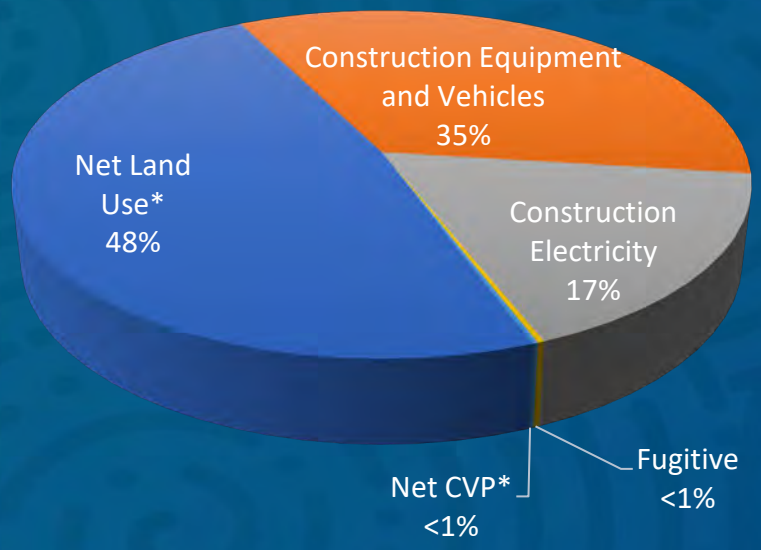
Temporal Distribution of Total NOx and PM2.5 by Air Basin (6,000 cfs)

* Preliminary field investigations

Review of Preliminary Results and Mitigation

Greenhouse Gases

- Long-term maintenance and operational SWP pumping activities consistent with DWR's climate action plan
- Construction (including land use change) and changes in CVP pumping activities are quantified annually over 30 operational years



Total Construction and Operational CO_2e (6,000 cfs)

* Includes emissions through full build and over 30 operational years

Review of Preliminary Results and Mitigation

Regional Criteria Pollutants and Greenhouse Gases

- Emission estimates include all feasible on-site environmental controls
  - Advanced and newer engines
  - Fugitive dust plan
  - DWR best management practices
- CEQA mitigation requires regional offsets for criteria pollutants above local air district thresholds
  - Achieved in partnerships with local air districts
- CEQA mitigation requires development and implementation of a GHG mitigation program to reduce construction and operational CVP emissions to net zero
  - Achieved through a combination of on-site construction strategies, off-site strategies, and carbon credits

Review of Preliminary Results and Mitigation

Ambient Air Quality Analysis

- Use of maximum daily or maximum annual emissions
- Fenceline concentrations (highest exposure)
- Comparison with national and California air quality standards
  - No exceedances for carbon monoxide or sulfur dioxide
  - One location exceeds 1-hour nitrogen dioxide
  - 24-hour PM10 (coarse size particles) most project alternatives and air districts showing exceedances but not all
  - Annual PM10 similar to 24-hour but fewer locations showing exceedance
  - 24-hour PM2.5 (fine particles) most locations above standard or significant impact level
  - Annual PM2.5 problematic in San Joaquin Valley and Bay Area Air District

Review of Preliminary Results and Mitigation

Ambient Air Quality Analysis

- Potential mitigation measure under consideration to reduce exposure for locations with possible exceedances – tiered approach
  1. Conduct additional studies using site-specific background concentrations and for particulate matter collect on-site silt loading measurement
  2. Conduct real-time air quality monitoring during construction
     - If monitoring shows value within 80% of threshold corrective actions taken - possible actions.
       - Relocate construction activity during the adverse period.
       - Take additional corrective measures to limit emissions (e.g., temporary covering of portions of the storage piles).
       - Curtailing construction activity at the site.

Review of Preliminary Results and Mitigation

Ambient Air Quality Analysis

- Consultation with design engineers resulted in more accurate AQ analysis
  - Near one of the intakes preliminary modeling showed high PM concentrations just offsite of the construction area
    - Emissions were assumed to be initially distributed over the intake construction area footprint (hundreds of acres)
    - Review and discussion with design engineers identified that most of the area near the fence would be staging areas with limited emissions – most emissions are associated with earth movement or high-levels vehicle activity
    - ICF refined the spatial distribution of emissions and revised the AQ modeling
      - Resulted in more accurate prediction of concentration and lower fenceline concentrations
  - Similar review and analyses undertaken at other major sites (e.g., stockpile, shaft construction)
    - In some locations this resulted in moving equipment staging areas or design layout

SEC Questions and Answers

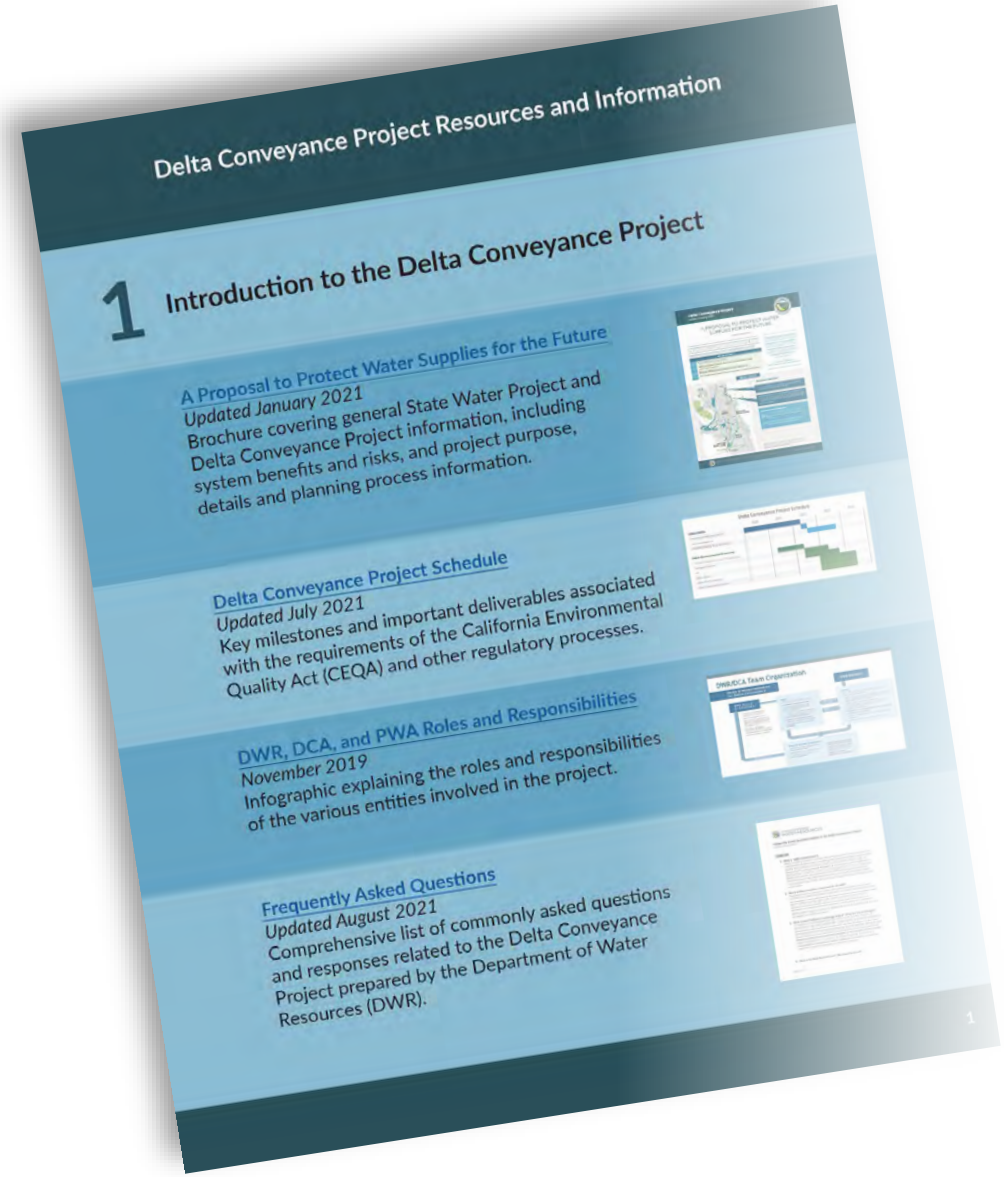
Item 5b.

Ongoing Outreach Efforts

Ongoing Outreach Efforts

- Virtual Tours in Spanish and Cantonese
- Library Materials Distribution
- Community Engineering Briefings

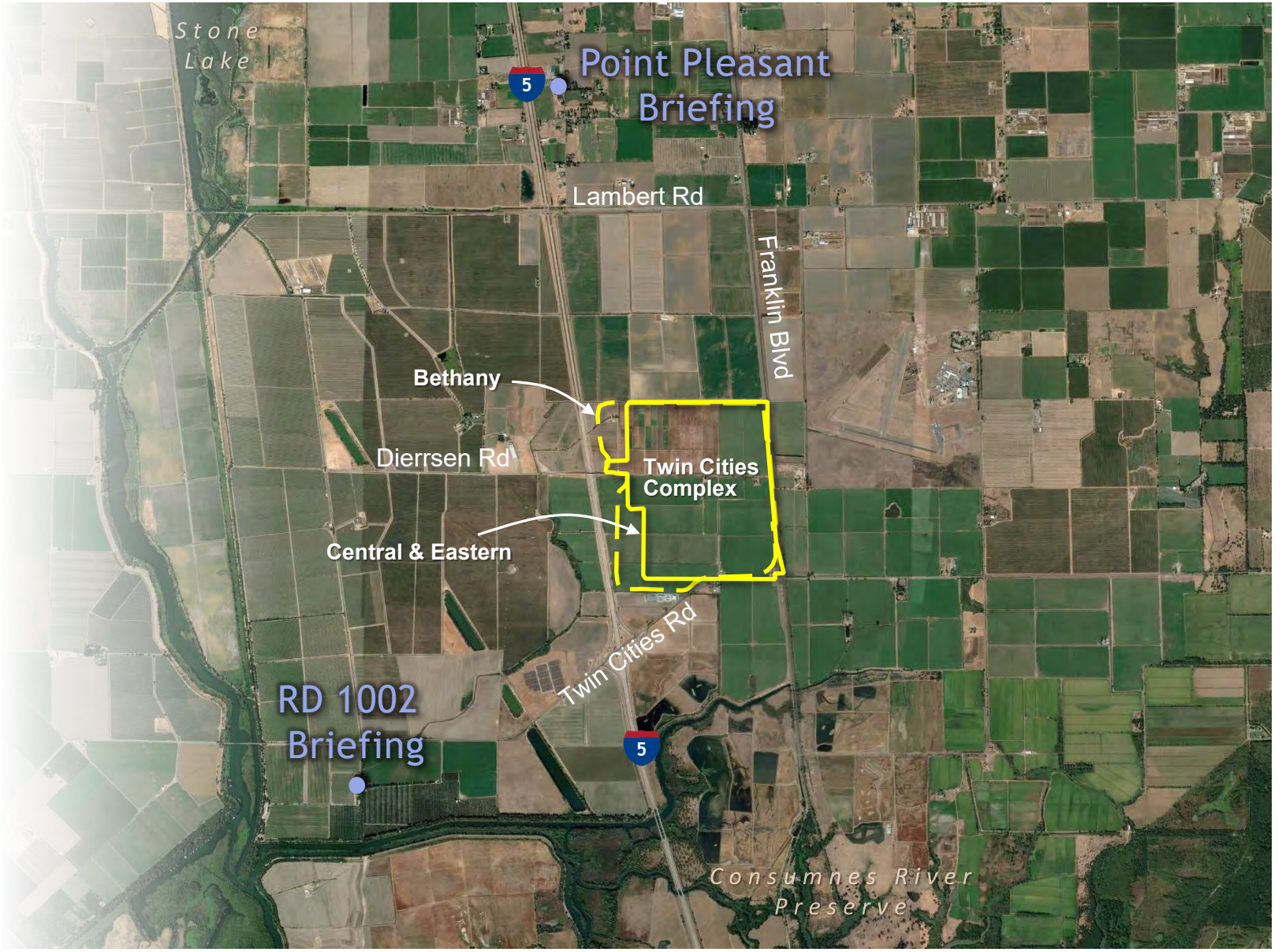
Library Materials Distribution



- **20 Delta area libraries have updated mapbooks, flash drives with videos and print materials from DWR & DCA for reference**
- **Provides a one stop shop for materials for those who have trouble accessing computers or internet connections**

Community Engineering Briefings

- Opportunity to bring engineering & design team to discuss specific community issues around facilities
- Good opportunity to share up to date and accurate info and get community feedback
- DCA team available to meet upon request



Item 5b

DWR's Ongoing Outreach Efforts

- *Community Benefits Framework*
- *Informational Webinars*

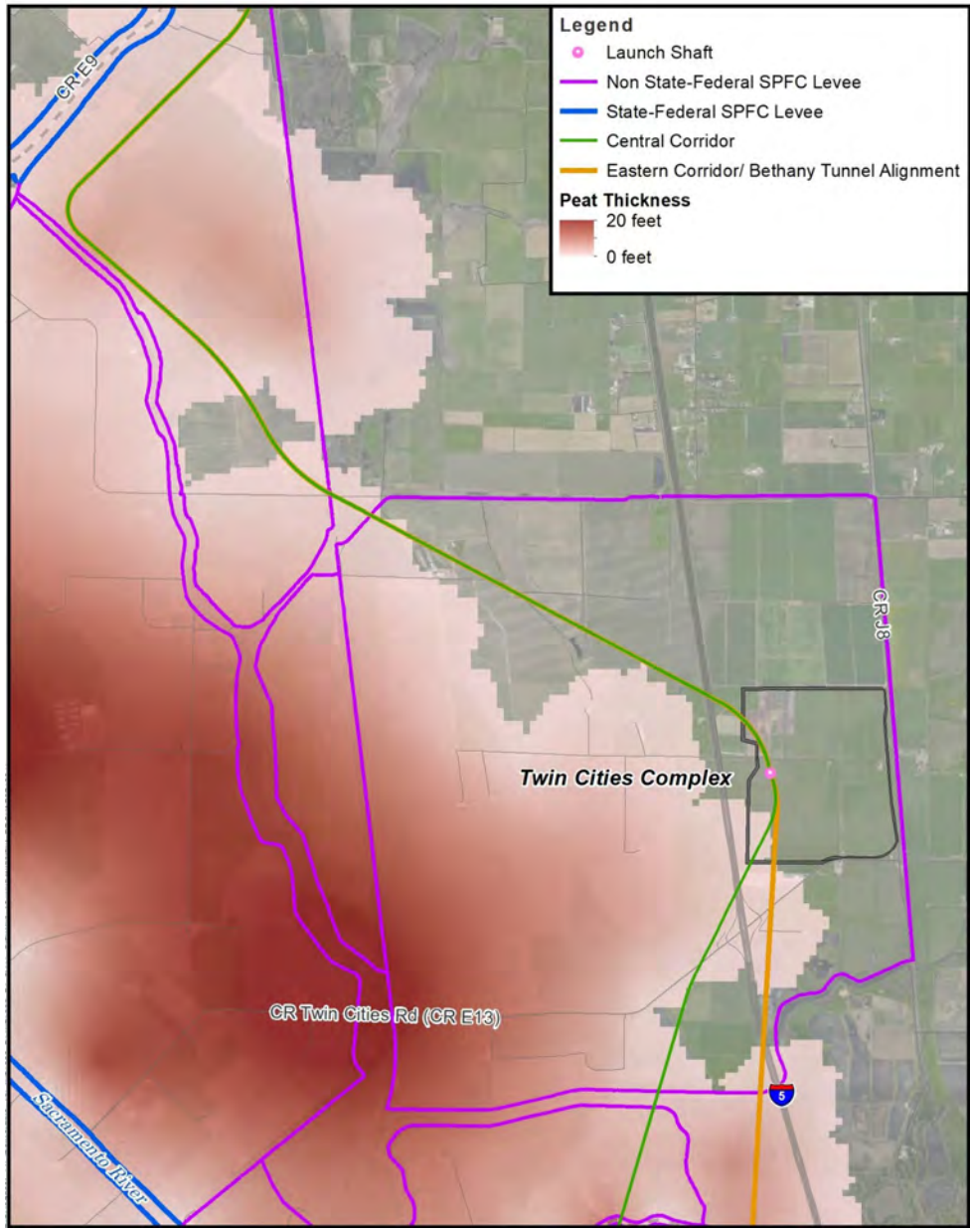
Item 5c.

Engineering Updates

Twin Cities Complex Flood Protection

- **Performed systemwide evaluation of flooding risks**
  - Evaluated levee vulnerability and flood history
  - Considered structural and non-structural measures
- **Twin Cities Complex Site Considerations**
  - Glanville Tract has a history of flooding from multiple sources
  - Site is on higher ground leading to shallow flooding
  - Favorable ground conditions
  - Logistics may require raising Franklin Blvd for project rail connection

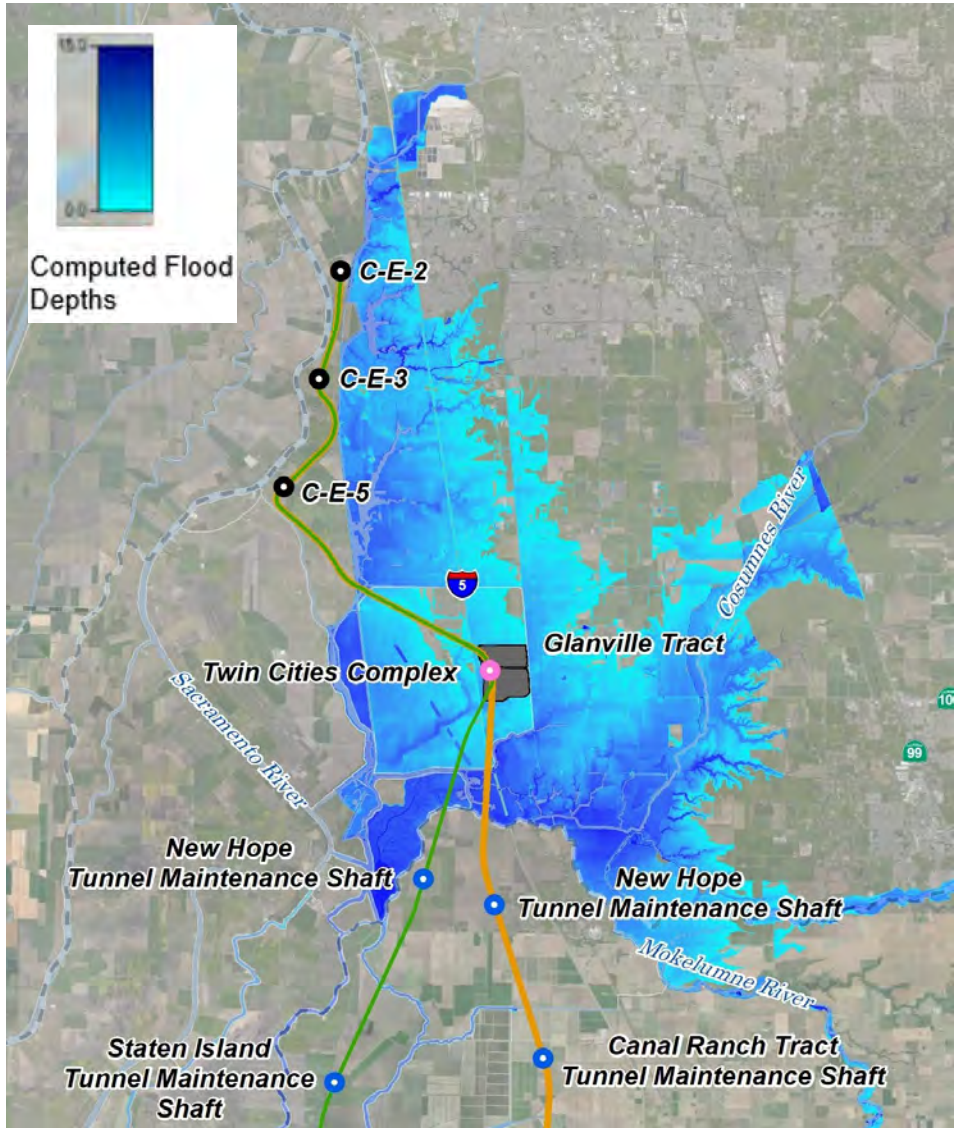
Local Solution: Temporary Ring Levee to Protect Construction Area



Twin Cities Complex Hydraulic Modeling

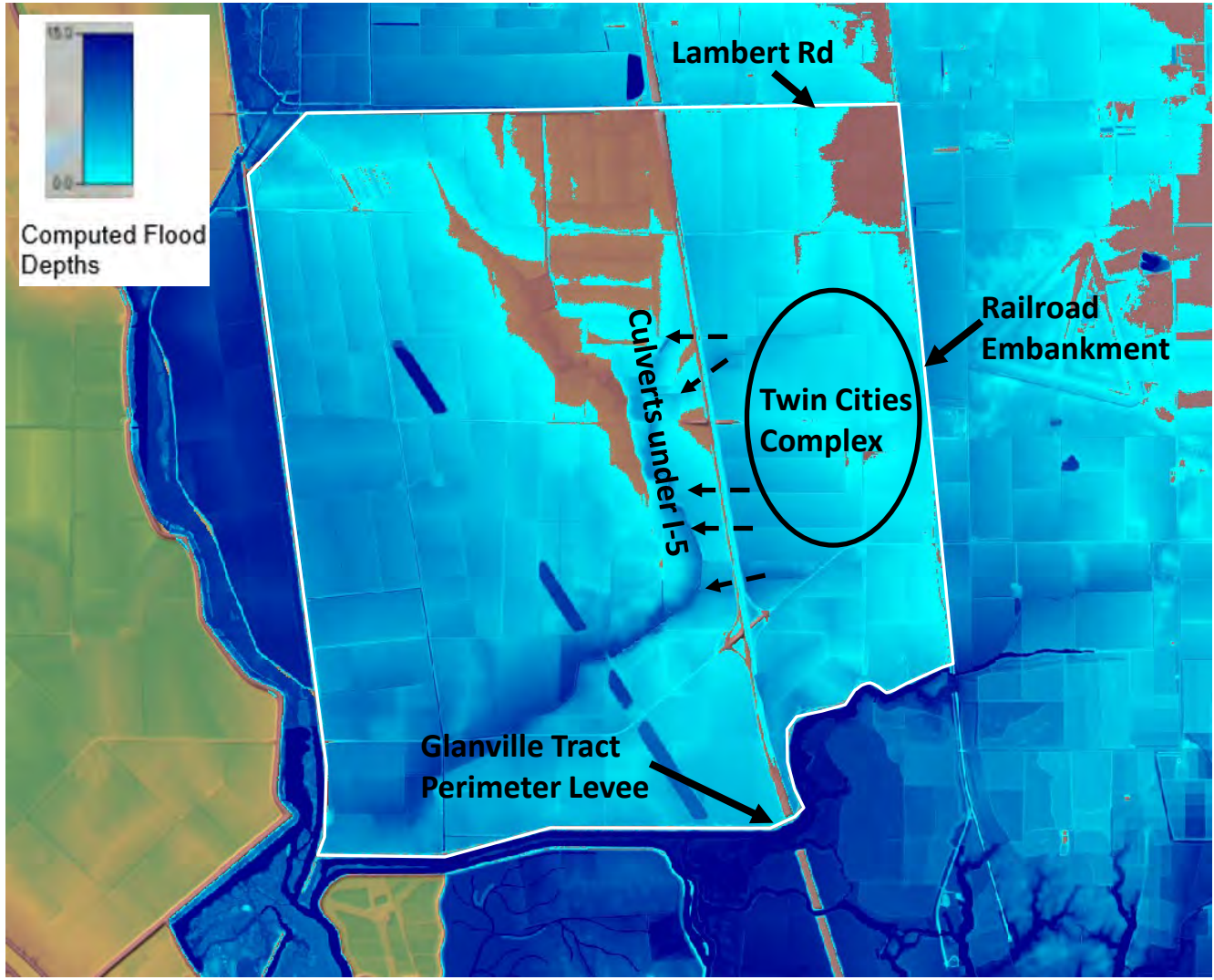
Purpose: Evaluate potential flood inundation effects of temporary ring levee and permanent RTM stockpile

- **Approach:**
  - Used "Sacramento County North Delta" hydraulic model (HEC-RAS)
    - Model Validated to 1997 and 2017 Events
    - Same model used for evaluation of McCormack-Williamson Tract Project (not included in evaluation of flood effects)
  - Evaluated a "100-year" runoff event prepared for Sacramento County DWR (David Ford Consulting Engineers, 2004)



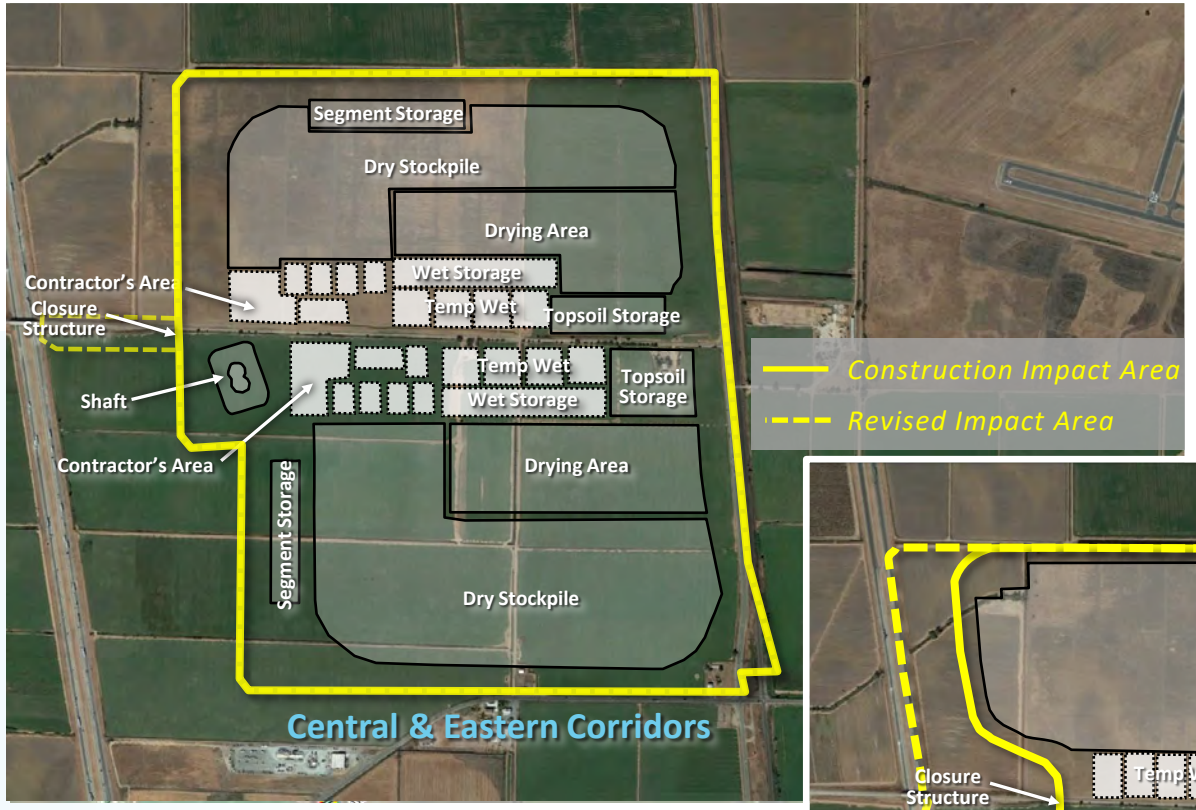
Twin Cities Complex Hydraulic Modeling

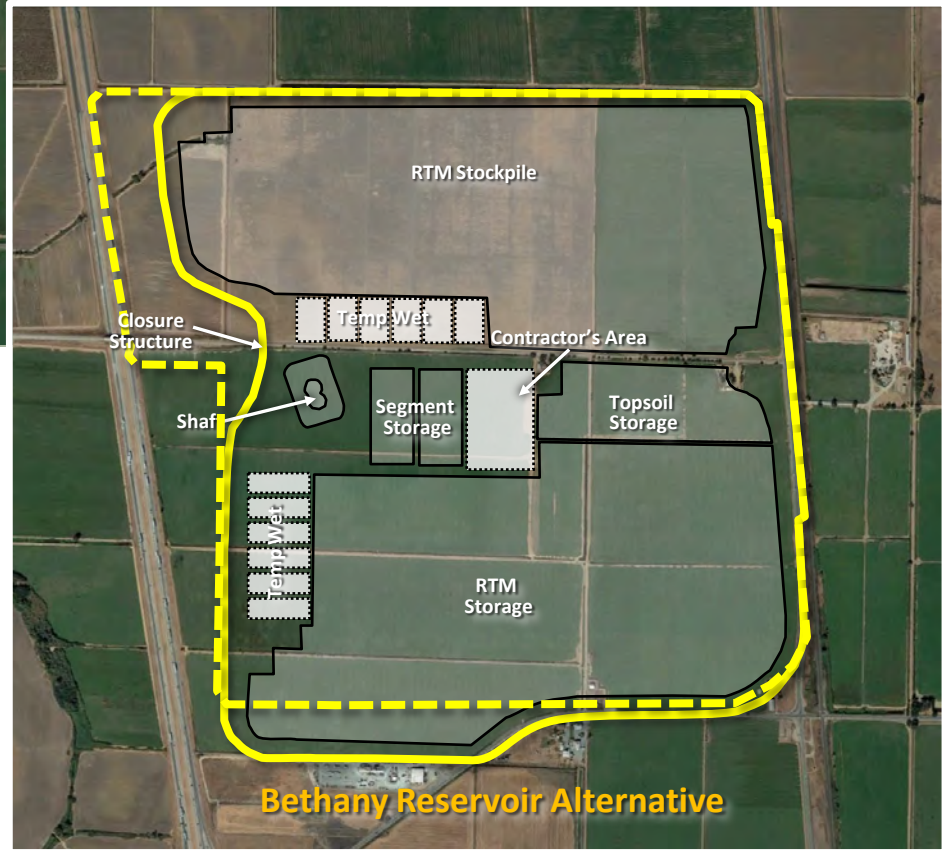
- **Existing Conditions Findings:**
  - Floodwaters enter Twin Cities Complex site mainly from the north (over Lambert Rd), but some also from the east (railroad embankment)
  - Floodwaters flow south and west across Twin Cities Complex site to culverts under I-5
  - Flooding at the Twin Cities Complex is shallow – average flooding depth is ~2 ft



Reconfiguration of Ring Levee at Twin Cities Site

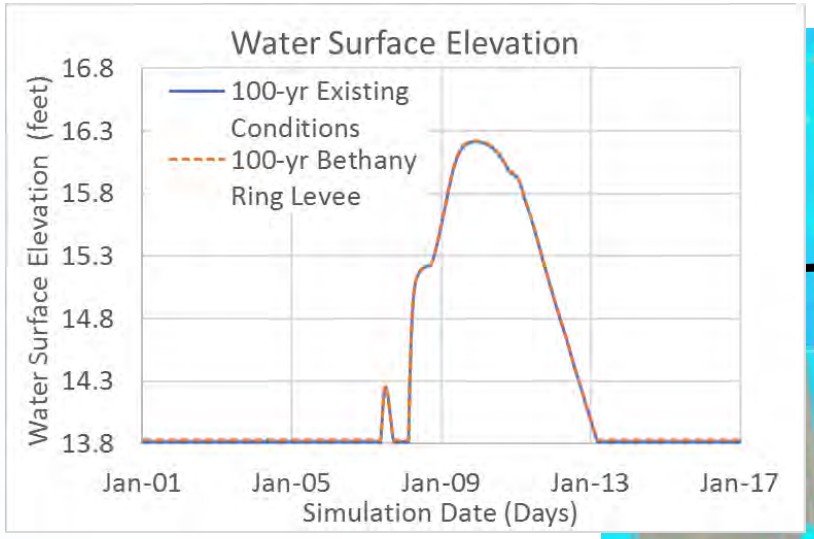
- Remove connection to Dierssen Road ramp
- Provide more space between western side of ring levee and I-5 (Bethany only)
- Allows shallow overland flows to move around the site following topography
- Allows better flow to existing culverts under I-5

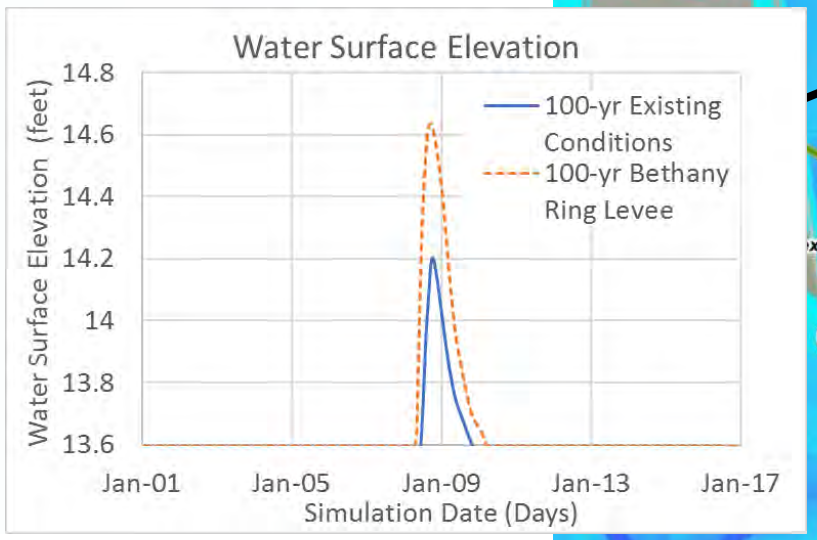


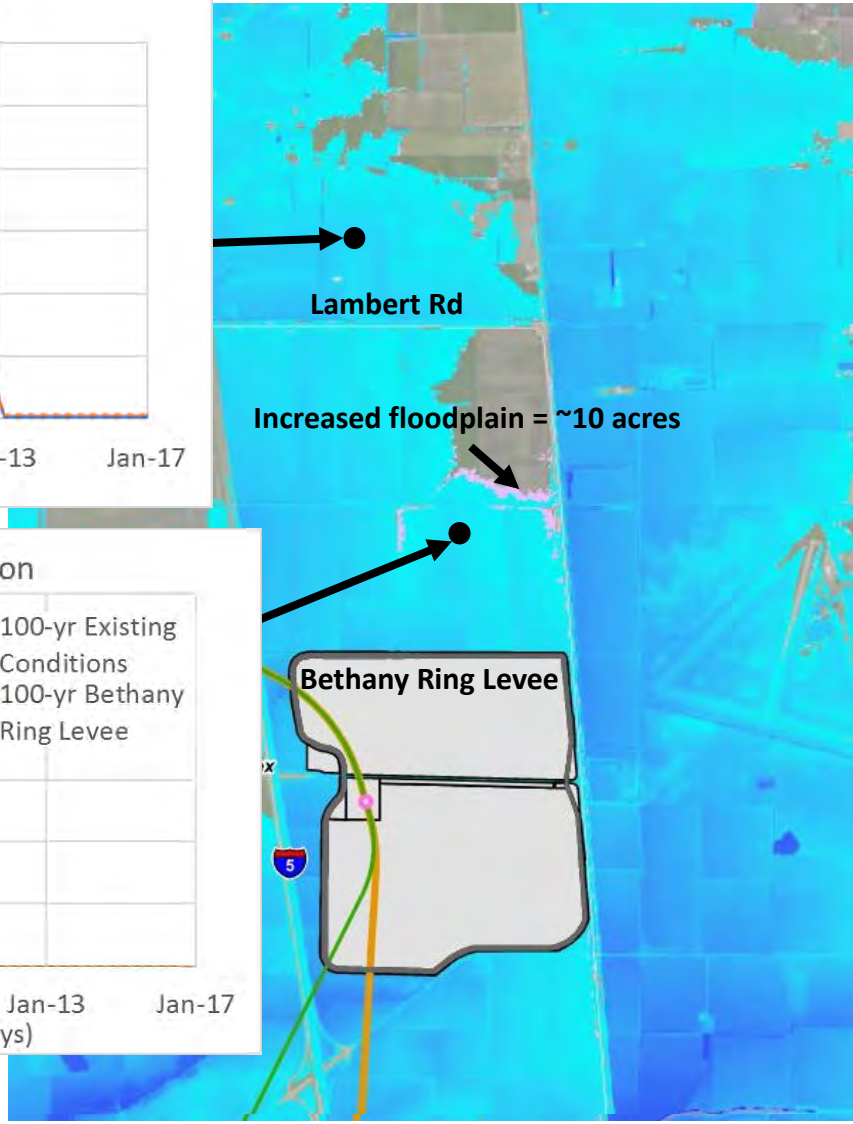


Bethany Ring Levee Hydraulic Results

- Summary of most conservative scenario
- Limited flood height increases immediately north of the Twin Cities Complex
  - Flood elevation increases approx. 0.4 feet (flood depth of 0.6 ft to 1.0 ft at reference point)
  - Increase inundation area ~10 acres south of Lambert Rd
- No impacts north of Lambert Rd

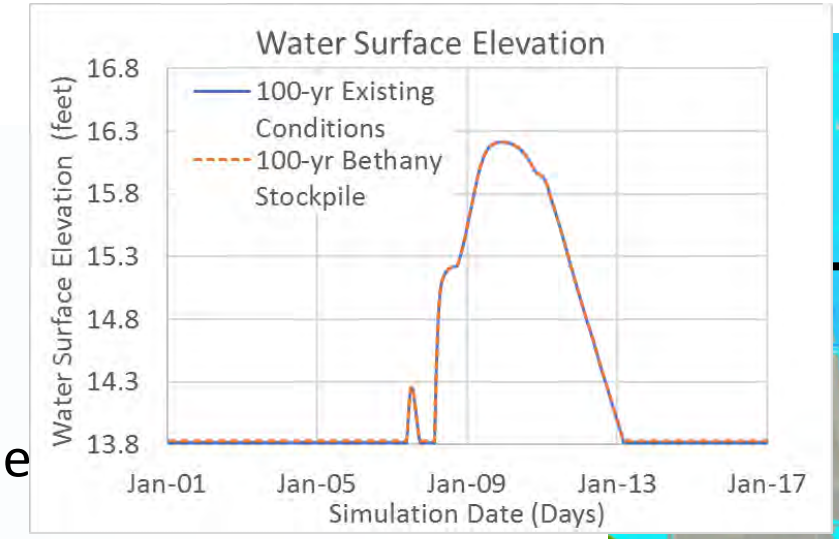


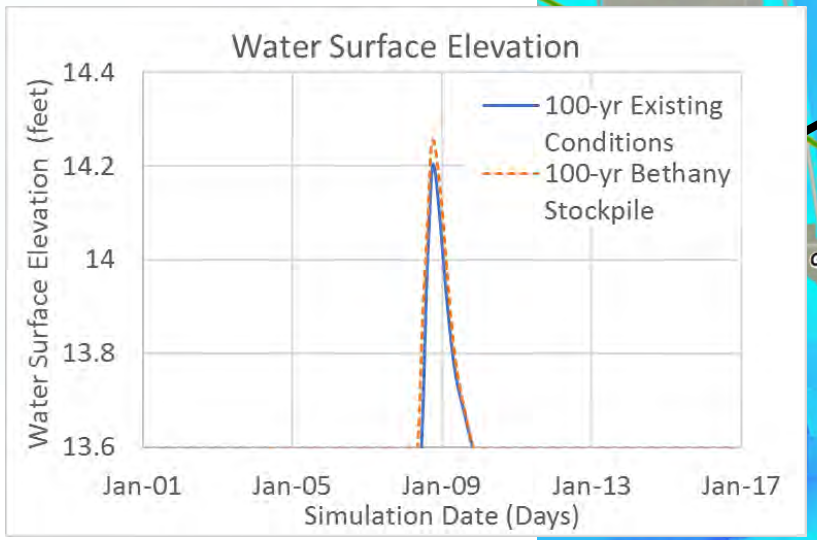


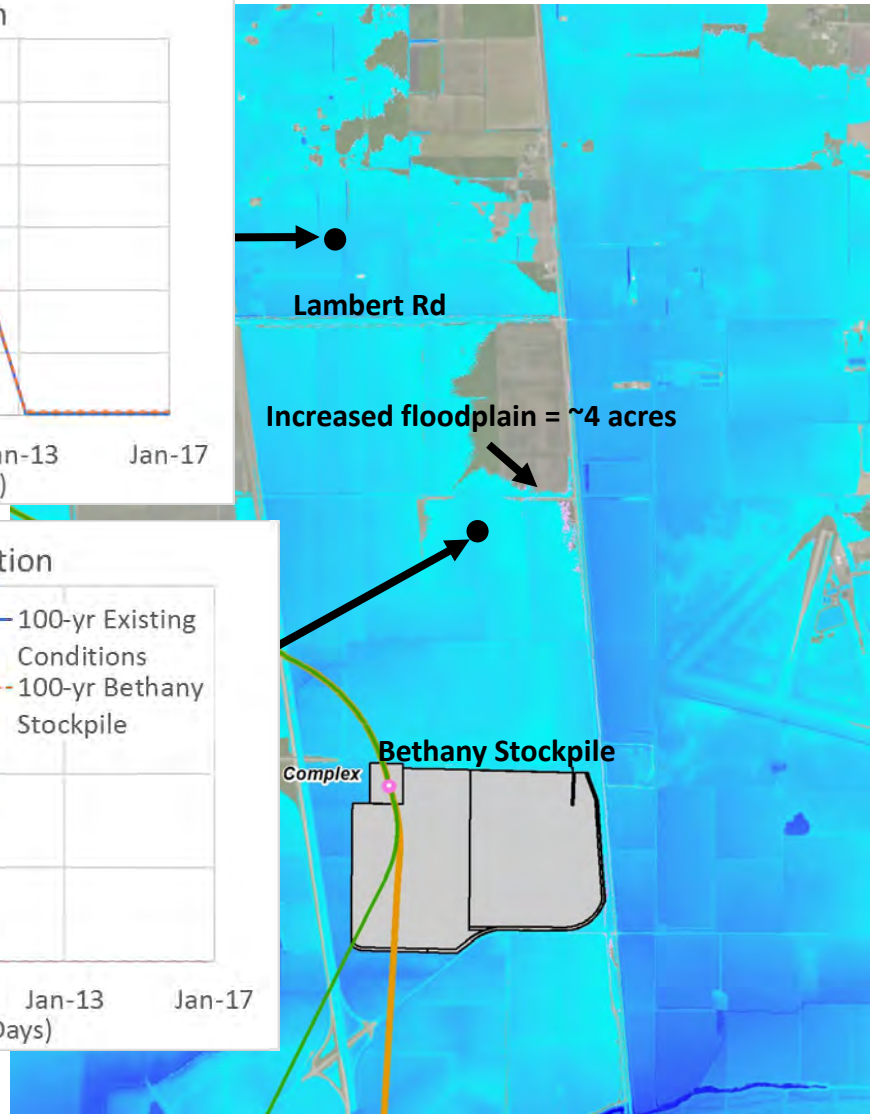


Bethany Permanent Stockpile Hydraulic Results

- Stockpile shows limited flood height increases immediately north of the Twin Cities Complex
  - Flood elevation increases a negligible amount (less than 0.1 ft)
  - Increase inundation area ~4 acres south of Lambert Rd
- No impacts north of Lambert Rd







Questions?

Item 5d.

Public Comment on Item 5

Item 6.

Future Agenda Items & Next Meeting

Proposed Date: December 8th

Potential Agenda Items*

- Overall Review of Current Configurations
- TBD

***(subject to change)**

Item 7.

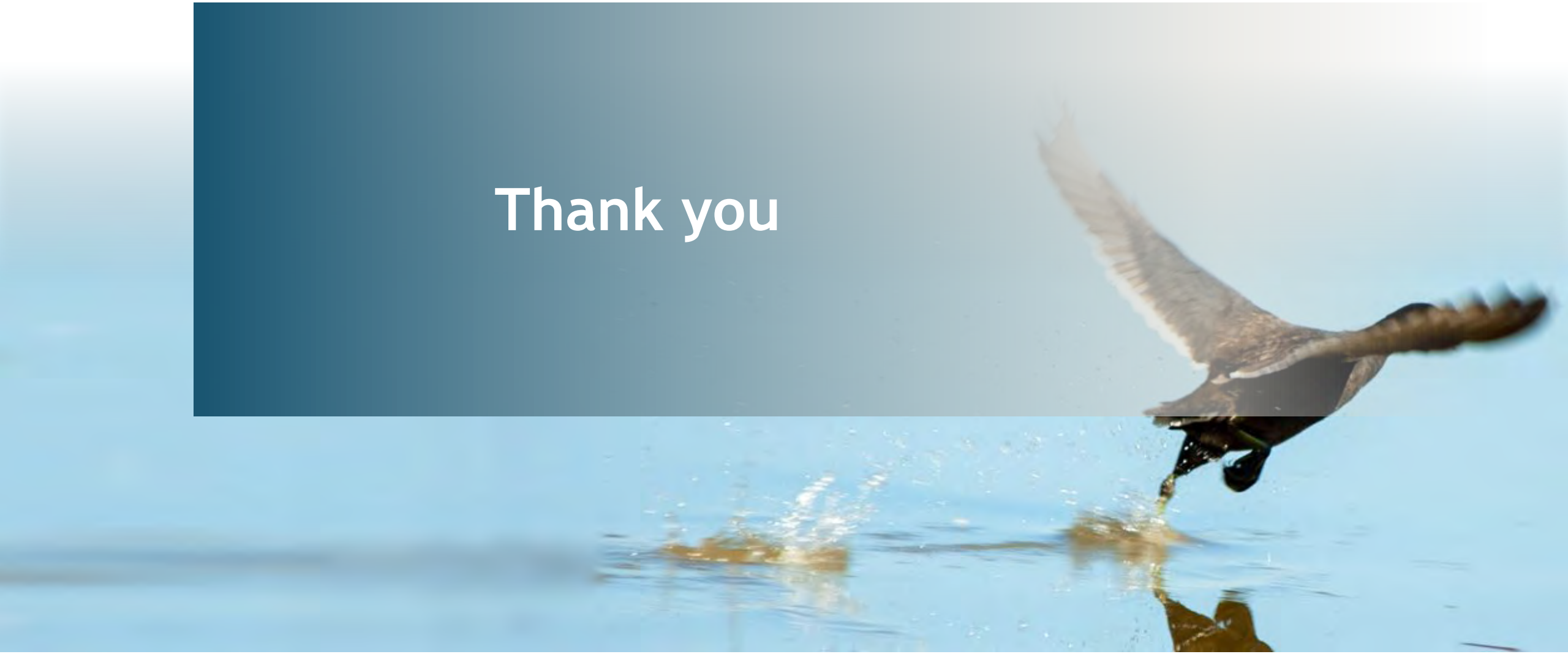
Non-Agendized SEC Comments or Questions

Item 8.

Public Comment on Non-Agendized Items

Questions?

Thank you



A panorama view of the Sacramento-San Joaquin Delta in California. Photograph by Dale Kolke, California Department of Water Resources. February 2, 2006

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

DECEMBER 8, 2021

Stakeholder Engagement Committee Meeting

Meeting Agenda

1	**Welcome/ Call To Order**
2	***Roll Call***
3	***Minutes Review: September 22, 2021 Regular SEC Meeting***
4	***Updates & Committee Discussion***
	4a. DCA Review and Updates
	4b. DWR CEQA Status Update
	4c. SEC Questions or Comments on September 22nd Meeting Presentation
	4d. Public Comment on Item 4
5	***Presentations & Committee Discussion***
	5a. Updated Intake Conceptual Design
	5b. Overall Review of Conceptual Designs
	5c. Ongoing DCA Outreach Efforts
	5d. DWR Outreach Overview for 2022
	5e. Proposed SEC Sunset Process
	5f. Public Comment on Item 5
6	***Non-Agendized SEC Questions or Comments***
7	***Public Comment on Non-Agendized Items***

Item 3.

Minutes Review:

September 22, 2021 Regular SEC Meeting

Item 4a.

DCA Review and Updates

Item 4b.

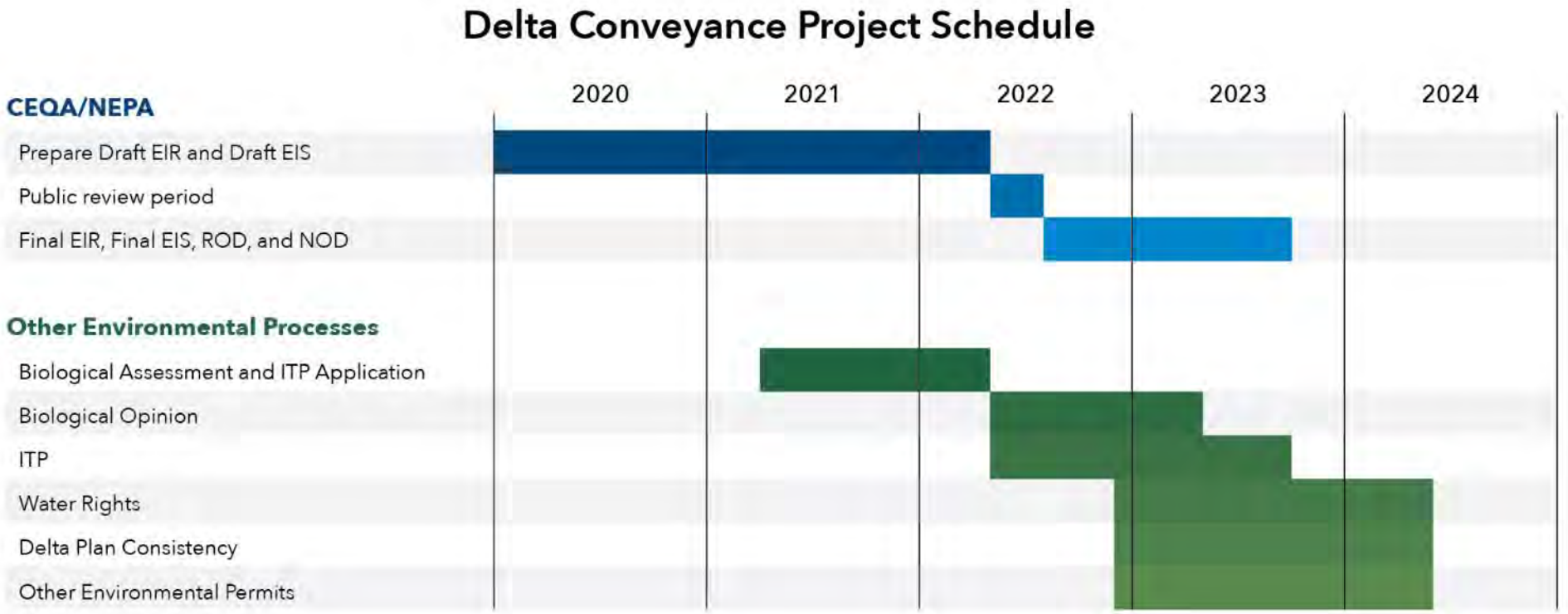
DWR CEQA Status Update

December 2021

Delta Conveyance Project: *Environmental Review Update*

Carrie Buckman
Environmental Program Manager

Current Project Schedule



Environmental Planning Update

- California Environmental Quality Act (CEQA): technical studies, impact analysis, preparation of Draft EIR
- National Environmental Policy Act (NEPA): United States Army Corps of Engineers proceeding to develop EIS
- Soil Investigations: field work under Initial Study/Mitigated Negative Declaration on a winter break
- Section 404 of the Clean Water Act: proposed project amended to Bethany Alternative because it has fewer impacts to wetlands and waters

Item 4c.

SEC Questions or Comments on September 22nd Meeting Presentation

Agenda:

- *Air Quality Analysis Methods*
- *Ongoing Outreach Efforts*
- *Engineering Updates*

Item 4d.

Public Comment on Item 4

Item 5. Updates & Committee Discussion

a. Updated Intake Conceptual Design

b. Overall Review of Conceptual Designs

c. Ongoing DCA Outreach Efforts

d. DWR Outreach Overview for 2022

e. Proposed SEC Sunset Process

Item 5a.

Updated Intake Conceptual Design

Sacramento River Flood Model

Purpose: Assess if new intake structures could cause river levels to increase during flood conditions

HECRAS 2D Model

- Terrain surface
  - Sacramento River Bathymetry 2019 & CVFED LiDAR
- Sacramento River Reach: Sac R08 (~26-Mi)
  - Upstream Boundary at Confluence Sacramento & American Rivers
  - Downstream Boundary at Sutter Slough

DCP Features

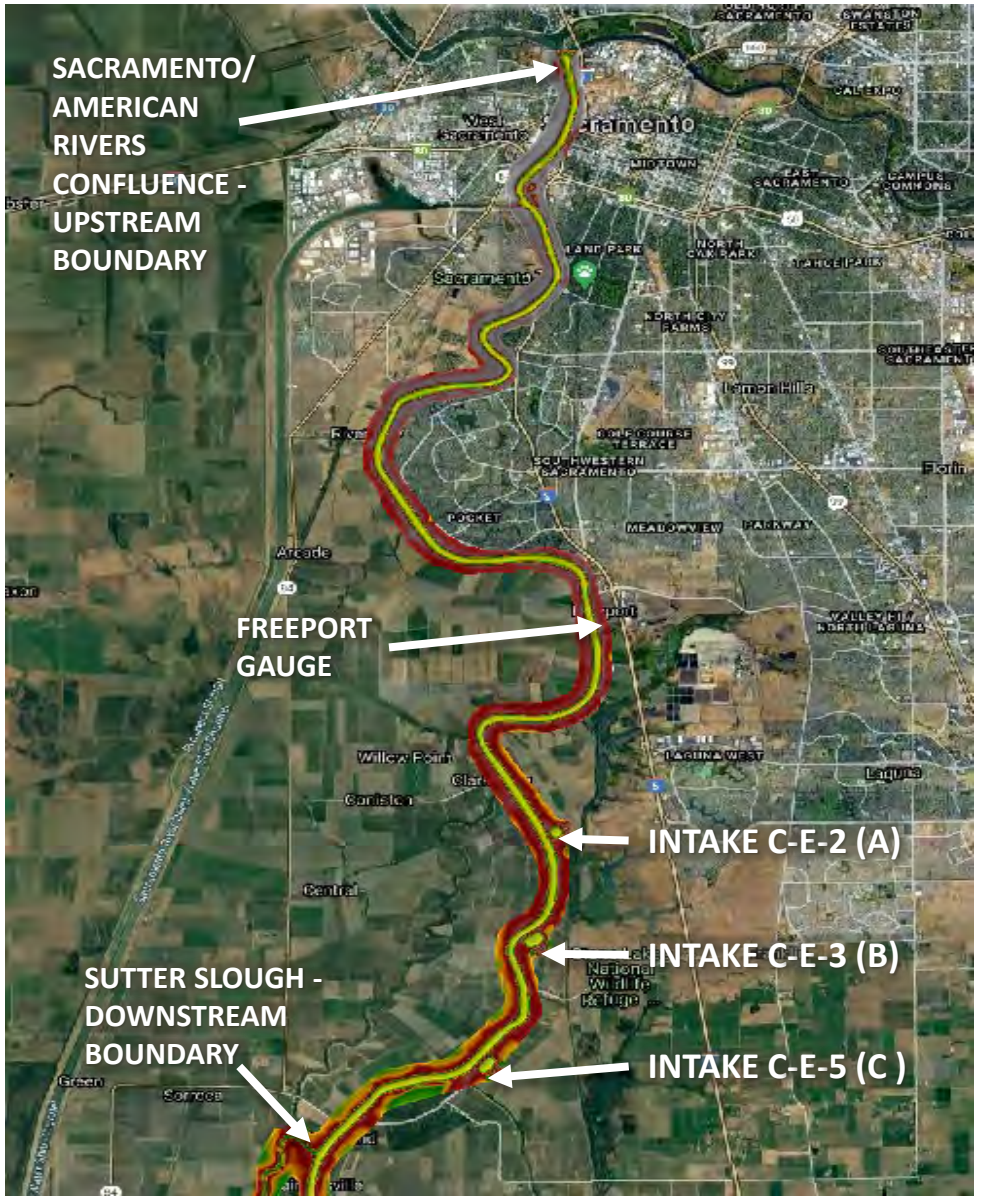
- Intake Structures
  - Cylindrical Tee Screen Configuration
  - Permanent and Construction Configurations

Flood Flow Scenarios

- USACE 1957 Design Flood Profile/Flow
- CVFPP 100/200-year Events
  - Existing and Future

Water Surface Increase Limitation Goal

- <0.1 Foot Maximum Increase in Water Surface Elevation
  - Based on Recommendations from USACE and CVFPB
  - Considered Insignificant Impact by USACE and CVFPB



Flood Modeling Conceptual Design Update

Compliance achieved for water surface increase < 0.1 foot

Compliance led to reduction in cofferdam size and moving intake structures back 15 feet landward versus the initial layout

- **Construction cofferdam was controlling case**
- **Permanent facility had even lower increase**

- **Intake structure change results:**
  - Nominally decreased sheet pile count (< 10 pairs/intake)
  - Increased excavation in river
  - Increased riprap placement in river
- **Increase excavation and riprap placement:**
  - Increase in barge trips
  - Previous estimate was 16 roundtrips per intake (3000 cfs capacity)
  - Two (2) barge roundtrips per day is unchanged
  - No barging on weekends is unchanged

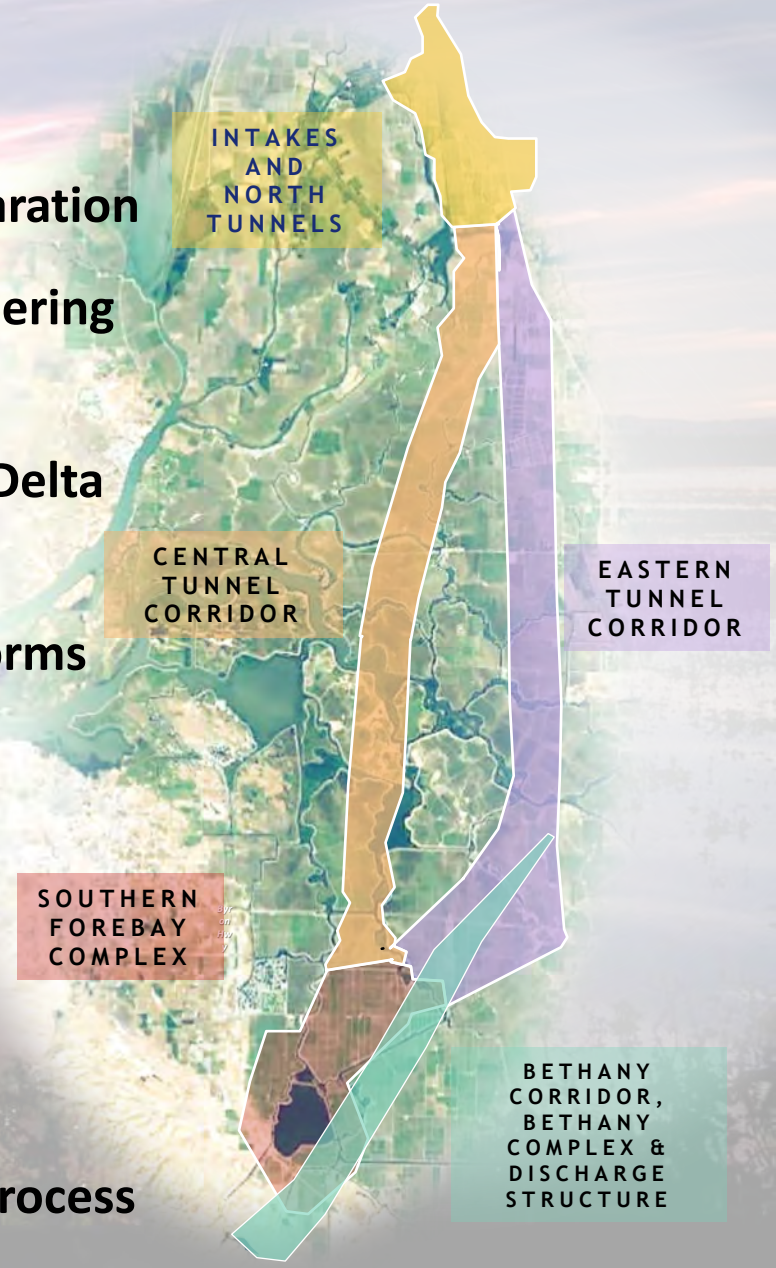
Intake	Intake C-E-2	Intake C-E-3	Intake C-E-5	
Design Capacity	1500 cfs	3000 cfs	1500 cfs	3000 cfs
Total Barge Roundtrips	21	47	27	34

Item 5b.

Overall Review of Conceptual Designs

Conceptual Design Objectives

- Work started with the proposed corridors included in the Notice of Preparation
- At DWR's request, DCA set out to develop conceptual designs and engineering information for CEQA analyses
- Conceptual designs would attempt to minimize effects of the project on Delta communities and terrestrial and aquatic habitats
- Develop conceptual designs that reflect community input, through platforms such as the SEC and community meetings, with emphasis placed on:
  - Siting of facilities
  - Better understanding potential traffic and waterway effects
  - Reducing construction-related effects
  - Minimize disturbance to existing lands used for farming, wildlife habitats, communities, etc.
- Focus on engagement and transparency through the conceptual design process



Implementation of the Stakeholder Engagement Committee

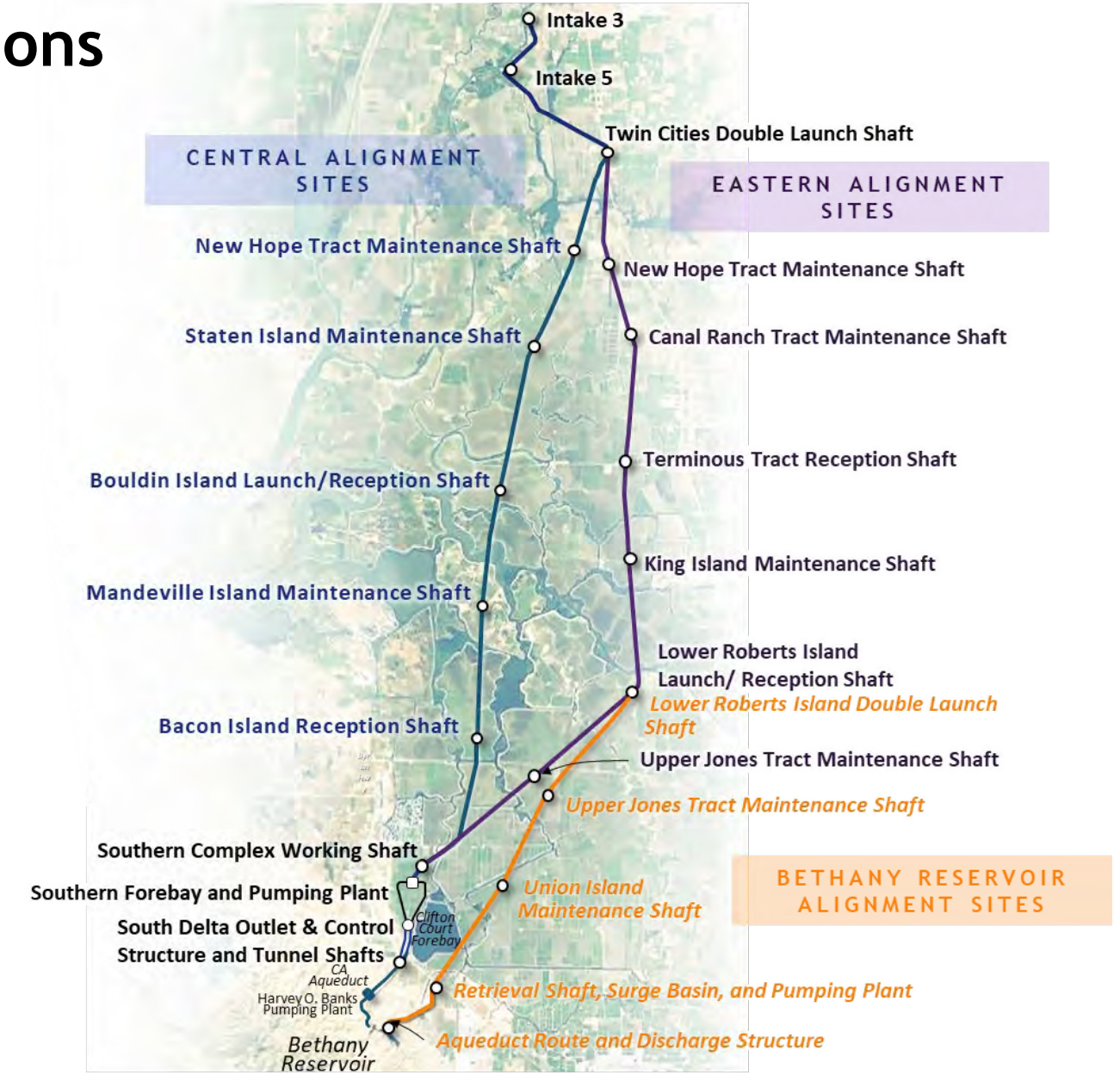
- The DCA Board unanimously approved Resolution No. 19-12 on September 19, 2019, which outlined the SEC's purpose, scope, and membership.
- Up to 20 Committee Members participated in the SEC
- Represent wide array of interests and geographies
- DCA Board Representatives
  - Chair Sarah Palmer
  - Vice Chair Barbara Keegan
- 19 SEC Committee Meetings
- November 2019 thru December 2021
- Over 65 agendized SEC presentations

The SEC represented a wide array of interests and geographies in the following 18 areas:

- Agriculture
- Recreation
- Sports Fishing
- Environmental NGO - Terrestrial
- Environmental NGO - Aquatic
- Environmental Justice
- North Delta Local Business
- South Delta Local Business
- Delta History & Heritage
- Tribal Government Representative
- Delta Water District
- At Large – Yolo County
- At Large – Solano County
- At large – San Joaquin County
- At Large – Sacramento County
- At Large – Contra Costa County
- Public Safety
- Ex-Officio

SEC Conceptual Design Presentations

- Introduction to the Proposed Delta Conveyance System
- Detailed review of key project elements:
  - Intakes
  - Tunnel and Shafts
  - Southern Facilities
  - Bethany Complex
- Siting Alternative Studies
- Construction Footprints
- Logistics and Traffic
  - Proposed roads, barge landings and rail spurs
  - Routes to each site
- RTM Management
- Ongoing design changes

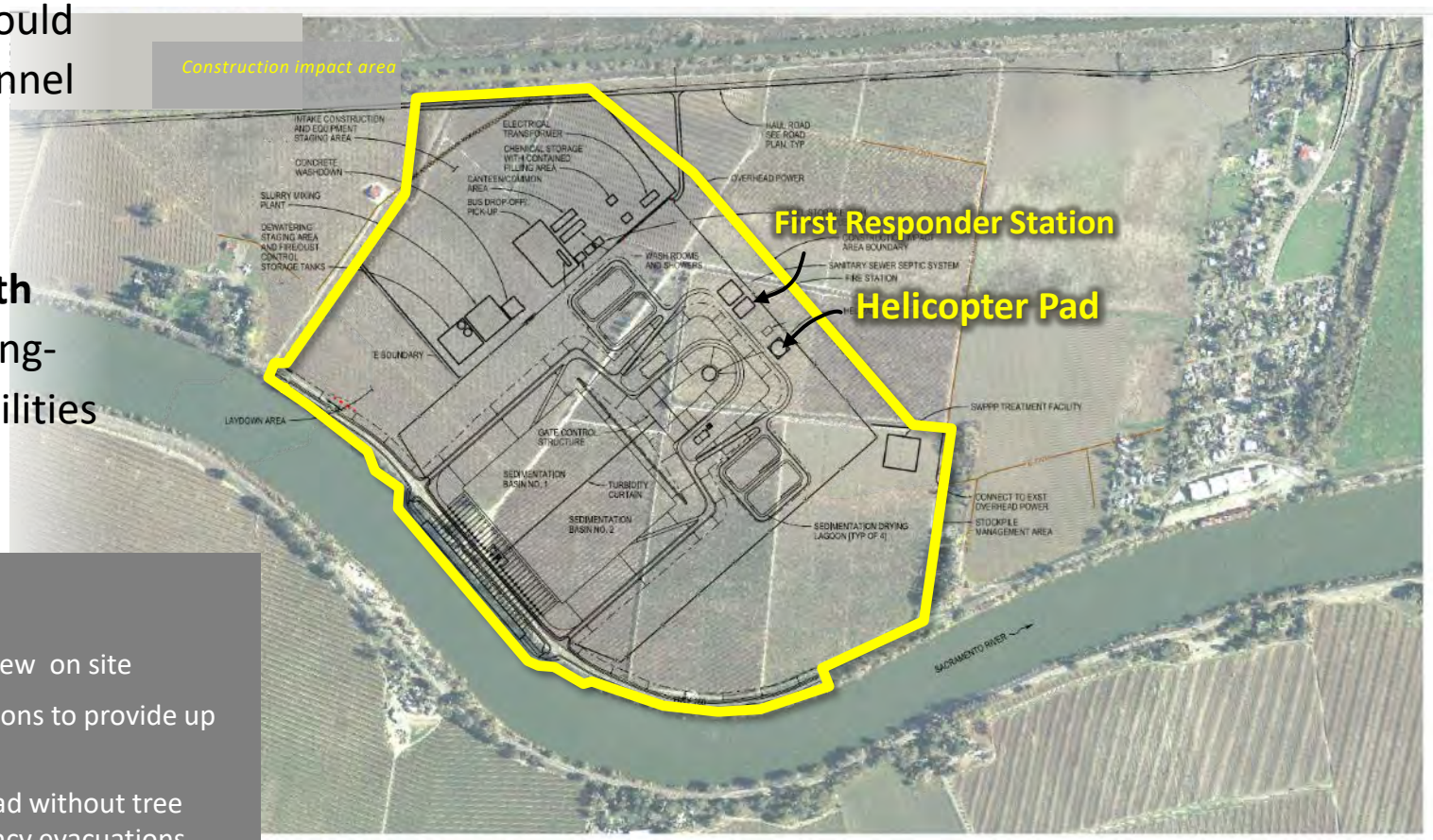


Summary of Conceptual Design Efforts to Minimize Community Effects

1	Avoid increasing demand for existing emergency services in the Delta
2	Manage flood risks to the project facilities and existing land uses
3	Manage seismic risks to people and property
4	Minimize activities that produce noise, dust, greenhouse gas emissions, traffic, and land use disturbances
5	Minimize construction effects to existing infrastructure or other community resources
6	Minimize construction traffic and associated effects
7	Minimize disturbance to existing land uses, including agricultural land, residences, and wildlife habitat
8	Minimize disturbance to sensitive wildlife and protected habitat areas
9	Minimize effects on Delta water-based recreation and navigation
10	Minimize noise during construction and operations

1 Avoid increasing demand for existing emergency services in the Delta

- **Emergency response facilities** would be constructed at the intakes, tunnel launch shaft sites, Southern Complex/Bethany Complex
- **Facilities could be developed with communities** to increase their long-term emergency response capabilities



Intake 3 (B)

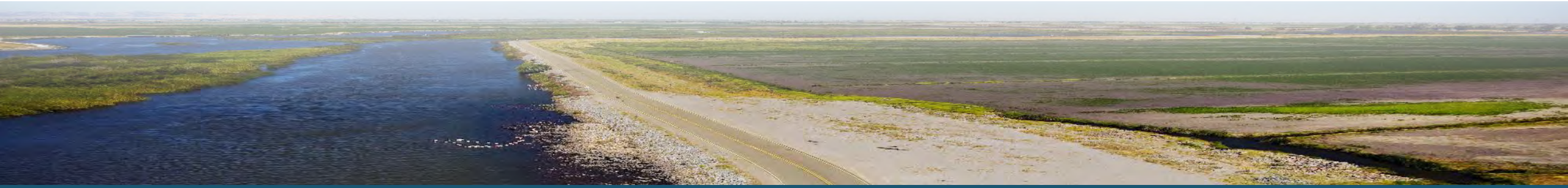
Ambulance, Recue Boat, Fire Truck and crew on site

Fire Water On-site storage at 300,000 gallons to provide up to 2,500 gallons/minute for 2 hours

Space for a 60-foot diameter paved helipad without tree coverage would only be used for emergency evacuations

2 Manage flood risks to the project facilities and existing land uses

- Design **all project facilities for 200-year flood elevation** with Sea Level Rise and Climate Change projected for year 2100
- Provide **structural and non-structural flood risk mitigations** throughout the project
- **Avoid use of levee roads** for heavy construction traffic and maintain setback from existing levees for fill placement
- **Maintain Sacramento River flood management criteria** at the intakes
  - Intake structure would be positioned to limit increase of maximum water surface elevation
  - Provide continuous flood protection during construction
- Design Southern Forebay/Bethany Discharge Structure to **CA Division of Safety of Dams standards**

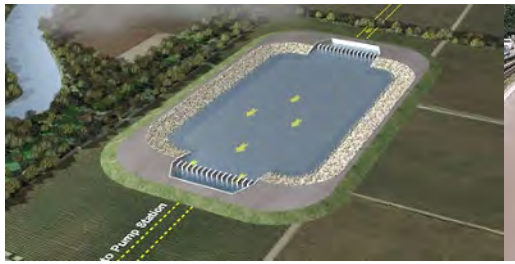


3 Manage seismic risks to people and property

- **Use seismic design criteria** specialized to relevant features of the project
- Consider the West Tracy Fault, Bethany Fault, and **soil conditions in facility siting**
- **Enhanced ground improvement** for intakes and Southern Forebay for soft/loose ground
- **Use tunnels to deliver water from Southern Forebay** to existing Banks Pumping Plant approach channel

https://www.raitoinc.com/technologies/multi-auger-soil-mixing/

4 Minimize activities that produce noise, dust, greenhouse gas emissions (GHG), traffic, and land use disturbances



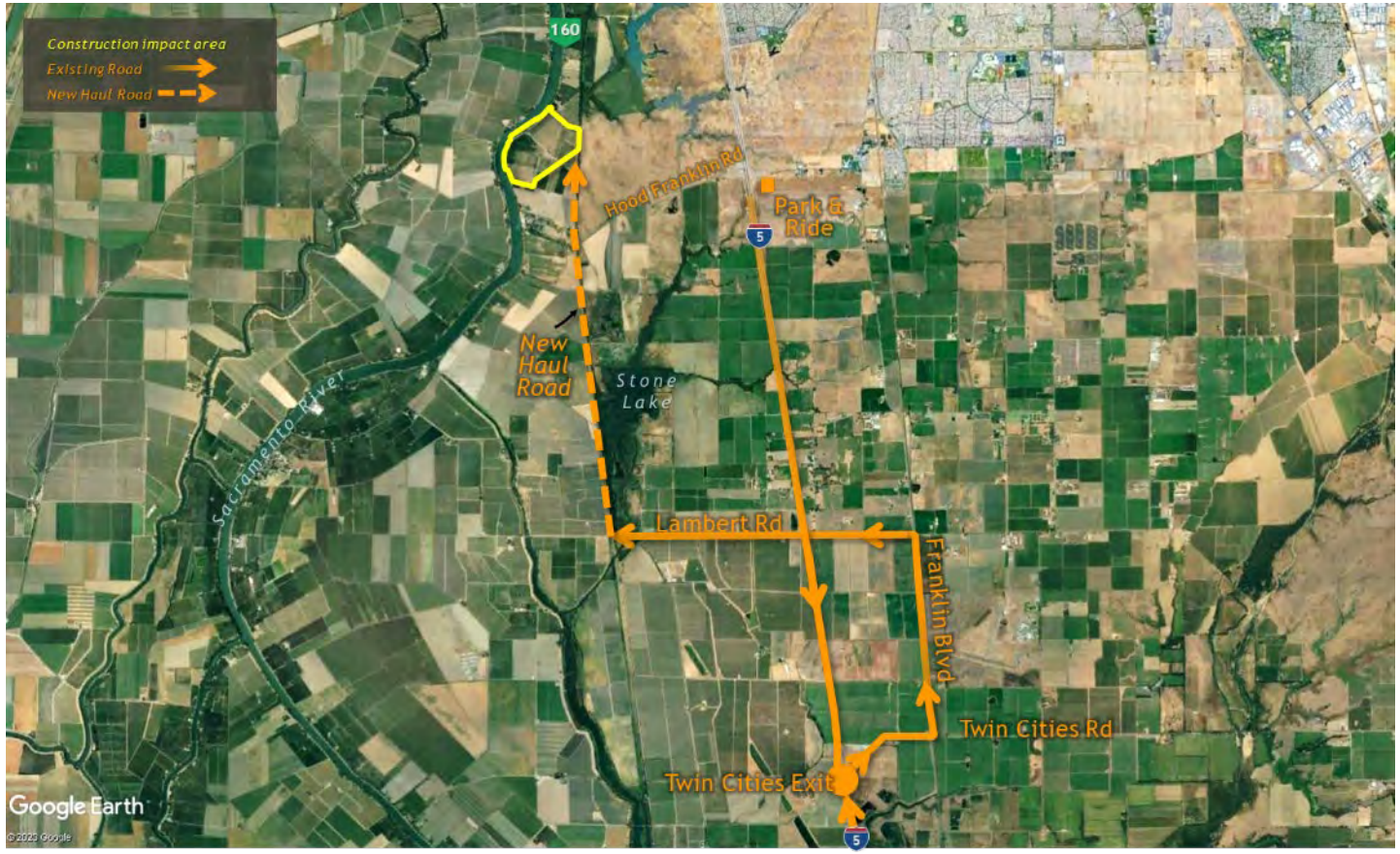
NOISE	DUST	GHG	TRAFFIC	LAND USE DISTURBANCES
■ Minimize the use of impact pile driving at intakes	■ ■ ■ ■ Do not launch TBMs from intakes	■ ■ ■ ■ ■ Reduce tunnel shaft pad area and height		
■ Minimize nighttime construction	■ ■ ■ ■ ■ Manufacture precast tunnel liner segments offsite	■ ■ ■ ■ ■ Facilitate RTM reuse		
■ ■ ■ Pave access roads, cover stockpiles, and use enclosures	■ ■ ■ ■ ■ Consider access requirements as part of siting	■ ■ ■ ■ ■ Eliminate the Intermediate Forebay		
■ ■ ■ ■ No concrete batch plants at intakes	■ ■ ■ ■ ■ Balance soil excavation and fill needs with onsite soil material sources and RTM	■ ■ ■ ■ ■ Reduce the number of shafts		
		■ ■ ■ ■ ■ Consider soil conditions in siting to minimize ground improvement		

5 Minimize construction effects to existing infrastructure or other community resources

- **Use tunnels to deliver water from Southern Forebay** to existing Banks Pumping Plant approach channel
- **Consider existing infrastructure** as part of facility siting
- **Use cutoff walls** to minimize effects on groundwater during construction and operations
- **Treat and reuse water** generated during construction activities
- **Maintain irrigation and drainage systems** for areas surrounding project sites

6 Minimize construction traffic and associated effects

- **Limit routes** used for construction traffic:
  - Limited construction traffic allowed on SR 160 and SR 4
  - Worker shuttle buses on Hood-Franklin Rd
  - Limited Construction traffic in Solano and Yolo County
- **Construct park and ride lots** to facilitate employee carpools and truck staging areas
- **Develop designated access routes** and construct new dedicated haul roads
- **Develop rail depots** to transport bulk materials from select sites



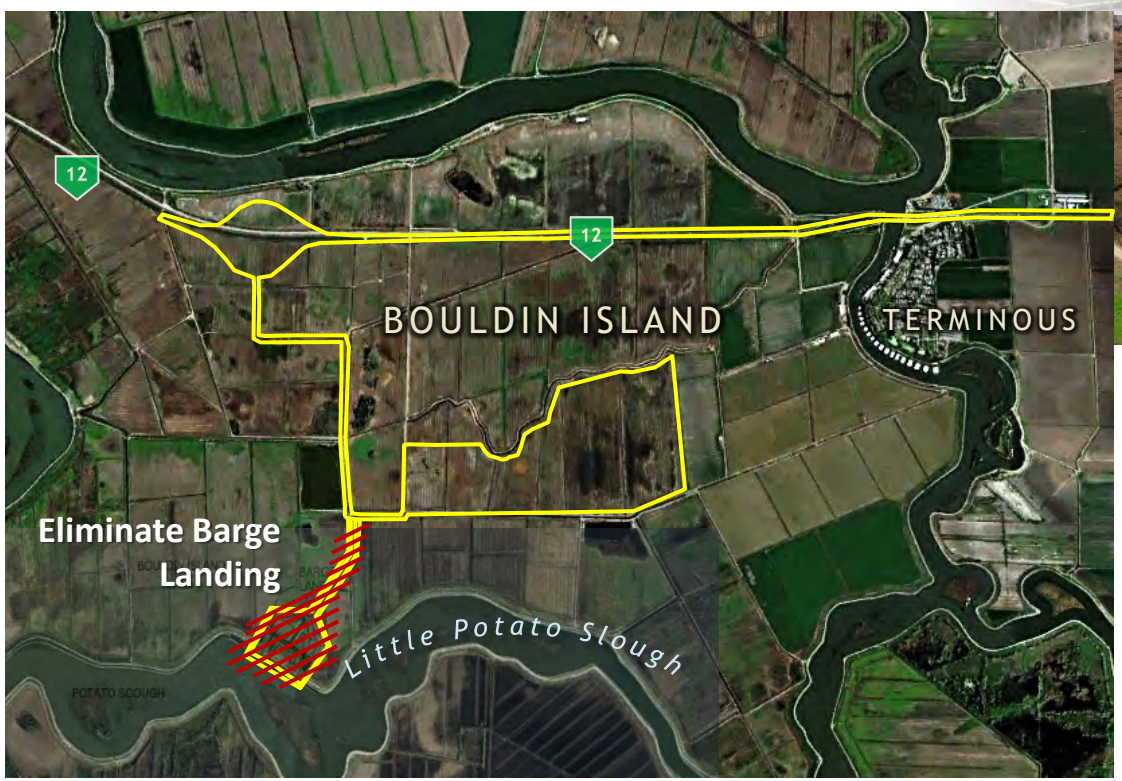
7 Minimize disturbance to existing land uses, including agricultural land, residences, and wildlife habitat

- **Use tunnels to deliver water from Southern Forebay** to existing Banks Pumping Plant approach channel
- **Use cylindrical tee screens** at the intakes
- Consider existing structures, number of ag parcels, and nearby communities as part of **facility siting**
- **Minimize nighttime construction** disturbance
- Include plans for **post-construction reclamation of agricultural land** disturbed during construction
- **Maintain irrigation and drainage systems** for areas surrounding project sites

8 Minimize disturbance to sensitive wildlife and protected habitat areas

- Implement strategies to **minimize effects on** Stone Lakes National Wildlife Refuge, Woodbridge Ecological Reserve, and other **protected areas**
- **Consider greater sandhill cranes** in facility siting and power line alignments
- **Reroute and realign facilities** to avoid wetlands
- **Avoid conservation easements** in siting of key features
- **Limit barge use** for project construction
- **Use tunnels to deliver water from Southern Forebay** to existing Banks Pumping Plant approach channel

9 Minimize effects on Delta water-based recreation and navigation



https://marinas.com/view/marina/8qc5n5_Windmill_Cove_Resort_and_Marina_Stockton_CA_United_States

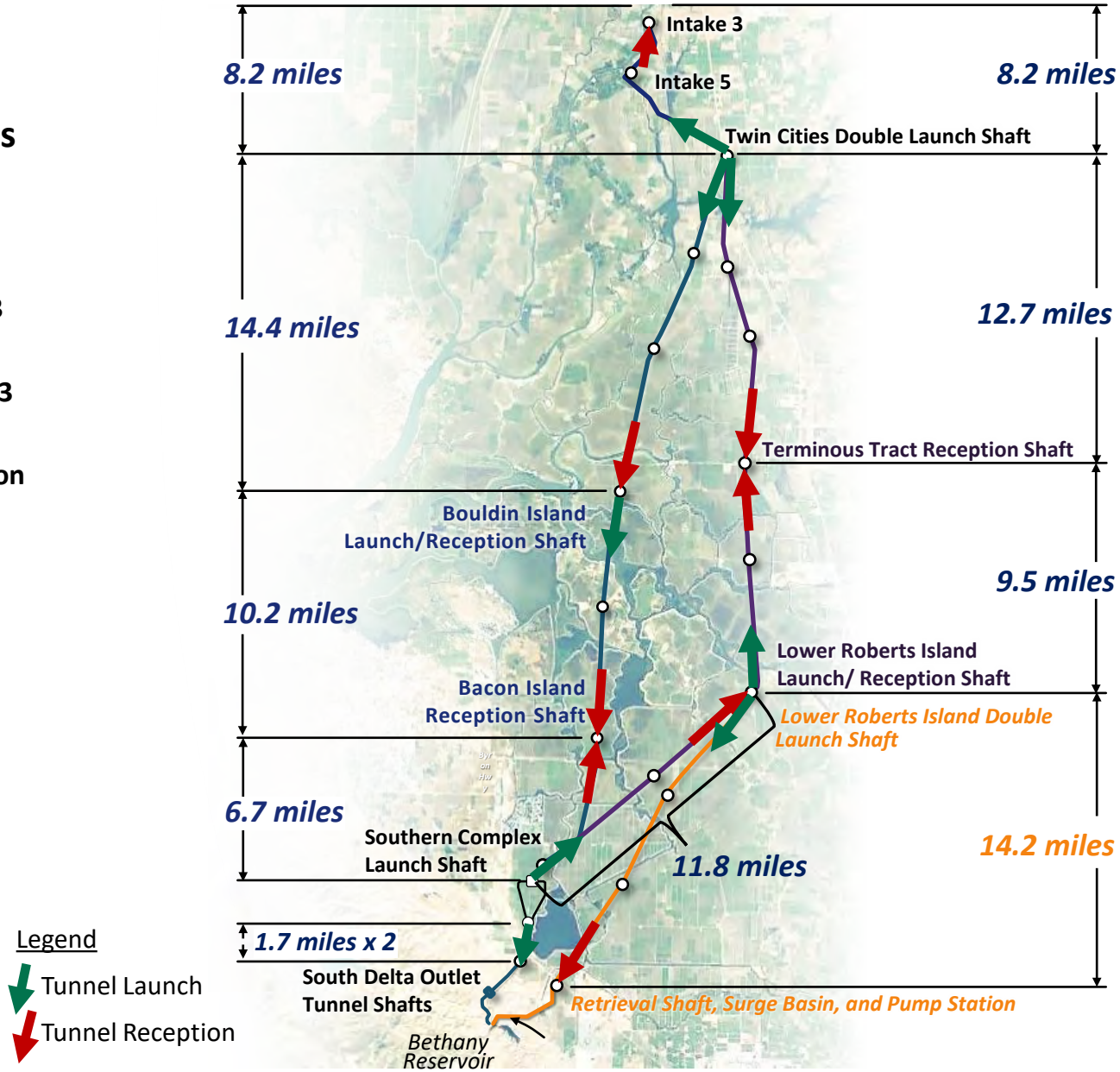
- **Limit barge use** for project construction to Intakes only
- **No barge landings**
- **Reconfigure the Lower Roberts Island shaft site** access road to be further away from Windmill Cove Marina

10 Minimize noise during construction and operations

- **Use cylindrical tee screens** at the intakes
- **Include noise reduction methods**
  - use noise-limiting enclosures
  - locate fans/ductwork inside buildings rather than on exterior
  - enclose RTM dryers and portions of concrete batch plants
  - use temporary sound barriers and shrouds during construction
- **Minimize nighttime construction** disturbance

Current Project Review

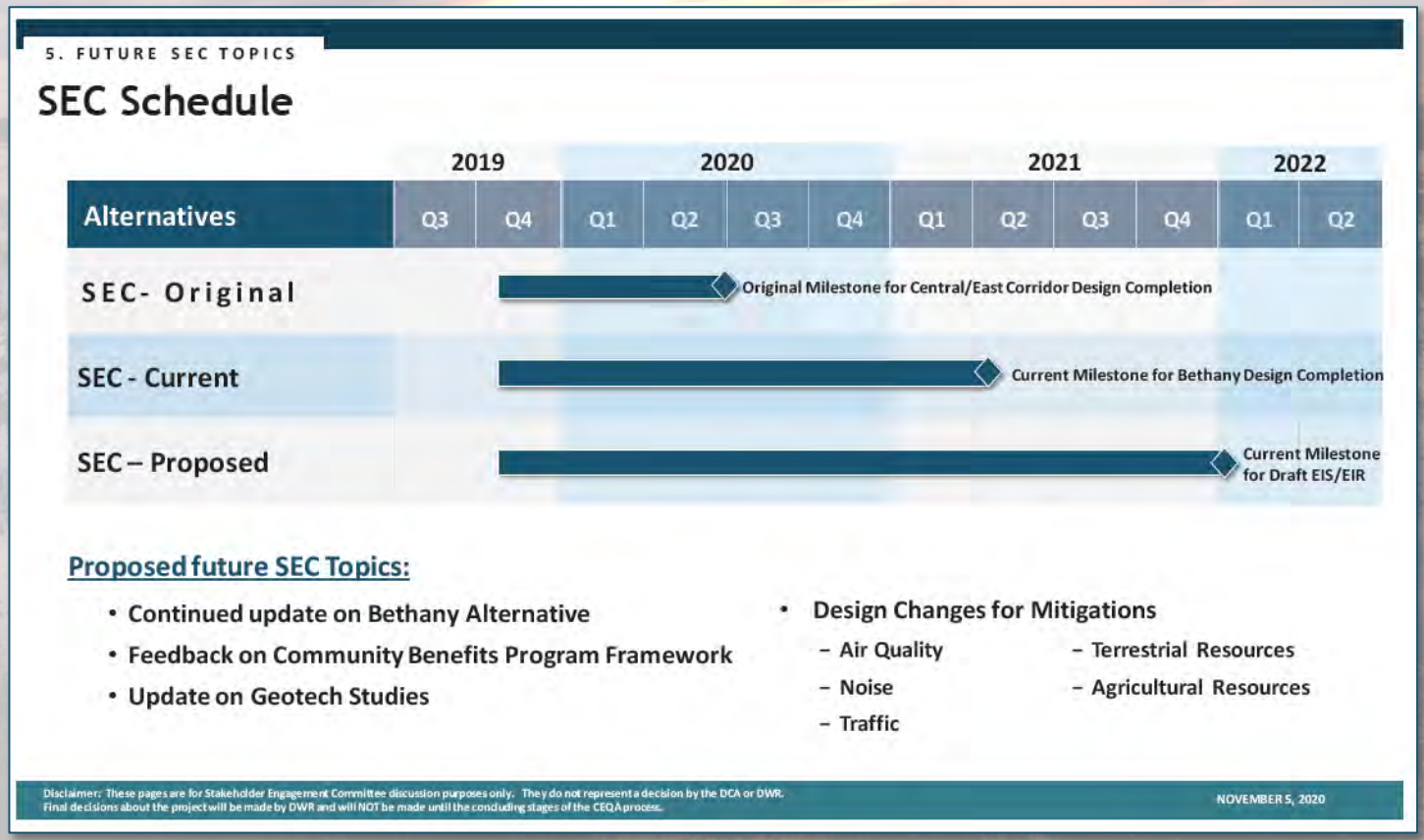
- **Intakes: All alignments use same northern facilities; # of intakes varies depending on capacity (6,000 cfs shown)**
- **Main Tunnel Shafts:**
  - **Central: 3 Launch Shafts (1 double + 2 singles), 3 Maintenance Shafts, and 3 Reception Shafts**
  - **Eastern: 3 Launch Shafts (1 double + 2 singles), 4 Maintenance Shafts, and 3 Reception Shafts**
  - **Bethany: 2 Launch Shafts (2 doubles), 5 Maintenance Shafts, and 3 Reception Shafts**
- **Tunnel Drive Distances:**
  - **Central: 42.9 miles**
  - **Eastern: 45.6 miles**
  - **Bethany: 44.6 miles**
- **South Delta Connections:**
  - **Central/Eastern connects to SWP upstream of Banks PP; requires add'l tunnels and shafts to connect from Southern Forebay**
  - **Bethany requires 3 miles of aqueduct pipelines (# of pipelines varies by capacity) and discharge structure directly into Bethany Reservoir**



Key Takeaways from Conceptual Design Process

- DCA completed conceptual designs for Central, Eastern and Bethany alignments in 2021
- Extended SEC through 2021 to provide design updates
- SEC provided forum for valuable input and dialogue about Delta issues/concerns

Image from November 2020 SEC meeting noting intention to extend to end of 2021



Questions?

Item 5c.

Ongoing DCA Outreach Efforts

DCA Outreach and Engagement Next Steps

- **Continue to expand access to current engineering information**
  - **Community Engineering Briefings**
  - **Local library materials distribution**
  - **Expanded access to Virtual Tours**
- **Support DWR outreach and engagement efforts**

WAYS TO STAY INFORMED

Web
- water.ca.gov/deltaconveyance
- dcdca.org

Project Hotline
866.924.9955

DWR Twitter
@CA_DWR

DCA Twitter
@dcdcainfo

Email
DWR: DeltaConveyance@water.ca.gov
DCA: info@dcdca.org


Questions?

Item 5d.

DWR Outreach Overview for 2022

December 2021

Delta Conveyance Project
2022 Public Outreach & Community Engagement

Janet Barbieri
Communications Manager

Public outreach in 2022 will focus on the release of the Draft Environmental Impact Report (DEIR)

Public Information

Provide informational resources to help the public review, understand and react to the DEIR.

Public Outreach + Engagement

Proactive outreach to inform and engage, and encourage and assist in participation.

Public Participation + Notification

Provide meaningful opportunities to access public review documents and respond through formal public input processes.

PUBLIC INFORMATION

Timing: Before and after release of the DEIR

Progress & Planning	**2021 Progress Report, 2022 outreach engagement plan and blog**
How to Participate in DEIR Public Review Process / What to Expect	**Blogs, short video series, fact sheets, FAQ's**
Project Purpose / Need / Details	**Story Map, deep dive videos, stakeholder toolkits, graphic series**
Ongoing / General	**Videos, website updates, fact sheets, graphics, social media, FAQs, eBlasts**

PUBLIC OUTREACH + ENGAGEMENT

Timing: Before and after release of the DEIR

Audiences

- Tribes (AB 52 & non-AB 52) & Tribal Communities
- EJ Communities
- Local Communities
- Statewide Orgs
- SWP Service Area Orgs
- Public Water Agency Boards
- State, Local Electeds and Orgs
- NGOs

Types

- Calls and Emails
- Briefings/Presentations
- Community Events
- Meetings
- Conferences
- Tabling

PUBLIC PARTICIPATION + NOTIFICATION

Timing: After release of the DEIR; public review and comment

Public Meetings	**Virtual Public Meetings**
Public Comment Period	**Comment submittal: online (dedicated email, website comment form), mail, meetings. Questions/additional information & clarification: facilitate two-way interactions with technical experts**
Notification	**Letters, eBlasts, newspaper ads, flyers, postcards, website, social media, stakeholder outreach**
Document Access	**Website, companion materials**
Distribution/Availability	**Flash drives, website, libraries, translations, ADA accessible**

ONGOING ACTIVITIES

Timing: Ongoing

Community Benefits Program

1. Information sharing, including events and materials
2. Information gathering, including public and small group meetings and workshops
3. DEIR-specific

Environmental Justice & Disadvantaged Community Outreach

1. Continued and proactive engagement with EJ/DAC communities
2. DEIR-specific
3. Public participation for the DEIR designed to be responsive to EJ needs
4. Incorporate outreach best practices and lessons learned

Tribal Consultation & Outreach

1. Formal consultation
2. DEIR-specific
3. Informal outreach and discussions
4. Tribal Engagement Committee
5. Annual Tribal Informational Meeting
6. Assist with federal process Tribal outreach, as appropriate

Agency Coordination

1. Ongoing collaboration with various federal and state regulatory agencies
2. Engage with agencies for processes already in motion and initiate contact when appropriate for upcoming actions

Questions?

Questions?

Item 5e.

Proposed SEC Sunset Process


Questions?

Item 5f.

Public Comment on Item 5

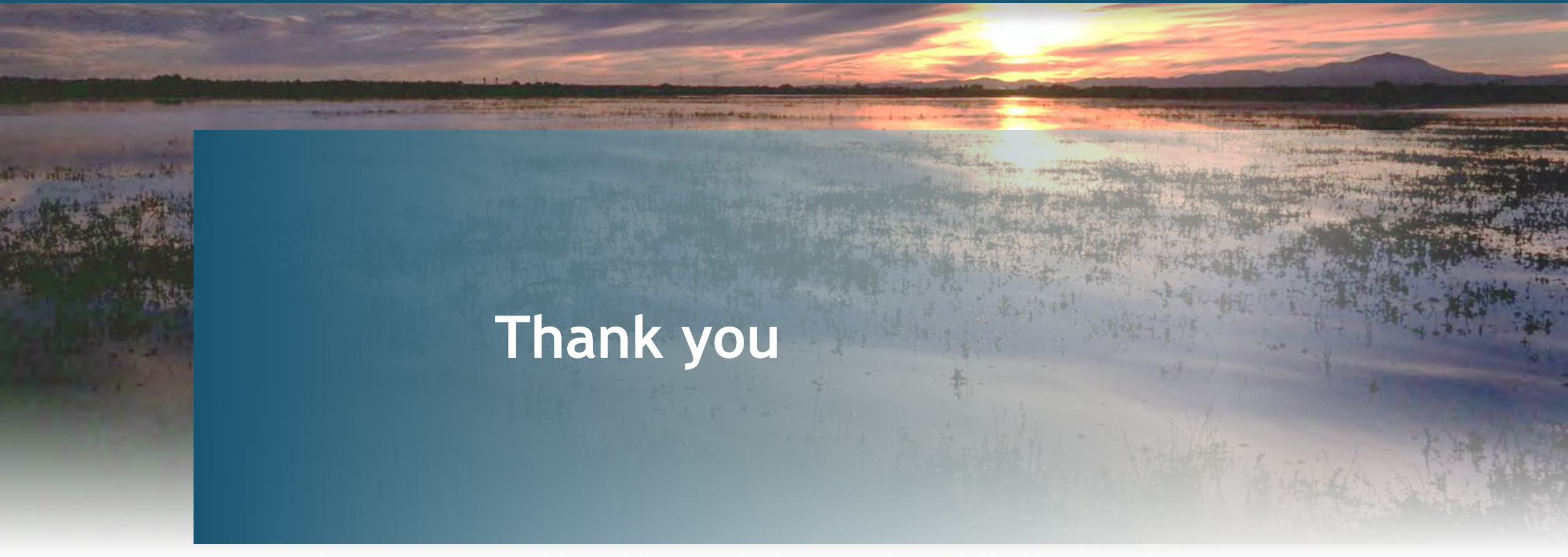
Item 6.

Non-Agendized SEC Questions or Comments

Item 7.

Public Comment on Non-Agendized Items

Questions?



Thank you

Attachment C
Stakeholder Engagement Committee Meeting Minutes

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING
Wednesday, November 13, 2019
3:00 PM
(Paragraph numbers coincide with agenda item numbers)

1. CALL TO ORDER

The regular meeting of the Delta Conveyance Design and Construction Authority (DCA) Stakeholder Engagement Committee (SEC) was called to order in the Delta Diamond, 15175 CA-160, Isleton, CA 95641 at 3:04 p.m.

Ms. Barbara Keegan, SEC Co-Chair, opened the meeting with a welcome and explanation of the committee's purpose and scope. Ms. Keegan explained that public comment would be taken on agenda items as well as non-agenda items later in the meeting with a three-minute time limit. Members of the public who wished to speak were asked to please complete a speaker card and provide it to the SEC clerk.

2. ROLL CALL

Committee members in attendance were Angelica Whaley, Anna Swenson, Barbara Barrigan-Parrilla, Cecille Giacoma, David Gloski, Douglas Hsia, Isabella Gonzalez-Potter, Jim Wallace, James Cox, Jesus Tarango (alternate), Karen Mann, Lindsey Liebig, Malissa Tayaba, Dr. Mel Lytle, Paul Ernest Clausen, Phillip Merlo and Sean Wirth constituting a quorum of the Board. Ex-officio members Gilbert Cosio and Michael Moran were also present.

DCA Board Members in attendance were Director Sarah Palmer (Chair), Director Barbara Keegan (Vice Chair) and Director Tony Estremera. In addition, DCA and DWR staff members in attendance were Kathryn Mallon, Valerie Martinez, Joshua Nelson and Carrie Buckman.

3. WELCOME/INTRODUCTIONS

Ms. Keegan thanked members for their attendance and our gracious host for the meeting space, welcomed the public and reviewed housekeeping items regarding committee member sign-in, paperwork, lavatories, as well as committee purpose and description. Ms. Keegan clarified that the SEC is not part of the CEQA or environmental stakeholder engagement process and that the merits of the projects would not be discussed. Rather, this committee will help provide specific feedback to the DCA to help inform their engineering design documents. Further, this committee is an advisory body subject to laws governing local agencies such as the Brown Act. The meeting would be video recorded and available on the DCA website. Ms. Keegan introduced Director Tony Estremera, DCA Board President, to provide a welcome to the committee.

Mr. Estremera welcomed SEC members and expressed his gratitude for their participation. He acknowledged that this first meeting would be an orientation and overview, but as the meetings progress, the committee will be discussing details that can help inform the DCA's engineering documents that are submitted to DWR for their environmental review of a potential Delta Conveyance project. Mr. Estremera emphasized Delta as Place, with support for the people, homes and businesses, as well as a place filled with human history and cultural richness. Mr. Estremera explained this process is a place for the diverse voices of the community to be heard regarding their local knowledge and the deep understanding of their community. The DCA will work with the community to develop an optimal project, optimal construction plan and optimal outcome. Mr. Estremera further noted that he is aware that there are opposers of this project that will possibly never be behind a conveyance project, however felt the importance these voices be included in this process as well. In regards to the scope of the committee, this is not a venue to argue the project's merits, this issue will be addressed through DWR's CEQA process. What can be discussed is the specifics about roads, landmarks and facilities while minimizing community effects. The DCA inspires to build this project with people in mind. In order to get more specificity and detail for this project we turn to committee members' experience, creativity and patience. In addition, we ask that the committee work with the engineering team to reflect the most community input possible in our documents. DCA staff and engineers are here to assist members in their efforts to represent their respective communities.

Ms. Keegan indicated she would to take a few moments for introductions. She summarized her experience as being a director for the Santa Clara Water District as well as a civil engineer. Ms. Keegan has a long-time connection to the Delta through family and recreation. She then asked the committee members to introduce themselves, briefly describe their connection to the Delta and indicate why they wanted to be a part of this committee.

Jim Wallace said he is a Courtland resident and is the chair of Delta Legacy Communities. Mr. Wallace has a long family history and environmental consulting experience in the Delta who wants to be a part of the engagement process.

Gilbert Cosio with MBK engineers represents clients in about 40% of the Delta and brings a lot of on-the-ground experience to contribute to DCA.

Cecille Giacoma from Sherman Island is representing communities on the Delta's south end as well as public safety interests. She explained her first loyalty is to natural history and heritage as well as protecting the species found in the Delta.

Douglas Hsia is Secretary of the Locke History Foundation, an organization to preserve and educate the cultural heritage of Locke. He lives on Grand Island and is interested in serving on the SEC to find ways to mitigate project effects and make it livable for the community.

Barbara Barrigan-Parrilla with Restore the Delta is here to represent environmental justice communities throughout the Delta in regards to impacts to the urban Delta and wants to ask hard questions to get answers to vital community questions.

James Cox is a long-time Delta resident and retired charter boat captain involved in recreational fishing and boating who is interested in making the project fish friendly.

Isabella Gonzalez-Potter is a policy associate with The Nature Conservancy and is also studying water and environmental management as a graduate student. She is on the committee to ensure restoration and preservation of the Delta habitat for protected species.

David Gloski is a Delta resident and engineer with fluid flow experience who wants to represent locals and ensure protection for homeowners.

Anna Swenson with North Delta Cares wants to ensure community members are represented and her main goal is to ensure information from SEC meetings are passed on to Delta stakeholders and vice versa.

Karen Mann is a land and real estate appraiser in the Delta, an avid angler, President of Save the California Delta Alliance and is currently raising four of her grandchildren in and around the Delta. She wants to make sure residents are included in this process, understand what is going on and can participate in making a difference in the project.

Malissa Tayaba is a tribal representative who wants to ensure it is known that tribes still use the river for traditional purposes and that the plants, animals, etc. of the river are important to tribes. Her biggest goal is to serve as a liaison between the SEC and tribal people throughout the Delta.

Michael Moran is the supervising naturalist with the Big Break Recreational Visitor Center with the East Bay Regional Park District whose charge is to connect people to the Delta. Mr. Moran has a strong desire for an empathetic connection of folks to the Delta and wants to ask questions from multiple perspectives and is aiming for informed Delta decisions.

Lindsey Liebig is the Executive Director of the Sacramento Farm Bureau representing farmers and ranchers of the Delta and their voices. Ms. Liebig wants to ensure resources are protected and have agricultural interests maintained.

Sean Wirth is the Conservation Chair of the Mother Lode chapter of the Sierra Club. Mr. Wirth is also a founding member of Save the Sandhill Cranes Habitat and wants to improve protections for terrestrial species in the Delta.

Phillip Merlo is the Director of Education at the San Joaquin County Historical Museum. He has a long family history in the Delta and is here to represent San Joaquin county's urban, rural, and farming communities.

Dr. Mel Lytle is representing the City of Stockton on behalf of the City Manager Office. Dr. Lytle is the Assistant Director of the Municipal Utilities Department and has been involved in flood control issues, is a former Delta farmer and an avid sport fishing enthusiast. He is interested in ensuring water quality and supply. In addition, Dr. Lytle is the City representative on San Joaquin Area Flood Control Agency (SJAFCA).

Paul Clausen is the Vice President of a recreational boaters' organization and is interested in water quality, navigable water ways, tidal flows, salinity intrusion and ecology of the Delta as a whole. Mr. Clausen is also the delegate of the PICIA.

Angelica Whaley was born and raised on Sutter Island and now owns a successful wedding venue in Hood. Ms. Whaley is representing Delta businesses and wants to be a voice of the next generation of Delta residents.

Jesus Taranga is an alternate member representing Wilton Rancheria as their Vice Chairman. He wants to be a bridge between the SEC and tribal entities and bring transparency to the process by taking information from the committee to his community and bring the community's concerns to the committee.

Ms. Keegan introduced Mr. Estremera and explained he is the Board member who has pushed to make this SEC possible.

Mr. Estremera highlighted his years of experience with public water agencies and pointed to his interest in stakeholder engagement due to his upbringing in an urban environment where infrastructure projects often affected his community without community member input. Mr. Estremera reiterated that committee members each have something to contribute and he wanted to ensure that this project involves the community unlike the experiences he had growing up. Mr. Estremera noted that the DCA board fully supported the formation of this committee and is awaiting SEC recommendations. He thanked members for their involvement and participation.

Ms. Keegan introduced each staff member and their role. Ms. Keegan then asked Ms. Mallon, DCA Executive Director, to explain her background and approach to projects.

Ms. Mallon discussed her extensive engineering experience with underground water conveyance tunnels in New York and with other large-scale engineering and infrastructure projects. Ms. Mallon worked in California 30 years ago when a peripheral canal was proposed and explained how everyone across the country has been tracking this California water conveyance project that for decades. Ms. Mallon stated her approach to projects is making sure public infrastructure's emphasis is on the public. Ms. Mallon noted that the project is for the people of California and needs to reflect their voices, and she is excited about presenting ideas and hearing members' insight on how to optimize the project in terms of effects and siting of facilities. Ms. Mallon thanked SEC members for their leap of faith in working with the DCA.

4. DISCUSSION ITEMS/PRESENTATIONS

a. Committee Overview and Purpose

Ms. Valerie Martinez, Meeting Facilitator, provided an overview of the committee and its purpose. She highlighted the meeting schedule, frequency and duration. There is one meeting planned for December and may be 3 hours long. The timeframe to keep open on calendars is 3-6pm on the second and fourth Wednesday of the month starting in January. Ms. Martinez indicated there is a roadmap of what will be discussed in meetings between now and April because there are documents due. Ms. Martinez further explained that the SEC is a team effort between engineering staff and Delta stakeholders, and that meetings will be goal-oriented. A rough outline was provided of the meeting topics planned for discussion at the December and January meetings such as system and siting overviews as well as the review of the NOP when it gets released. It was clarified that each meeting will also contain a roundtable portion for committee members to bring forward the concerns, questions and/or input they've received from their respective organizations and communities. Ms. Martinez said that this is an

opportunity to learn and grow together. The DCA will work with the committee members to adjust and modify the process as necessary moving forward.

Ms. Keegan asked if there were any clarifications needed from committee members.

Mr. Wallace asked what documents are due in April. Ms. Martinez indicated Ms. Mallon would be explaining the schedule in more detail during the next portion of this meeting.

Ms. Barrigan-Parilla expressed concern that the time between materials posting and the meeting is not enough time to talk to others in the community. Ms. Martinez indicated DCA will make every effort possible to provide materials as soon as they are available.

Mr. Gloski asked if committee members could get the information on what is planned to be discussed at the meetings so members can be better prepared. Ms. Martinez said the DCA will develop a "roadmap" schedule for members of what is planned for each meeting through April so they have an idea ahead of time the rough outline of meeting topics, with the understanding it is subject to change.

Ms.Mann noted the meetings are being filmed and asked if it was possible to live cast meetings on Cal-SPAN and indicated it is a free service. Ms. Martinez said she is not familiar with how it works but we can look into possibilities. The video will be available on the website.

Mr. Wirth asked if an alternate could attend in his place because there is at least one meeting he will not be able to make. Ms. Martinez indicated there are some considerations that have to be taken into account in determining if that is possible. Ms. Keegan asked Mr. Josh Nelson, DCA attorney, to respond. Mr. Nelson explained that the committee was formed by the DCA Board and only one alternate was appointed to represent tribal governments and adding additional alternates is not within the scope of the committee. Committee members therefore do not have the ability to appoint alternates. He also indicated that alternates would increase the administrative complexity of the SEC for reasons to be explained in the Brown Act training.

Ms. Keegan suggested that perhaps a future meeting could discuss alternates and other ways to ease communications issues since it wasn't possible to address them all at this first meeting.

Ms. Keegan summarized the committee's concerns. She acknowledged the interest in having a roadmap to the extent possible so meeting topics are known ahead of time.

Ms. Sarah Palmer, SEC Chairperson, arrived, thanked Ms. Keegan for presiding over the meeting in her absence and explained she missed the first part of the meeting because she was attending her son-in-law's citizenship ceremony. Ms. Palmer gave an overview of her experience with the Delta and in public water agencies. She expressed the importance of listening to one another and reiterated that community input makes for a better project. Ms. Palmer emphasized her desire to listen to ideas from the committee members and hopes that although this may not be the outcome that everyone wants, this process will ensure Delta stakeholder input is reflected.

Ms. Martinez reiterated the committee's purpose is to ensure stakeholders are informing the engineering and design efforts of DCA. She explained the SEC has three basic purposes: it provides a forum for Delta stakeholders to provide input and feedback on technical/engineering

issues related to the DCA's current activities; provides an opportunity to identify engineering and design considerations that would avoid, reduce or offset effects from constructions and facility siting; and, importantly, committee members can relay information between their respective groups and the Stakeholder Engagement Committee. Ms. Martinez repeated that these meetings are not part of the CEQA process, not about the project benefits or deficits, but rather they are for members to provide information and expertise to the engineering team that would not otherwise be known.

Ms. Martinez reviewed general guidelines for the committee, explained how meetings would be conducted and described how SEC report-outs would be developed. Ms. Martinez explained the importance of working as a team. It was noted that the meetings will operate in the public sphere and will be subject to the Brown Act. Ms. Martinez indicated that the SEC is about the interests of the local community as well as the greater good and the wider region and state. Ms. Martinez would like to ensure that the process moves forward with compromise and cooperation and to participate in open communication. Ms. Martinez emphasized the importance of being efficient and encouraged committee members to self-monitor the amount of time they are speaking in order to give time for everyone to offer their feedback. Any terms or concepts that need clarification should be brought up in meetings as this is a good source for information and will help provide a true understanding of the project.

Ms. Martinez explained that meetings will be conducted according to the Brown Act, which the attorney will discuss in more detail later in the meeting. The Brown Act helps with transparency but sometimes not with nimbleness. There are requirements for how meetings are noticed, what can be discussed outside of meetings and other considerations that will be explained by the attorney in the Brown Act orientation portion of the meeting. Ms. Martinez explained that information in the meeting is not binding and that we will be listening to all thoughts. It is clarified that these meetings have no voting authority meaning that these meetings are based on consensus but all thoughts will be received, captured, and reported back to the Board.

Ms. Martinez also explained that a summary of meeting highlights will be distributed on Fridays following SEC meetings. It will capture highlights, committee recommendations, consensus as well as dissenting views and next steps. These report-outs will help members move information out from this committee to the public.

Ms. Swenson asked if there would also be meeting minutes and when they would be available for review. Ms. Martinez confirmed minutes would be generated and included in the materials for the next meeting and then posted on the website when finalized.

Ms. Palmer asked if committee members could indicate if they felt something was missing from the highlights summary document. Ms. Martinez indicated their input is welcome, but please keep in mind it is meant to be a brief summary of highlights and not a detailed document.

Ms. Martinez reminded committee members that we are a team and that staff is there as a resource for them if they need help generating lists of their community members or finding avenues to reach out to their respective interest groups.

b. Roles & Responsibilities: DCA and DWR

Ms. Martinez indicated the relationship between DWR and DCA will be described and reiterated staff is here as resources to help SEC members function in their capacity. She introduced Carrie Buckman, DWR Environmental Manager, to give further information.

Ms. Buckman gave a presentation regarding the DWR's roles and responsibilities. She introduced herself and explained her position is to move the project through all the environmental processes and permitting such as CEQA, the Federal Environmental Endangered Species Act and the California Endangered Species Act. Ms. Buckman gave background about the project's reset from Governor Newsom in February 2019 where it was decided this would be a new project that builds on previous information. At this point, DWR withdrew from all California Water Fix environmental documentation including withdrawing CEQA approvals and the NOP as well as all of the permits. Ms. Buckman explained that the DWR is operating under authority of the California Natural Resources Agency and is leading the environmental planning effort and coordinating with state and federal agencies. In addition, DWR is responsible for stakeholder and public outreach and reporting of progress to the legislature as well as managing the schedule and budget of the project.

Ms. Buckman explained that DWR directs and oversees the work of DCA, while DCA conducts the engineering and design work, identifies design strategies that avoid or minimize impacts, and assists with conducting public outreach, public participation and stakeholder engagement activities. Ms. Buckman highlighted the role of the Public Water Agencies which is for them to provide technical expertise to DWR and the DCA and ensure that the planning and project development meet the financial, policy, and long-term planning needs of their retailers, member agencies and rate payers. Ms. Buckman emphasized that the DCA's role with this committee is to access design related issues of the project while DWR is analyzing an entire suite of environmental concerns. She explained that the Notice of Preparation (NOP) starts the California Environmental Quality Act (CEQA) process, noting the intent to develop an Environmental Impact Report (EIR). Release of the NOP will be followed by scoping where DWR is seeking information regarding the scope of the environmental analysis and the alternatives. Ms. Buckman explained that the NOP will include a description of the proposed project, the proposed project objectives, proposed project area and proposed project facilities. Right now, DWR is aiming for release of the NOP in early to mid-December. The DCA can begin engineering work on the proposed project that will be described in the NOP release. DWR is working toward having a draft EIR in late 2020 that will be out for public review for approximately 3 months. A final EIR is anticipated for early to mid-2021 that will result in a Notice of Determination (NOD) of early to mid-2022.

Ms. Buckman indicated DWR is concurrently working on the process to comply with the Federal Endangered Species Act and the California Endangered Species Act that will result in a biological opinion around the end of 2021 and an incidental take permit around the same time as the NOD.

Ms. Buckman shared that a draft Initial Study Mitigated Negative Declaration for soil analysis throughout the Delta would be released for public review on November 20 and the public comment period will end on December 20. She explained it is a separate process from the Delta Conveyance project and the information obtained will inform several projects throughout the Delta.

Ms. Swenson provided feedback that the holiday season is not a good time for public review comment periods and suggested the comment period be extended or that the draft be released in January.

Ms. Palmer noted the concern is important.

Ms. Buckman reiterated that the CEQA process is separate and distinct from this committee and what will be discussed in this committee are drivers of effects and ways to reduce them. Ms. Buckman noted that she will attend SEC meetings as a resource but doesn't want to confuse members being that the SEC is not a forum for CEQA-related concerns. Committee members were encouraged to provide their input on the environmental documents through CEQA, just not in this SEC forum.

Ms. Palmer expressed that Ms. Buckman is an important resource during these meetings and might be able to help us to understand how to stay in our lane.

Ms. Barrigan-Parrilla asked about the soil investigations and raised a concern about water quality issues related to construction and wants to be able to understand how that will be managed.

Ms. Buckman clarified that the soil analysis doesn't really relate to the larger picture of dredge and soil management. Rather, these soil tests involve drilling a hole that is 4-6 inch in diameter at various elevations and taking those samples to a lab for analysis. The soil investigation also includes cone penetration tests where a cone is placed in the ground but nothing comes out. Geotechnical results from those investigations will be used for a variety of purposes.

Ms. Buckman explained how the SEC's input would specifically assist DWR in considering construction effects in regards to logistics, roadways, transportation, noise, air quality and dual benefit facilities. Contact information for DWR was provided.

Ms. Mallon responded to earlier discussion and clarified that the project is not a forgone conclusion and that the effort here is to ensure Delta voices are reflected in the engineering documents that go to DWR for their CEQA document. Ms. Mallon then gave a presentation on who the DCA is which is an organization formed by the Joint Powers Agreement (JPA) between participating Public Water Agencies for the purpose of the design and construction of the Delta Water Conveyance Project. The Joint Exercise of Powers Agreement (JEPA) is the document that outlines the services that the DCA provide to DWR in support of their environmental process. Ms. Mallon explained that the DCA takes direction from DWR and is subject to DWR oversight. Both DWR and DCA work collaboratively together and want to help ensure design of the project reflects community engagement. Ms. Mallon reviewed a DCA organization chart and indicated that Tony Meyer, Executive Director of DCO leads oversight of DCA.

Ms. Mallon explained the DCA's key functions which are to provide engineering work to inform DWR's environmental process, assist with stakeholder support, produce presentations surrounding technical work and provide general management such as risk-management, cost, schedule and project management. She emphasized that the DCA is trying to identify potential engineering and design strategies to avoid and/or minimize construction effects in the Delta, and that is a responsibility that every DCA engineer takes seriously.

Ms. Mallon reviewed DCA's workplan, recapping the data collection efforts that have already taken place. Ms. Mallon indicated layouts and locations for facilities will be based on the NOP's project description. In April, according to DWR's projected schedule, DWR wants to start analysis of engineering work, therefore the task between now and April is to get input from the committee that will inform that engineering work. Final concept engineering is due in fall of 2020 and SEC will meet throughout the process. Meetings are scheduled for twice a month until April due to the amount of information to get through, but after that time the goal is to move to only one meeting per month.

In terms of collaboration, Ms. Mallon reiterated that in this planning phase, discussions are limited to DCA's role on the project and the committee's work will inform the engineering document that goes into DWR's analysis for the EIR. She repeated that neither the DCA nor this SEC will review or decide the case for the proposed project, the alternatives to be evaluated in the environmental documentation process, the flow and operating parameters of the proposed project and alternatives, or the assessment of the environmental impacts under the CEQA process.

Ms. Mallon repeated that the SEC will really focus on construction effects of the facilities, and mostly the traffic, noise and air quality. While the other effects will be studied by DWR, these particular effects are the ones most likely to affect Delta stakeholders and where SEC member input will be particularly helpful. Ms. Mallon explained that the committee can also be helpful on providing input when there are particular considerations such as how much room a piece of equipment needs to move around. Additionally, in regards to construction effects, for example, the committee could provide input where there is flexibility for selecting a site for a particular facility. Ms. Mallon further explained the committee could help identify opportunities for dual benefits, for example a basin that could have a nice walking trail or viewing deck.

Ms. Mallon expressed the goal for December's SEC meeting is to distribute booklets to committee members explaining components (pumps, forebays, shafts, etc.) and providing maps that include the factors that are considered when selecting sites for certain project facilities. The goal is to provide renderings rather than drawings and give people an idea of how much space the components will occupy. Additionally, an idea of construction duration and the main highlights of what it will entail will be provided. As soon as possible, the DCA will also provide animations to help members understand how the system works. The maps will provide committee members with the information engineers have in regards to transportation corridors, gas & oil wells that determine where facilities can be located along the routes. Once there is an understanding of what each facility is, we can begin discussing optimization. Ms. Mallon repeated it is all about transparency and making sure SEC members have access to the information that engineers have to keep in mind when selecting locations for facilities.

Mr. Wallace asked if there was a certain engineering completion percentage goal for the engineering team to provide to DWR for preparation of the EIR. Ms. Buckman explained that the aim is to acquire more information about logistics and details than is typically included in an EIR, such as how things will get to the sites during construction. Ms. Palmer said that as we do proposals and mapping, SEC members have insight to contribute to that process. Ms. Mallon further explained what we want to put into this document is information that clearly conveys to the public the design and how we will build it. It isn't about a percentage as much as it is about a purpose of clarity in order for the public to be able to comment on the EIR in a thoughtful way.

Ms. Mallon reiterated we want to be thoughtful about the construction nodes and how we lay out these sites.

Ms. Swenson asked where is the discussion about water quality during construction and how construction would be managed in relationship to that. Ms. Buckman indicated that some of that discussion would be coming later as we go through the environmental analysis meaning those topics would not be discussed through the SEC process.

Ms. Barrigan-Parrilla asked for clarifications as to what is meant by logistics. Ms. Mallon explained that logistics mean how we get goods and materials around the Delta.

Mr. Hsia asked if the prior studies performed from the prior project are still available and if they would be used for the new project. Ms. Buckman clarified that as this project's reset is proceeding, they are evaluating what data can still be used so that DWR is mindful of taxpayer resources. They are making determinations as to what analysis will have to be redone and what, if any, data is still applicable to the new project as it is developed.

Ms. Mann asked what was meant by "transportation" because there are roads, bridges, waterways, etc. and how those elements would all coordinate. Ms. Mann shared her personal experience in meeting up with a large barge being pushed by a tug boat in one of the rivers and was concerned for other boaters. Ms. Mann also mentioned the recreational boaters who utilize the waterways include young people with expensive wakeboard boats and lack of experience. Ms. Mann had concern for the safety of boaters meeting up with barges in narrow rivers. Ms. Mallon agreed that's one of the reasons it was important to have recreational boaters on this committee. While barging is a way to move goods and materials around to alleviate pressure on roadways, DCA would like to hear from the committee about some of the specifics regarding barge landing locations in consideration of recreational uses, seasonal restrictions, flooding issues, and so forth. Ms. Mallon explained that these are all things the engineers are already studying but would like to present to the committee for their input, as well.

Ms. Mann also asked about the amount of time staff has spent in the Delta and wanted to ensure it was clear that Delta stakeholders care not just about Discovery Bay or other popular locations but the entire 1,100 miles of Delta waterways. Ms. Mallon reiterated that this is why this committee was formed and why we have asked this group to provide their voices. SEC members can help ensure DCA has an expansive view of engineering work.

Ms. Swenson expressed the desire to see domestic well water quality issues studied sooner rather than later because safe drinking water and flood concerns are critical issues to residents throughout the Delta. Ms. Buckman clarified that her earlier comments about addressing water quality "later" were intended to mean that water quality is a DWR and not a DCA responsibility. Ms. Mallon added that as the committee work progresses and DCA shows members how facilities will be constructed, it will be very clear what the intent is and what will be involved so that members can provide feedback.

Mr. Wirth asked what the project actually is and when the project description will be solidified. It was suggested that if the committee members are to provide input, there needs to be an actual project, not a whole series of possible projects which may be the project that is selected. Mr. Wallace expressed the opinion that State Water Contractors formed the DCA as a JPA because

they did not trust DWR to build the project correctly so now the DCA is having to make up for several years of mistakes.

Ms. Barrigan-Parrilla asked when it would be known whether or not it would be considered a federal project and whether that would be known before the NOP is released. Ms. Buckman said neither is yet known.

Mr. Merlo asked for clarification as to whether or not this committee would be an appropriate place to discuss possible effects on historic sites and/or if the members of this committee could provide input on where to place facilities so as to avoid historic sites. Ms. Palmer said these are the types of things we are looking for members to discuss. Ms. Buckman agreed and clarified that this committee is not going to address what the impacts are on historic sites but could absolutely give input on avoiding or minimizing potential effects through engineering and design. Ms. Mallon said the way she thinks about it is this committee helps "engineer out the effects."

Ms. Palmer opened public comment, indicating two members of the public had submitted speaker cards.

Ms. Deirdre Des Jardins, California Water Research, referenced the DWR presentation that said discussions during the SEC are intended to provide recommendations to the DCA Board of Directors, but the September 19, 2019 resolution creating the SEC states that "no formal input, opinions or recommendations shall be provided by the committee without the request of the Board, Executive Director or DWR." Ms. Des Jardins expressed it is confusing and would like clarification as to whether SEC discussions are formal or informal.

Mr. David Stirling asked at what point will there be public hearings before the State Water Resources Control Board and the Delta Stewardship Council, and will there be hearings. Ms. Buckman referenced her earlier presentation that indicated the schedule right now is showing the end of 2021 and into 2022. Mr. Stirling asked if that will be after the EIR has been prepared, and Ms. Buckman said it will be a little bit concurrent but mostly after.

Ms. Martinez offered an opportunity to take a short break, being mindful the meeting was about 15 minutes behind schedule.

The committee recessed for a 5-minute break.

As the committee reconvened, Ms. Buckman addressed the earlier comment about the public comment period regarding the soil analysis. She explained the public comment period was set in consideration to minimizing overlap with the projected scoping meeting schedule anticipated for the release of the project NOP. Ms. Buckman asked if there is a preference for a longer comment period even though there would be a longer overlap with the project scoping period, or if members would rather have the 30-day period with a minimized overlap.

Mr. Wallace asked when the scoping period is, and Ms. Buckman indicated that it would follow release of the NOP, which will hopefully be released in early to mid-December. The scoping period would extend into February. The idea was to make the public comment period on the soil analysis document end before the holidays, but she is open to hearing the committee's preferences.

Ms. Swenson expressed that the holidays are a time of rest and spending time with family and she therefore requests that DWR extend the comment period into January to give the public more time to provide comment. Ms. Liebig expressed the preference would be an extension of the comment period, even if that means an overlap with the scoping period for the project. Ms. Buckman explained that the notices has already been sent to the printer, so notices that members receive will still have the December 20 date. However, the period could still be extended.

Ms. Martinez noted that making a decision about extension may not be possible in this committee as it might require input from DWR. Ms. Buckman agreed and noted she has heard the concerns and will take them back to DWR for consideration.

c. Ralph M. Brown Act & Public Records Act (PRA) Training

Ms. Martinez introduced Josh Nelson, DCA Interim General Counsel, to provide the committee an orientation regarding the Brown Act and Public Records Act. *(Please see the SEC member meeting packet at dcdca.org for all materials distributed to committee members regarding the Brown Act & PRA Training.)*

Mr. Nelson explained he is the DCA's attorney and his role includes ensuring the DCA complies with public transparency laws including the Brown Act and Public Records Act. Mr. Nelson explained this training for committee members is necessary before committee work begins because the legislature and voters have adopted these laws to ensure that all local decisions and discussions occur in public. It is important that we follow these laws.

Mr. Nelson provided an overview of what he would discuss and explained that it is not an exhaustive list of what the law entails. He acknowledged many committee members have experience with these laws through their work with public agencies. Mr. Nelson explained that this committee is subject to the Brown Act because it is a committee formed by a local agency's Board. He noted the law is very specific about who is subject to follow the Brown Act.

Mr. Nelson explained that any time a majority of committee members meet to discuss issues within their jurisdiction, the Brown Act applies. It was clarified that a majority of this committee is 10 members, and there are exceptions to what counts as a meeting. Ceremonial occasions, meetings of other legislative bodies (such as a DCA Board meeting) or individual contacts don't constitute a meeting, so long as members are not discussing committee business by themselves.

Mr. Nelson then explained serial meetings and how they are violations of the Brown Act that are important to avoid. Serial meetings referred to as a daisy chain can occur if one committee member talks to another member, who then talks to another, who then talks to another, etc. If that occurs and a majority is reached, it is a Brown Act violation. Mr. Nelson advised that if a committee member is being told by another committee member what a different committee member thinks, remind them that it is important to avoid a Brown Act violation and discourage the conversation from continuing. Another type of serial meeting is a hub-and-spoke type, when committee members talk to a 3rd party and facilitate communications between committee members. This type of serial meeting is also to be avoided because it also violates the Brown Act.

Mr. Nelson further explained that meetings can occur multiple ways, including in person, via telephone, through email, written correspondence, use of intermediaries and social networking sites such as Facebook and Twitter.

Mr. Nelson also explained how the Brown Act applies in terms of ensuring meetings are open and public. Agendas are posted 72 hours prior to regular meetings. The meeting packet is a public record once it is distributed to the SEC. The SEC can only discuss items on the agenda. Mr. Nelson also explained that an opportunity for the public to comment must be offered on agenda items as well as non-agenda items and that time limits are permissible. It was further explained that SEC members should not engage with the public during public comment. Staff can briefly respond to a question, but the public comment period is not an opportunity to engage in dialogue with the public. The time for that would be when an item is brought back for discussion and deliberation.

Mr. Nelson then provided an orientation of the Public Records Act (PRA). He noted that a record is any writing which contains information related to the SEC is a public record. It is a very broad law. Text messages, voicemails, emails, written notes, etc., are all considered records. In some instances, it can also apply to information retained only on a private account or email address. Mr. Nelson explained that even if committee members engage in committee business on their personal email accounts, it is potentially a public record. When the DCA receives a PRA request, they must generally respond within 10 days. DCA can only charge direct copying costs. Most records are disclosable, although there are exemptions for personnel records and attorney-client privileged documents.

Mr. Nelson provided best practices for committee members in consideration of the Public Records Act. It was advised that all SEC records should be assumed to be public, including all emails sent or received by SEC members regarding the SEC. Further, members are asked to use their DeltaStakeholder.org email on all SEC business. If using a personal email account, members must cc their DeltaStakeholder.org email address on all sent emails and forward copies of all received emails to their DeltaStakeholder.org email accounts. He explained this is because if a PRA request is received, DCA can access the emails on their servers rather than asking members for access to their personal accounts.

Ms. Palmer advised to never “reply all” to emails regarding SEC business. To that point, Mr. Nelson explained that when members receive an email from DCA, it will only have the recipient’s name in the “to” field as to avoid an inadvertent “reply all” by SEC members.

Mr. Nelson pointed members to the additional handouts that were provided in the meeting packets including the SEC Charter and a guideline document for avoiding serial meetings. He also pointed members to two documents available on the California Cities website regarding open and public meetings and guidelines regarding the Public Records Act.

Ms. Palmer added that when the Board doesn’t respond to public comment, it is because they are not supposed to engage the public during public comment.

Mr. Hsia asked if he posted about tonight’s meeting on Facebook, is there anything he should watch out for. Mr. Nelson answered it would only be a concern if other committee members started commenting on the post.

Mr. Gloski asked if personal notes were public records and Mr. Nelson advised you should presume that they are and will be provided to the public when asked.

Ms. Swenson asked for DCA's plan for posting agendas locally. Ms. Martinez explained the Friday before the meeting, the packet is distributed to the SEC and the agenda is posted in the DCA lobby as well as at the meeting venue and the website. Ms. Martinez also expressed there are aspirations for noticing through social media and encouraged members to augment these efforts. Ms. Swenson said the best practices in the Delta are post offices and libraries. Ms. Mallon added that Ms. Janet Barbieri maintains a list that she sends to as well. Ms. Nazli Parvizi added we also plan to advertise in local papers. A committee member noted for urban areas, meetings notices need to be in newspapers. Ms. Martinez offered that DCA will pull together a document indicating how we are noticing the meetings. Another committee member suggested providing notice to local yacht clubs. Ms. Martinez agreed and noted there is a constant effort to expand the stakeholder email list to include groups such as yacht clubs and others. In fact, some groups may already be on the list that is receiving the email notifications.

Ms. Palmer also stated sending the agenda out to various community groups is part of how the committee members can fulfill their function.

Ms. Palmer opened public comment.

Ms. Des Jardins expressed appreciation for the breadth and depth of knowledge of the Delta represented on the committee. She would like clarification about the DCA's authority in terms of appointing representatives to the committee and being able to remove committee members at will, as stated in the Board resolution.

Mr. Nelson responded to an earlier question raised as to whether or not Brown Act violations are ever enforced. He stressed violations are indeed serious and if an allegation is found to be substantiated, the plaintiff can be entitled to attorney fees which can be very substantial.

5. PUBLIC COMMENT (NON-AGENDA ITEMS)

Ms. Palmer opened public comment for non-agenda items.

Ms. Des Jardins said there should be modelling to show whether proposed intake locations would work with up to 10-ft sea level rise and also to show if there would be adequate flows past 1,000-ft long intakes at current locations. Convening this panel to review site locations is putting the cart before the horse if it has not been validated that these intakes would work.

6. FUTURE AGENDA ITEMS

Ms. Martinez announced the next meeting location has yet to be determined because we need significant amount of space and locations are subject to venue availability. Because of this, the meeting dates provided earlier could shift. The goal is to always provide information to the committee as soon as it is available.

Ms. Martinez explained the December agenda may change based on whether or not the NOP has been released by that meeting date.

Ms. Martinez also reminded members of some housekeeping items for the committee: W-9 forms, onboarding forms, sign-ins at each meeting and meeting location surveys. She reminded them an email set-up guide has been provided to them and asked them to verify their information on the directory that will be released to the public and write in their phone number if they would like that included.

Mr. Clausen asked if it is possible to attend the meeting by teleconference. Mr. Nelson explained that this question is a matter covered in the Brown Act. Any location where there is a teleconference requires a public notice and making the location of the teleconference available to the public, so it poses difficulties but it is an issue we can explore. Ms. Palmer indicated if you were going to take the meeting from home, you'd need to post the notice on your front door.

Mr. Gloski asked if it is possible for committee members to suggest items for future agendas. For example, he indicated it would be helpful to have projections about the benefits regarding jobs or expenditures, as that would be helpful to share with the community. Ms. Mallon answered that the engineers do have models for that type of data. Facilities and sitings will be prioritized up front and then we can begin to explore those other topics.

Ms. Gonzalez-Potter asked if the Brown Act rules still applied to Facebook live streaming videos since it is not a physical location. She also asked if DCA has social media channels and suggested posting meeting notices there. Mr. Nelson explained the Brown Act does not recognize Facebook Live as a valid meeting location. Ms. Martinez indicated social media channels are currently a work in progress and information will be available there once they are up and running.

7. ADJOURNMENT

Ms. Palmer adjourned the meeting at 6:08 p.m.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING
Wednesday, December 11, 2019
3:00 PM
(Paragraph numbers coincide with agenda item numbers)

1. CALL TO ORDER / ROLL CALL

The regular meeting of the Delta Conveyance Design and Construction Authority (DCA) Stakeholder Engagement Committee (SEC) was called to order at the Belle Vie Vineyards, 19900 Sherman Island Cross Rd., Rio Vista, CA 94571 at 3:04pm.

Ms. Sarah Palmer welcomed SEC members and the public to the meeting, thanked the venue hosts and acknowledged the work of staff to prepare for the meeting. This meeting facility accommodates meeting size and allows for live streaming during the meeting.

Committee members in attendance were Angelica Whaley, Anna Swenson, Barbara Barrigan Parrilla, David Gloski, Douglas Hsia, Jim Wallace, James Cox, Karen Mann, Malissa Tayaba, Dr. Mel Lytle, Phillip Merlo and Mike Hardesty. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance.

Committee members not present included Cecille Giacoma, Isabella Gonzalez Potter, Jesus Tarango, Lindsey Liebig, Paul Clausen and Sean Wirth.

DCA Board Members in attendance were Director Sarah Palmer (Chair) and Director Barbara Keegan (Vice Chair). In addition, DCA and DWR staff members in attendance were Kathryn Mallon, Valerie Martinez, Joshua Nelson, Phil Ryan, Gwen Buchholz, Andrew Finney, Jim Lorenzen and Carrie Buckman.

2. WELCOME & REMINDERS

Ms. Palmer stated 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 and is therefore subject to public transparency laws applicable to public agencies such as the Brown Act and the Public Records Act. It is important to note that the SEC and its meetings are not part of any California Environmental Quality Act (CEQA) related to a potential Delta Conveyance project.

Ms. Palmer introduced Solano At-large SEC member Mike Hardesty and asked him to introduce himself and indicate why he wanted to be part of the SEC.

Mr. Hardesty said he has been in water management and flood control in the North West Delta, managing Reclamation District (RD) 2068 for over 40 years. He joined the committee because he

was asked to do so and was encouraged to serve by the RD Board of Directors. The proposed project is within the area of RD's interest.

Ms. Martinez reviewed housekeeping items. Members should sign in for accurate record-keeping. Members of the public can fill out and submit speaker cards in order to speak during the public comment period. Meeting is being filmed and webcast live. Please be mindful of cameras and walk behind them if leaving the meeting. Emergency exits were reviewed.

Ms. Martinez provided a materials overview. SEC members have an agenda, meeting minutes from last meeting, workbooks, member contact list, glossary and CEQA basics info. Glossary was a suggestion of committee members and will grow as meetings progress. Maps and factsheets that correlate with the presentation are also provided.

Ms. Martinez acknowledged that members are receiving a lot of information. This meeting is intended as a "Conveyance 101" meeting. Members are at different levels of understanding and knowledge, so this information will help set a baseline on which to work moving forward. It can also help fill in the knowledge gaps of those more familiar with the potential project. DCA wants to ensure members have adequate information to collaborate on an equal footing.

As a reminder, all meetings are subject to Brown Act. We can only discuss what's on the agenda. Meetings are specific to design input and are not part of the CEQA process. Chair presides over the meeting; the facilitator guides discussion. Each meeting will be goal-oriented and purpose driven. Information is subject to change. The SEC holds no formal voting authority. Consensus will be sought at the meetings; all views recorded and reported.

Ms. Palmer reminded attendees that it is not possible to respond to public comments if it is not on the agenda.

3. MINUTES REVIEW: November 13, 2019 Regular SEC Meeting

Ms. Palmer asked if there were additions to minutes from committee members. No changes were reported. Ms. Martinez informed members any changes could be sent by Friday, Dec. 13. The minutes are accepted by consensus if there are no objections. No objections were reported.

4. DISCUSSION ITEMS/PRESENTATIONS

a. DWR: Review CEQA Process

Ms. Buckman with DWR introduced herself and said after last meeting, members requested more baseline info regarding the CEQA process and the various acronyms used in SEC discussions. While some SEC members are very familiar with the process, others are not; thank you to the more seasoned members for your patience as we take a step back to provide background for other committee members who are less familiar.

Ms. Buckman started by explaining what CEQA is. It is a state statute enacted by the state legislature that requires a decision-making process with environmental consequences in mind. It is intended for decision makers to understand and see the environmental issues associated with a project before they decide if they want to implement it and whether feasible mitigation measures are possible. Public participation is essential and it does not require that projects

with significant environmental impacts be denied; projects can move forward, but the impacts must be identified and generally mitigated if feasible. A similar federal process is the National Environmental Policy Act (NEPA). CEQA is more restrictive in some ways, but there are a lot of similarities. The main objectives of CEQA are to provide information to the public and decision-makers about the potential significant environmental impacts of a proposed project. This disclosure piece is very important to CEQA, as it tries to identify and disclose what is going on with a project. Other CEQA objectives are to help identify ways to avoid or reduce significant impacts; minimize and avoid significant impacts to the environment by using feasible alternatives and mitigation; and disclose to the public the reasons a project is approved even if it will have some significant adverse impacts.

In terms of who is responsible, DWR is the Lead Agency according to CEQA. The Lead Agency is the party with the most responsibility for a project. As the Lead Agency, DWR will be leading the environmental compliance effort and will move forward with preparing an Environmental Impact Report (EIR). The EIR will comply with NEPA because federal agencies are expected to come into the process and DWR wants to ensure they have the needed information. DWR will be leading CEQA-required public and agency outreach, public participation and stakeholder engagement activities.

There are other agencies involved as Responsible Agencies, meaning they take some action on the project (such as permitting) but their role is not as large as the Lead Agency. CEQA also identifies four Trustee Agencies that have jurisdiction over natural resources affected by a project. The Department of Fish and Wildlife weighs in on projects that could affect fish or wildlife in the state, the State Lands Commission looks at any project that could affect state-owned sovereign lands. The Department of Parks and Recreation looks at projects that could affect state parks and the University of California looks at sites within the natural land and water reserves system. It is also expected that federal agencies will be involved as part of the NEPA process.

Ms. Buckman also reviewed key acronyms that will be used throughout discussions with the SEC and reminded members they have a glossary in their notebooks. There is a standard process involved in CEQA compliance. First, an action is proposed, then it is decided if that action constitutes a project and if so, if the project is subject to CEQA. If a project is subject to CEQA, there are a list of exemptions that exempt a project from additional CEQA documentation. If that is the case, a Notice of Exemption is completed. Absent a Notice of Exemption, however, the Lead Agency completes an Initial Study that helps determine which CEQA document is required for an agency decision—a Negative Declaration if there are no significant impacts, a Mitigated Negative Declaration or an EIR. After that determination is made, the appropriate document is prepared, presented for public review and then there is either an adoption of the Negative Declaration or Mitigated Negative Declaration or there is certification of the EIR. This is followed by approval of the document, findings and then documentation of the decision made by the agency on the project.

Ms. Buckman presented a graphic that shows all the steps the DWR will be going through with the Delta Conveyance CEQA process. The reason the NOP is frequently mentioned is because it kicks off the environmental process; it is the first major step of the CEQA process. The NOP will include a proposed project and starts the scoping period. Scoping meetings are part of outreach that is very important for the environmental analysis. After the scoping period ends,

DWR will generate a summary of the scoping meetings as well as an outreach plan that will be used for the rest of the process. DWR will not only conduct all CEQA-required outreach but will also be conducting additional outreach activities outside of those requirements.

After feedback is received through scoping, DWR will conduct an alternatives analysis to decide on the reasonable range of alternatives to move forward, define the project and alternatives and conduct extensive technical analysis on the alternatives. That will lead to analysis of potential impacts and mitigation to reduce those impacts. Impact analysis and mitigation requires a lot of technical studies, extensive modeling and environmental impact analysis.

Based on the impact analysis, an Administrative Draft EIR will be developed and then a Public EIR. The Public EIR is another formal step required for CEQA outreach. It involved public circulation of the EIR and a public hearing.

These steps will be followed by selection of the Preferred Alternative and a response to public comments received on the Draft EIR. DWR will then develop a Final EIR and prepare a Notice of Decision that documents the decision made on the project.

Feedback received after the last meeting indicated that it is confusing to understand the SEC's role in terms of what is classified as engineering as opposed to what is classified as environmental. This will be an ongoing topic for clarification and discussion. Ms. Buckman presented a flowchart with some ideas about how to clarify the roles. In general, DWR is doing the environmental planning while the DCA is doing the engineering. The SEC is a committee to the DCA. All of the work DCA is doing is where the SEC will be commenting.

The DWR is working on NOP preparation and working to define the proposed project. The DCA has been working to help support the process of providing the information necessary to include in the NOP in order to give some idea about what the project might look like so that people can respond to that in their public comments. The work DCA has conducted will be made public in the NOP. In the meantime, the SEC is receiving material that is "pre-NOP" and more foundational in nature. This will help SEC members gain a better understanding of what a Delta Conveyance project might look like, what it might include and what drivers might be considered in siting certain facilities. After the NOP is released, scoping begins. Concurrent with scoping, DCA will begin concept engineering on the proposed project. During this effort by DCA, there will be discussion with the SEC regarding the features that could avoid or minimize different types of construction impacts. As the scoping meetings conclude, DWR will identify alternatives. DCA will provide engineering on the alternatives identified, which again will involve discussions with the SEC. DCA's work and collaboration with the SEC will then feed into DWR environmental impact analyses and that information will lead to the Draft EIR.

In addition to CEQA, there is an entire suite of environmental permits that need to be secured for this project from various agencies. Permitting will be done somewhat concurrently with CEQA document, but CEQA needs to be started before detailed permitting efforts can proceed.

Ms. Buckman described an NOP and reviewed what it includes. The NOP documents the intent to develop an EIR for a proposed Delta Conveyance project, which triggers the start of scoping. The purpose of scoping is to help DWR define the scope of environmental analysis. The scoping comments received will help indicate where more in-depth analysis is needed. There will also

be comments on the alternatives that members might want to see to a proposed project. The NOP will identify the public comment period and provide information on the public meetings. The NOP will include a description of the proposed project at a general level of detail, indicate proposed project objectives, show the proposed project area and indicate the proposed project facilities.

Ms. Buckman highlighted a couple of areas that often cause confusion. First, it is important to note that an NOP does not represent a decision. Rather, an NOP is just the starting point of the process. CEQA requires a description of the proposed project, but DWR will consider a range of reasonable alternatives and make a decision after the environmental documentation is complete. Also, members of the public are often frustrated during scoping meetings at the lack of information available. At the time of scoping, environmental analysis has not yet been performed. Environmental analysis is completed after scoping and incorporates the feedback received during the scoping period.

There is a long list of environmental resources that are analyzed in the EIR. The potential adverse effects of the proposed project on the physical, human and natural environment will be evaluated.

The SEC intersects with the CEQA process by providing critical input into the design and engineering that will be considered as part of the environmental review process, including identifying potential engineering and design strategies to avoid and/or minimize community effects. The conversations with the SEC will mostly be about logistics, noise, roadways, air quality, dual benefit facilities and transportation.

Ms. Buckman reviewed key milestones in the CEQA process. The NOP was anticipated for early December, but the schedule may now shift because of the holidays. DWR hopes to file the NOD in early 2022. The other environmental and permitting processes are scheduled to begin in early 2020 and proceed from there.

Ms. Buckman provided a follow-up to the soil investigations conversation from the last meeting. The Initial Study/Proposed Mitigated Negative Declaration was released on November 20, 2019. The comment period has been extended until Jan. 15, 2020. The purpose of the study is to gather information that will inform and evaluate alternatives for the proposed Delta Conveyance project. The analysis includes soil borings, cone penetration tests and geophysical surveys.

Ms. Buckman showed the DWR contact channels available to stay informed and asked if the committee members had any questions.

Ms. Mann asked if waterways would be studied as part of the transportation analysis. Ms. Buckman confirmed the Delta Conveyance environmental analysis will include information about impacts on waterways. SEC discussions will be specific to transportation logistics and whether or not barging will be considered in regards to construction.

Ms. Palmer stated this is why DCA tried to ensure there were representatives from the boating community on the SEC.

Ms. Mann asked if the safety of using waterways would be discussed in the SEC meetings. Ms. Palmer confirmed it would be included as a topic of discussion.

Mr. Wallace asked if this committee's input would be included in the EIR chapter that documents the CEQA-required public participation. Ms. Buckman said there is not yet a final answer on the particulars of the EIR. DWR will want to document project-related efforts that took place, but details about what is discussed here, such as minutes, will not be included.

Mr. Wallace expressed the committee is being heavily restricted from mentioning environmental impacts. If DWR can use SEC input to say they have met the CEQA requirements for public participation but members cannot mention environmental impacts, then the SEC seems like a one-way street to benefit DWR.

Ms. Buckman explained that DWR welcomes comments about environmental impacts, but in a different forum because those comments have to be tracked appropriately, and the SEC does not provide for that process. If this group does come to an agreement about how the design should change based on their input, she would think the SEC would want their input reflected somewhere in the EIR. She asked Mr. Wallace to clarify his concern.

Mr. Wallace said he isn't clear how the committee will talk about construction and design if we aren't discussing CEQA after the NOP comes out. Construction and design affect many of the resource categories that will be analyzed.

Ms. Buckman mentioned the issue that Josh addressed in regards to whether or not committee members could comment during the CEQA process.

Mr. Nelson clarified that participation on SEC doesn't affect any individual committee members or their representative organizations from fully participating in the CEQA process, as those activities would be on behalf of that individual or organization and not on behalf of the DCA or the SEC.

Ms. Palmer commented that this advisory group is comprised of very disparate committee members with varying viewpoints, making it difficult to come up with an SEC statement on the EIR. However, any member can comment as an individual.

Mr. Wallace clarified that until the NOP is released, it makes sense not to discuss particular CEQA issues because there is not yet a project description. After the NOP is released, will SEC discussion still be constrained to avoid CEQA issues? Clarification is needed if SEC comments will be included in the CEQA documents.

Ms. Buckman clarified she is not planning to included SEC comments. As part of a description of the overall process, it may be mentioned that these meetings occurred. However, DWR is not planning to include specific comments from this group.

Mr. Wallace asked for a simple "yes" or "no" as to whether the SEC is a part of the public participation required by CEQA. Ms. Buckman and Ms. Palmer both answered no.

Mr. Wallace asked if the SEC meetings would be in the Public Participation part of the document.

Ms. Palmer recapped that this committee is not a part of the CEQA process, but that doesn't stop any individual member of the SEC from commenting.

Ms. Martinez asked if it would be helpful for Mr. Nelson to create a memo with a response to this concern.

Mr. Wallace clarified he is not concerned about individual comments. Rather, he wants to make it clear that committee members have been told from the beginning that SEC is not part of CEQA. Will DWR take advantage of their input and include it in the public participation portion of the EIR?

Ms. Buckman would like to think about his question so she can provide a satisfactory response. The point of the SEC is to help minimize impacts in the way the project is constructed and designed. It should be acknowledged that the process happened, but the comments made here are not going to be considered as comments on the EIR. SEC discussions will be kept as a separate process, but the whole idea is to come up with a project that may not be supportable, but more livable.

Ms. Keegan added that one of the concerns DCA Board members heard when establishing this committee was that the committee might create a "super-CEQA" process. CEQA is a law that has to be followed.

Ms. Mallon asked Mr. Wallace if he is concerned that SEC member comments will direct the engineering and then their input will be used as a defense of how the project proceeds. Understanding the underlying concern may help with a better response. Ms. Mallon asked for an example of a concern that might manifest itself.

Mr. Wallace said his concern is that we go through entire process being told SEC discussions are not a part of CEQA, but then it is shown in Public Participation section of EIR.

Ms. Mallon thanked Mr. Wallace for clarifying.

Ms. Palmer indicated a response would be developed and DCA will follow-up.

Ms. Swenson remarked it would be helpful for SEC members to have print outs of the meeting presentation slides for taking notes.

Ms. Buckman also acknowledged the screens were not set up optimally for the SEC members to follow along, and that will be addressed at the next meeting.

Ms. Swenson asked who decides what a reasonable alternative is, what makes an alternative qualify as "reasonable" and to whom is the alternative reasonable.

Ms. Swenson also shared her concern that SEC meetings will replace typical public outreach that is encouraged as part of the CEQA process. Public participation should not be encapsulated

to this process alone. There is a need to actually go out into the communities and garner real, raw public comments or opinions about the project.

Mr. Gloski asked what is the board or body that approves the EIR. Ms. Buckman explained the EIR will be a DWR document and a decision will be made by the Governor.

Mr. Gloski asked if the delay of the NOP's release will affect the SEC January meeting content.

Ms. Mallon indicated that will be addressed at the end of the meeting.

Mr. Gloski commented that the soil sampling maps looked like a scatter shot and asked for context for understanding what the maps were depicting.

Ms. Mallon explained that the DCA is open to a wide range of corridors to reduce effects. DCA compiled all of the historical data from the multiple studies that have been completed and identified where additional data was needed in order to have a more complete picture of the soil quality throughout the entire Delta. The dots represented on the soil sampling maps reflect places where there are gaps in knowledge for understanding broadly about the underlying soil conditions so that if there are suggestions to move any potential project in a certain direction, the testing doesn't need to be redone or expanded at that point. DCA needs this information to be able to evaluate different routes more efficiently.

Ms. Barrigan Parrilla expressed thanks for the soil sampling comment period extension and for reflecting water quality issues during construction as one of the environmental resources that would be analyzed.

In regards to the soil sampling maps, Ms. Barrigan Parrilla relayed the request for coordinate markers on each collection point so levee impacts can be tracked by RD's. Adding this information in the future would be helpful for that purpose.

Concerning the CEQA question, Ms. Barrigan Parrilla's concern is that she doesn't want to see SEC participation becomes used as a reason to interrupt due process rights. Participation is in good faith, and there are hopes that the process works as intended. If it doesn't, members don't want to get hammered for having participated. If there is a way to help clarify in writing, it would be greatly appreciated.

Ms. Buckman responded that her confusion is that on one hand, we don't want to hide that this process occurred and it should be acknowledged in the EIR, but she also understands members not wanting their participation to be used against or limit them in any way. Ms. Buckman will try to figure out the best way to describe it for everyone.

Ms. Barrigan Parrilla also asked if issues discovered during soil testing or field work will be released by DWR on a real-time basis. Delta residents don't want to suffer through an existing problem all the way through construction.

Ms. Mann asked if any soil from under the river is going to be studied. There are concerns about quality and safety of waterways for fish as well as people.

Ms. Mallon confirmed with Mr. Finney, Geotechnical Engineer, that there are quite a few in-river bore holes included in the study. Ms. Buckman clarified that no action has yet been taken, but there are currently about 50 in-river bore holes under consideration.

Dr. Lytle commented that one of those in-river borings is across from one of the Stockton Municipal Utilities Department (MUD) intakes so MUD will be providing comment on the actual document. As a general comment regarding CEQA, the process overviewed at this meeting is specific to a conveyance project that goes from point A to point B. There are also other efforts underway, such as the Governor's Resilience Portfolio. It greatly expands potential project and regional efforts, collaborations and all the statewide efforts aimed at improving resiliency. A program level CEQA analysis should move forward alongside this particular project's CEQA effort because it is interrelated with how this project connects to the rest of the system in California. It seems like a sensitive time to try to think about some of these things.

Ms. Palmer opened public comment.

Melinda Terry, Executive Director of the Central Valley Flood Control Association, wished a happy birthday to new member Mr. Hardesty. Reclamation Districts are concerned that many proposed soil drillings are on top of, through or near levees. There were no mitigations so there was apparently no analysis and no conversations. There is mitigation that prohibits drilling within 150ft from the toe of a levee to a house or business building. Going through the levee is probably more doable but requires a 408 permit from RD's and terms and conditions will apply. RD's will be submitting their comments. This is another example of the failure to communicate or to look at the obvious and not talk to some of us ahead of time.

Regarding the CEQA issue, Ms. Terry expressed her concern that there are lot of details to ensure in the CEQA process. One requirement is to conduct stakeholder meetings for the EIR and about the mitigations. This group is prohibited from talking about those mitigations. The issue is that you can't have it both ways; you can't say you are prohibited from talking about CEQA and those mitigations that would be important to SEC members and then use this committee's participation as satisfying the requirement for public outreach. The SEC is not a part of the CEQA-required outreach process. It can be documented and included in some other way, but don't claim this as outreach if SEC members can't address mitigations. There should be a statement clarifying that the SEC is not part of the outreach effort required.

Ms. Palmer asked Mr. Nelson to clarify for her if the SEC is prohibited from talking about mitigations.

Mr. Nelson clarified that all SEC discussions need to stay within their scope and subject matter that is before them, such as construction effects and drivers.

Mr. Hsia asked where committee members can represent their views. Ms. Buckman highlighted that the DWR will have a public engagement process separate from the SEC. A formal scoping process will follow release of the NOP and there will also be a formal process to make public comment on the Draft EIR. Those are great places for any individual SEC members to make their comments to ensure they are formally in the record. In addition, public outreach steps are scheduled in between so that continued public involvement can be ensured. DWR is not counting only on this body to provide that outreach.

Deirdre Des Jardins asked for clarification regarding whether the proposed geotechnical drilling was being done under the $75 million contract DCA signed with Fugro. It is being represented that this is all being done by DWR, but there is no reference to this contract. Ms. Des Jardins also expressed concern about the drilling locations and asked for facility plans to be disclosed. It is clear there are concentration of points near the Water Fix project intakes and also on Bouldin Island. From knowledge of geotechnical drilling, soil samplings are not done randomly without some kind of facility plans. The holes are expensive to drill, especially the ones that go down 200ft. Facility plans have been requested before; please disclose.

Osha Meserve, Local Agencies of the North Delta, said there was a question on the agenda and asked by Ms. Swenson in regards to who gets to determine the reasonable range of alternatives; please ensure the question is answered. Ms. Meserve heard it stated earlier in the meeting that the Governor will certify the EIR, but it is actually DWR that will certify the EIR for this project. Based on her 20 years of CEQA practice experience, Ms. Meserve expressed that DCA is having a hard time defining what this committee is doing is because community impacts and the human environmental measures that would be at issue here are the very same things that would be what CEQA looks at: noise, traffic, air quality, aesthetics. There isn't a separate thing that's called "engineering." Unsure how it can be resolved, but it's an issue that agenda says it is not about CEQA, but this process will inform CEQA. The concern many share is how this committee's participation will be characterized. What has not been mentioned is the EIR for the prior Twin Tunnels project that had an appendix regarding public participation. Members of this committee would be disappointed to see discussions indicating how wonderful the public participation was and how the SEC was a part of that participation. At the first meeting, many members said they were opposed to this project as they understood it, but those comments were not reflected in the minutes. The minutes should not be sanitized. All members should look carefully at their comments and make the appropriate corrections.

Ms. Meserve indicated when she heard DCA Board members report back to the JPA last month, they talked about what a wonderful group of people the committee members were and how they might support the project. Those may not have been the words used, but that was the characterization. Not having been to the first meeting, the characterization reflected wasn't what the meeting seemed to be about. There is a lot of well-placed trepidation to participate in this committee. Many people have decided not to participate. We appreciate it is an open process and that we are able to do the best we can within the confines, but DCA needs to think about what those confines are. Finally, from a Delta perspective, we don't want DWR to be able to cite the existence of this committee as a defense in anything. In ongoing litigation with DWR over the past failed tunnel project, Ms. Nemeth is citing this project as something that is happening that is very positive. There needs to be an agreement reached with SEC members that their participation will not be used in a way that will be negative for groups they represent.

Ms. Palmer remarked that it was not her recollection that anyone said SEC members would be in favor of the project.

Mr. Moran asked for confirmation of a clarification he could offer about the earlier CEQA discussion. What the SEC comes up with as a group or as individuals in an advisory capacity means they are just advising design of the project as would any academic studies or any body of knowledge that's already out there. That final design goes through the CEQA process.

Ms. Mallon concurred that is an accurate characterization. DWR will then take that design and perform the assessments.

b. DCA Concept Engineering Directive / Stakeholder Engagement Committee Role

Ms. Mallon indicated that discussion of the CEQA matter will be added to the agenda for the next meeting so there is clarification.

Ms. Mallon explained the goal of this discussion is for committee members to have a basic understanding of all the individual pieces that might make up a conveyance system, understand their purpose and component pieces and also understand what kind of space might be needed for construction and how DCA thinks about siting facilities.

Around the room are several maps, so those who enjoy maps will enjoy this discussion. The maps that will be presented each represent specific issues and are the same maps that DCA uses to think about where facilities could be located.

Ms. Mallon clarified what will be asked of committee members at SEC meetings. At the last meeting, an SEC member asked how many DCA staff members had spent more than 5 hours in the Delta. Ms. Mallon understood the point of the question, and indicated that in the past 3-4 months DCA staff has participated in Delta fishing expeditions, boat trips, an evening crane flights session and a historic site tour of the Delta. Phil Ryan, who will be presenting on the individual components discussion, shared a glass of pear cider with the gracious hosts at the Hemly home in Hood. DCA staff is doing their best to understand the Delta and how that affects the way facility design and location is approached. Think of yourselves as resources to help fill the gaps in our knowledge so that the documents DCA produces form the definition of the project. DCA's engineering documents will then be handed over to the DWR for environmental analysis. DCA wants to ensure those documents reflect the input and concerns of SEC members and those they reach out to. What will happen in the CEQA process is unknown, but Ms. Mallon indicated her job is to share information DCA has collected and how the engineers are thinking about the project in order to give members an opportunity to provide feedback. Members will be able to indicate what they like or dislike as well as things that should be reconsidered or things that DCA may have missed by not knowing the Delta as well as committee members do.

Ms. Mallon mentioned Mr. Ryan will be providing an overview of system components. It is important to note that some facilities may look familiar from the last process because they are meant as illustrations to start the conversation. DCA will be reworking them, looking at different locations and sharing much of that information with the SEC. For example, the intake rendering Mr. Ryan will show is for purposes of demonstrating what an intake does and what it might look like, but the image is from the last process. It is guaranteed the intakes for this project will look different because DCA and the SEC will be working on the design together. The visuals shown at this meeting are for illustrative purposes only.

Ms. Palmer opened public comment.

Ms. Terry asked DCA to please provide documents along with the agenda. As North Delta Water Agency manager, her job entails attending public meetings. Attendance is often

determined by the agenda, but the wording on this meeting's agenda was vague and it was difficult to discern the relevance to her agency. Supporting documents are typically provided with agendas to help people decide if they need to attend. If the DCA is committed to outreach beyond committee members, that information should be posted.

Ms. Palmer mentioned that not knowing when the NOP would be released affected what could be published and when.

Mr. Nelson mentioned there was a staff report on 4b in the packet.

Ms. Des Jardins said the packet of siting drivers information provided at the meeting should have been provided ahead of time. The intake rendering appears to be the same as the Water Fix intake design and has the same footprint. Design needs hydraulic analysis to show that an intake this long would work. CDFW also had concerns about not having the fundamental field studies. Components of previous project and drillings near the siting of the previous project is concerning. Ms. Des Jardins is concerned this process will continue the same way the previous project did. Internal engineering memos indicated facility configuration was largely decided before the EIR ever got to the Admin Draft stage of CEQA. She hopes there can be real input through process such as intake design and location because it has a huge impact on Delta communities.

c. Delta Conveyance System Overview, Introduction to Individual Features, and Introduction to Facility Siting Drivers

Ms. Mallon acknowledged that we are looking at a single tunnel conveyance project that would start somewhere in the northern part of the Delta with intakes and connect down to the southern part of the system of the State Water Project, as directed by the Governor. This is a proposed project at this point and no decisions have yet been made. Even if DCA staff doesn't say the word "proposed" at every reference, please remember it is still a proposed project with proposed facilities. The point of showing these renderings is to get a foundation of what the facilities are, how they function for the system and how big they might be, in order to facilitate more detailed discussions in the future. This is a conversation we can have without the NOP being out.

Ms. Mallon introduced Mr. Ryan, Engineering Manager, to talk to about the individual components of a conveyance system.

Ms. Martinez explained that SEC members have a workbook in front of them with a section called "Component Features" that contains all the renderings and information that accompany the discussion. There are also copies of the documents available for the public.

Mr. Ryan explained a water conveyance system would generally include certain components. Since this project has not yet been defined, DCA is unable to give specific details. The purpose of this presentation is to provide common information about what the component features of a conveyance system are. A high-level overview will be provided and then each component will be discussed so SEC members have a general understanding. The presentation is not specific to any proposed action.

Mr. Ryan presented an animation that provides an overview of a water conveyance system containing seven components: intakes, tunnel, Intermediate Forebay, Tunnel and Shafts (Launch & Retrieval), Pumping Plant, Southern Forebay and South Delta Conveyance Facilities (animation available at dcdca.org).

Stated very simply for illustrative purposes, water starts in Sierra Nevada and Cascade mountains in the north and flows into the river system. The federal project is mainly off the Sacramento River and Shasta Dam up in Redding and the State Water Project is mainly off the Feather River feeding into Oroville Dam. The Feather River flow comes into the Sacramento River. By the time water reaches the Delta, it is all in the Sacramento River system. This water flows south through the Delta into the state and federal pumps that are in the South Delta area. The proposed Delta Conveyance system would add a system to divert flow in North Delta and take it to same location as existing state pump, and possibly also the existing federal facility. Both of the existing state and federal facilities would stay in place. Water would flow to them and the new facility, subject to a variety of operational rules.

The first facility depicted in the animation is the intake. The intake animation shown is from the last project; it is provided for illustration purposes only. Water flows out of river, through fish screens at the intakes, through the sedimentation basins that will take the sediment out, through control gates, and then enters the tunnel. There will potentially be two or more intakes, each with a tunnel that would come together in an intermediate forebay. The intermediate forebay is a wide spot in the line that is needed to account for the slight difference in operation between intakes and pumps.

Mr. Ryan explained that the project consists of a single tunnel and showed an animation of how the tunnel might be constructed. The tunnel would start with a shaft tunnel boring machine would be used to construct the tunnel. The tunnel is basically a big pipe pretty deep underground. Additional detail will be provided momentarily. The tunnel would lead down to a pump station in the South Delta in the vicinity near existing facilities. The pump station would then lift the flow out of the tunnel and into the Southern Forebay.

Ms. Swenson asked for an explanation about the information shown in the animation in regards to the pump operation when the river is high.

Mr. Ryan explained that there may be cases because of the elevation, that when the river is high, pumps may not be needed and water can flow via gravity through the tunnel and into the Southern Forebay. Whether gravity or the pumps are used, it accomplishes same thing. If pumps aren't needed, it saves some energy.

The Southern Forebay is the next feature in the conveyance system. The flows in the Delta could be 24/7, whereas the State Water Project mainly pumps 12 hrs./day on the off-peak energy period. The Southern forebay would function as a balancing reservoir since the flow rates between the intakes and the pumping stations are different. It is a relatively large reservoir to account to the amount of water that needs to be accommodated.

From the Southern Forebay, a connecting facility will be needed to tie in from where the water is stored to the state canal that feeds the state pumps, and possibly the federal pumps. There is no footprint for that yet because details are not yet known.

In summary, the system would integrate those seven components (intakes, tunnel, Intermediate Forebay, Tunnel and Shafts (Launch & Retrieval), Pumping Plant, Southern Forebay and South Delta Conveyance Facilities) to provide a reliable water supply for the State Water Project, ensuring flood resiliency and seismic resiliency.

Mr. Ryan then reviewed each of the seven components one by one. Ms. Palmer asked for any detailed questions to be held until the end of the presentation.

Mr. Ryan explained that intakes divert water from the Sacramento River with fish screens to protect fish from getting pulled into the tunnel. They also act as flood control facilities. Delta residents know water can range from blue to dark brown. The brown is because of the sediment in the water. The sediment can't be screened out; it would go through fish screens. The sediment has to be captured and settled immediately, preventing it from being dispersed in the tunnel system. Therefore, the intake facility will feature the ability to capture sediment at the source. If intakes are sited in an area with a flood control levee, that is a key feature that must be preserved in facility design.

The conceptual site plan shown is the visual shown for the previous project, but please remember all renderings and drawings are provided for illustration purposes only. This is an idealized site, but details will vary depending on where the intake site is ultimately placed. In general, the intake facility would include screens along the river, an area for the sedimentation basins and the ability to remove the sediment. Roughly 115-120 acres total would be needed at each intake site.

The Intermediate Forebay feature was reviewed. The purpose of the Intermediate Forebay is to balance the flow between the intakes and the Pumping Plant. It is a fairly large site that will require approximately 250 acres. If the Intermediate Forebay is used as tunnel drive site, the tunnel construction area would be in addition to that amount of space. Mr. Ryan demonstrated on the illustration where the area for tunnel construction would be.

Ms. Mann asked if there would be a temporary construction easement. Mr. Ryan is not sure of the property particulars in that regard, but indicated it would be a temporary disturbance.

Ms. Swenson asked what is meant by temporary in terms of years. Mr. Ryan responded that will depend on a number of factors including the tunnel length. Ms. Swenson said 10 years doesn't feel very temporary. During the last project, "temporary" meant 13-15 years.

Ms. Palmer took a moment to explain that the information in the SEC member binders (and the public packet) includes explanatory notes with more information about each of the component features Mr. Ryan is discussing. SEC members were encouraged to take time between meetings to read the information provided.

Ms. Mallon said she appreciates Ms. Swenson's point about the length of the construction period. Temporary means it is there during the period of construction and is not there after the project is completed. Some features could end up being permanent and those details will be discussed in future meetings.

Mr. Ryan explained that tunnels have vertical shafts to get down to depths where tunnel would be built. A Tunnel Boring Machine (TBM) would be lowered down into a Tunnel Launch Shaft. The TBM is a very big piece of equipment with all kinds of trailing gear and supporting features. As it is pushed in and starts to lay the segments, all the equipment goes in behind it. The key to the Launch Shaft is that this is where all segments, workers and the TBM itself goes in. It is also where the Reusable Tunnel Material (RTM) comes out. Therefore, a lot of activity takes place at this facility. There are storage facilities for the tunnel segments, batch plants, site offices and potentially an RTM storage area. It has not yet been decided where exactly the various parts would be located at the facility. They will be located within the vicinity of the facility which will be potentially 450 acres. As a reminder, the size needed will depend on how long the drives are and other factors.

Ms. Swenson said there would basically be 450 acres of tunnel muck. Mr. Ryan said tunnel muck would not be the entire 450 acres. There would be a large tunnel segment yard for several months-worth of segments hauled to the site in advance. Segments will be explained in an upcoming part of the presentation.

Ms. Swenson said she is more worried about the muck piles. What happens to that material?

Ms. Mallon said that RTM will be a topic of discussion in a future meeting. DCA will provide volumes and SEC members can provide input on what could be done with the RTM. This is a topic where SEC members can provide a lot of feedback.

Mr. Ryan showed an animation of a TBM to demonstrate how the process works. There is a cutter head at the face of the machine that digs the soil. TBMs are all different, but in this particular animation, the soil comes through the cutter head and drops into an auger that brings the soil up and deposits it onto a conveyor belt. The material is then moved out in the opposite direction that the tunnel is being bored. Once a section of the tunnel has been bored, the rams of the machine pull back so a segment can be laid, and then the TBM pushes ahead again to continue boring. The soil can be moved out of the tunnel by conveyor belt, train, or other methods. The animation shows a conveyor belt, but there are various carrying features that could be used.

Ms. Swenson asked what is the diameter of the tunnel. Mr. Ryan answered that the size is not yet known. The animation does not indicate our particular project, but is meant to just show how the process works.

Ms. Palmer added that we don't know how big this project's tunnel will be yet.

Ms. Martinez reminded that there is no project description yet because the NOP has not been released.

Ms. Mallon said the animation shows a tunnel similar in size to something we might need for this project. It is representative of what will be happening during this project's process. Mr. Ryan indicated this is the type of technology that would be used. Ms. Mallon provided for reference that this animation probably shows a diameter of approximately 50 feet.

Mr. Wallace remarked that the sandscrew in the TBM shown in the animation appears to be for dry material. How will water be handled since the Delta material will be saturated from a couple feet below the surface to the invert?

Ms. Mallon said in future sessions, the committee will be having detailed discussions about tunneling. It would be helpful to hold detailed questions until later discussions. The purpose of this meeting's discussion is to set the stage of what type of operation will be happening and what it might look like, but details like those raised by Mr. Wallace will definitely be covered in future sessions.

Mr. Ryan added that the soil removal process shown in the video might be different in different tunneling conditions.

Ms. Swenson commented that fuel stations are missing from the packets. It is known that places in the Delta will be needed for fuel. Explicit details are requested for what those fuel stations will look like, whether they will be temporary or permanent, if they will be underground or above-ground tanks, their proximity to schools and people, what safety operations are going to be used to ensure against contamination, and so forth.

Ms. Palmer indicated for purposes of this discussion we will proceed through explaining the information that has been provided, but Ms. Swenson has a good point.

Mr. Ryan reviewed retrieval shafts. This component feature is similar to the launch shaft site except without the supporting infrastructure around it. The retrieval shaft is at the end of the tunnel where the machine is pulled out. The shaft in many cases might be left as a vent on the system or closed and filled. These shaft sites are much smaller at only about 4 acres with fill required to keep it high enough for flood levels.

A Pumping Plant facility was reviewed by Mr. Ryan. The purpose of the pumping plant is to lift water from the tunnel into Southern Forebay. This is where water gets to the point where it can merge with state and potentially the federal project in the south Delta. The tunnel would be at the north end of the Pumping Plant. The construction area for the Pumping Plant is about 25 acres. It is encapsulated in the Southern Forebay site.

Mr. Ryan then reviewed the Southern Forebay. The intakes pump 24/7 with some variation depending on water levels. The State Water Project, however, only pumps 12 hours per day. Therefore, there is a need to store 12 hours of water a day in order to feed the state project for their 12-hour pumping period. At the flows needed, a fairly large area is required. The Southern Forebay is the balance needed for daily storage. Mr. Ryan noted the State Water Project works that way, as well. The area needed for the Southern Forebay is about 1100 acres, which includes construction area for the Pumping Plant and the other structures.

Mr. Gloski asked if the Southern Forebay would connect to the existing forebay. Mr. Ryan explained it would not. The Delta Conveyance system would be fish free water, so connection would be downstream of fish facilities.

Mr. Ryan then discussed the South Delta interconnection conveyance to existing pumping plants. As mentioned in the overview, facilities have not been designed for the connecting

features, but some type of tunnels or conveyance would connect from the Southern Forebay and into the existing state canal and, if the federal project is included, would cross over into the federal canal as well.

Ms. Mann asked if the white line on the Southern Forebay illustration depicts Highway 4 that goes through Byron. Mr. Ryan clarified that is not Highway 4.

Ms. Palmer said we can't get too specific about maps; this discussion is to show general components.

Ms. Mann asked about possible placement for the pumping plant, and Ms. Palmer responded we don't know yet.

Mr. Ryan next explained Temporary Batch Plants. There are all kinds of cementitious materials at the component facilities used for construction. There are also cementitious materials used for ground improvement and potentially other forms of concrete that are used for some of the structures or their foundations. Each facility may have a temporary batch plant at the site. This is typical of construction projects. They consist of a few office buildings, labs for soil testing, piles of sand and aggregate, and storage for cement.

Ms. Swenson asked for an example of ground improvement materials. Mr. Finney said it could be deep mechanical mixing with cement into native soil for strengthening purposes.

Ms. Mallon raised the point that there are two ways to bring concrete to a job site: it can be trucked from a ready-mix facility or it is made on-site to reduce the amount of trucking. Those are all things that will be discussed with the SEC, but DCA staff wanted to mention that these could potentially be a feature in this project.

Ms. Swenson asked if the SEC will have specific discussions about batch plants and air quality, and Ms. Mallon confirmed.

Mr. Ryan reviewed reusable tunnel material (RTM) information. Soil is excavated from boring of the tunnels and the shafts. RTM will be provided at the launch site and stored until it is removed. It is not yet determined where it will be relocated to, but it is a key feature that needs to be considered as the project is considered.

Ms. Mallon said that anyone who likes math can calculate the tunnel length and width to determine how much RTM will be generated; it is a substantial amount. What is done with RTM, how it is handled and managed will be a discussion DCA is very interested in having with the SEC.

Ms. Martinez reminded that this meeting's discussion is conceptual. This discussion is about a system located somewhere within the area, but no alignments have been identified at this point. There will be more details on the specifics of each component as the process moves forward. It is understandable that there will be a desire to know things that are simply not known yet. DCA is not trying to hide the ball; we don't have the ball yet. The purpose of tonight's discussion is to ensure there is a general understanding of what components would

be needed and how they may appear so that once the NOP has been released, we can overlay this knowledge with the project.

Ms. Palmer encouraged members to read through the materials provided before the next meeting. Please do not ask specific questions about siting; those details are not yet known.

Ms. Barrigan Parrilla asked if DWR is still in negotiations with the Central Valley Project in regards to whether the NOP will become an NOI. Ms. Buckman did not have an update to provide.

Ms. Barrigan Parrilla requested that soil testing results mentioned in Mr. Ryan's presentation be made public in real-time. It would be helpful for the public to watch how construction moves. Mr. Ryan clarified that the test lab showed in the illustration was for concrete, not soil.

Ms. Barrigan Parrilla said she is glad DCA staff is out doing things in the Delta. There has been discussion about a full Environmental Justice tour in Stockton and San Joaquin county. DCA and DWR representatives are invited to that tour, which is robust and takes approximately 4-6 hours. Ms. Mallon and Ms. Palmer responded they would like that.

Mr. Wallace said the Sacramento River was earlier characterized as sometimes blue and sometimes not. To Delta residents, the river would never be characterized as blue. The suspended sediment is always in the river. The water is always either green or brown.

Mr. Hsia asked where Clifton Forebay gets its water. Mr. Ryan explained that, at a very high level, Clifton Forebay water comes from Oroville Dam after the water runs out of the mountains. Mr. Hsia said his understanding is that the Clifton Forebay gets water from the San Joaquin River. Why didn't Clifton Forebay take water from the Sacramento River in the first place?

Ms. Palmer said that question is beyond scope of this presentation.

Ms. Whaley asked if DWR has any plans to do any levee maintenance in regards to the intakes and flood protection.

Ms. Buckman said because there isn't a project yet, DWR hasn't gotten that far. This discussion will come up later in the process.

Mr. Moran asked if it is yet known what the water level of the storage reservoirs would be in relationship to the river or the land.

Mr. Ryan responded that specifics are not known yet.

Ms. Mallon offered that we do have general ideas. The Intermediate Forebay will be close to river elevation because the river flow will be informing that reservoir. The Southern Forebay is pumped up, and it may be close to the same water elevation as Clifton or a little higher. All of these details are subject to calculations and what the project ends up looking like.

Ms. Palmer recessed the meeting for a 10-minute break.

Ms. Palmer resumed the meeting. There have been a lot of issues that DCA indicates will be discussed at a later point. It would be helpful to have a "parking lot" to record those issues and track when they are addressed.

Ms. Martinez reminded SEC members there are index cards at their places to record notes for topics they would like to discuss at a future meeting. Members are encouraged to write those topics on the index cards and submit them to Jasmine Runquist. The minutes can also contain a list of issues raised. DCA is interested in making sure we address everyone's concerns and ensuring no one feels put off. At this point, there is a lot that can't be answered because we don't have an NOP.

Ms. Palmer said the next topic of discussion will be the key siting drivers.

Ms. Mallon explained that this discussion will involve reviewing a series of maps. It may be helpful for members to refer to the maps that are included in their packets rather than trying to see the maps that are set up around the room. This discussion will walk SEC members through some of the issues that DCA engineers think about in considering where facilities will go. These maps do not reflect all the considerations, but can be thought of as perhaps the top ten. If there is other mapping information that would be helpful to SEC members, please let us know. If data is available, DCA will provide maps that show it. Please consider these maps not as the end, but as the beginning.

Ms. Mallon introduced Ms. Buchholz, who the DCA staff refers to as the walking encyclopedia of Delta GIS knowledge and environmental planning.

Ms. Martinez reminded SEC members that the maps are in their binders so they can follow along. There are 8.5 x 11 size in the binder and there are also 11 x 17 versions in the back pocket. Ms. Palmer reminded that there are also explanatory notes provided.

Ms. Buchholz reiterated that the maps represent only the first ten considerations for today, but there are many more. There are ten different maps set up around room, 8.5 x 11 sized-maps are with the fact sheets in the binders and in the back pocket of the binders are 11 x 17 versions. There is also one easel for the maps at the front of the room for the camera to focus on one at a time during the discussion.

Map 1 represents the Study Area. This map shows the legal Delta boundary, although analysis is not constrained to that area. This is the area where we know generally water will be flowing from north to south. In the PowerPoint Presentation the right side of the slide shows the list of facilities that Mr. Ryan just discussed. Check marks next to those facilities indicate they will be affected by this siting driver, or factor. Obviously, all facilities will be affected by the study area because all facilities will be located within it. This map helps orient SEC members to the overall discussion and how the presentation is arranged.

Ms. Buchholz introduced Mr. Finney, Geotechnical Engineer, to discuss Map 2, Soil Compressibility. Mr. Finney explained that the facilities affected are the surface features, not so much the tunnel. The Delta is underlain by buried channels and marsh deposits. Some deposits are highly compressible and subject to potential liquefaction during an earthquake,

which is a loss of strength. The darker green area on the map represents relatively competent soil, known as old alluvium. The lighter green is the moderately compressible soil and the yellow areas are relatively thick sequences of peat and organic deposits. In regards to siting, the ideal situation would be to avoid these areas for surface construction, but realizing the project has to go from the North Delta to the South Delta, that may not be possible. Soil strengthening is an engineering approach that could be considered to reduce the potential for compressibility.

Another key driver related to underground issues is oil and gas wells, depicted on Map 3. This driver affects below grade tunnels. Delta is home to lots of oil and gas exploration. There are historic and current wells that are documented relatively well in the state database. As seen on the map, there are gas fields, particularly one around Thornton and quite a few more on the west side of the Delta. If there are steel casings related to the well, that could obstruct tunnel boring and present a safety hazard to the tunneling. The idea is to avoid known wells and major gas producing regions or fields if possible. Prior to any construction, there will also be other steps taken to identify wells that are not currently mapped or well documented.

Mr. Finney introduced Mr. Lorenzen to discuss logistics during construction.

Ms. Swenson asked where the data from Map 2 (Soil Compressibility) came from. Mr. Finney explained it is primarily from geologic mapping, including existing maps of the Delta and review of historic data and project data. The map is by no means definitive, but it is a starting point.

Ms. Palmer asked if it reflects some USGS data, and Mr. Finney answered that it does.

Ms. Swenson remarked that she is surprised because typically complete views have not been provided; this is amazing. What are the soil strengthening approaches that were mentioned? Mr. Finney explained there are multiple ways the potential for consolidation of soils might be reduced, including methods that introduce cementitious materials, jet grouting or stone columns. There are a number of ways that geotechnical engineers can enhance the soil to reduce the potential for settlement or liquefaction.

Ms. Barrigan Parrilla requested that toxicity from soil strengthening, potential spread and impact on sloughs be added to the list for future discussion.

Mr. Lorenzen explained that logistics are an important part of the discussion for any project. Maps 4 and 5 depict access routes. This project will look at all potential access routes for workers, materials and equipment to be transported to and from sites. The existing network will be evaluated. Today we will discuss railroads and barges. Ultimately roads will be evaluated as well.

The power supply is also considered, Map 6. The tunnel launch shafts need temporary power to run the tunnel boring machine. That power will be brought in for the length of the project and removed if not necessary for local entities. Intakes and the Pumping Plant need permanent power. If there are control structures at the Intermediate Forebay, power would also be needed there.

Ms. Mann asked if the project would be using something other than Pacific Gas & Electric (PG&E). Mr. Lorenzen responded that SMUD would likely be used in the north, PG&E would likely be used in the central Delta, and WAPA would likely be used in the south. Some construction sites would run on generators depending on the need and the balance of installing power lines as opposed to running on generators.

Ms. Mallon asked Mr. Lorenzen to back up and take more time on Maps 4 & 5, regarding access routes.

Mr. Lorenzen explained Map 5, barges. Engineers have looked at existing barge routes and talked to barge operators in the Delta to identify good routes. The gold on the map represents the good routes according to the depth and width of the river. The red represents spots that are possible but challenging to reach. If it is not colored on the map, it doesn't seem feasible to take barges there for a construction project.

Ms. Swenson noted for a parking lot discussion a map that depicts an interaction with the bridges.

Ms. Mann asked how many times a day it is anticipated that barges would be going through. Mr. Lorenzen indicated the discussion is not yet at that point. Truck trips depend on if barges make sense for accessing a site. That won't be known until sites have been identified.

Ms. Mallon explained that if great barging spots are located, those spots could be a good place to get materials through. The areas where a lot of materials are needed include the launch shafts, which include all the RTM generated and the tunnel liner pieces. As committee members are looking at maps and considering good places to put facilities, remember a good barge landing alleviates road traffic. As the maps illustrate, there are a limited number of sites that are reachable through barges. Think of railroads and barges as ways to alleviate road traffic, but every site needs to be accessible by road. No single type of access route can be relied on exclusively. Barges and railways should be considered as bonuses to lessen construction traffic off of the roads.

Ms. Mann mentioned that Highway 4 traffic needs to be considered closely around Byron and Discovery Bay. If it is opened up more than once or twice during commute time, there are going to be a lot of angry people from Stockton as well as the other direction. Mr. Finney noted the concern and added it is the same for Highway 12.

Mr. Cosio noted that the barge routes are all flood ways during the winter and barge usage needs to take into consideration how the levees and the Sacramento Flood Control Project will be impacted. The Sacramento Flood Control Project was designed very narrowly to wash out the dredge tailings. Any impediment in the river during a flood is going to accelerate and possibly raise the flows. Most likely it will cause more seepage. Acceleration of flow will scour the channel bottom. Any raises will require levee raises. Getting barges up to the area along the Mokelumne River during the winter is very difficult. The channels in the north are narrow and carry about 2/3 of the flood flow; levees will be impacted. The levees only have about a foot of freeboard during the 100-year flood, which is only two inches higher than the 50-year flood. There is a very narrow band of opportunity, so we need to be very careful about what we stick in the water there.

Ms. Mallon said the knowledge Mr. Cosio shared is a demonstration of why he is an ex-officio member of the SEC.

Ms. Barrigan Parrilla noted a discussion to park is analysis on air quality around Port of Stockton from increased barge and train traffic. Stockton has the fourth highest rate of asthma in the United States right now.

Mr. Lorenzen reiterated that the information came from barge operators in the Delta and the engineers that do work there.

Moving to Map 4, BFSS and USRR are rail companies that service the area mainly as freight tracks. DCA is looking at those and also at the potential of creating new rail yards in places to take pressure off roads and rivers. DCA is looking at all options to get materials into the sites.

Ms. Buchholz explained DCA is looking at the data a little bit differently since DWR has not yet identified a potential alignment. All of the data on the maps here as well as additional maps are being looked at to see if there are particular areas that have high levels of complexity or benefits in regards to construction or operation. DCA can overlay these different issues and provide information back to the DWR so they can define the project for the CEQA process. DCA has been working for a while finding info in the public arena from federal and state agencies. Barge information was more difficult to find, so Mr. Lorenzen actually talked to barge operators. If there are other pieces of information DCA can incorporate, please let us know. For example, SEC members may have been involved in a project for which geotechnical borings were performed. DCA would be grateful to accept that information and incorporate it into their database with the appropriate references and permission.

Ms. Buchholz explained Map 7, Land Use. Over 60% of the Delta is agriculture. The colors on the map that are not agriculture are the blue for water, orange for native vegetation and grey for urban areas. Over 20% of the legal Delta is water, riparian corridors or native vegetation. The goal is to minimize the convergence of land uses, especially in agriculture. DCA is very aware of the concerns with Delta Protection Commission land use and resource management plans and wants to maintain the communities and economics of the Delta.

Map 8, Sensitive Receptors, reflects areas where people are more susceptible to effects during construction or operation such as air quality, dust, noise, pollution or sometimes light. Sensitive receptors typically include medical facilities, senior care facilities, libraries, school and recreation areas. The map depicts hospitals with blue H marks, schools with red flags and recreation areas with orange crosses. These facilities are concentrated in the urban areas with the recreation areas throughout the Delta legacy areas. The access routes to these locations have also been mapped. DCA has also looked at areas of first responders that aren't considered sensitive receptors but are geographically based.

Ms. Whaley asked when this mapping was conducted. Ms. Buchholz answered that the data was compiled about two months ago using data from the counties, Delta Protection Commission reports and Delta Stewardship Council Reports. That data was cross-checked with the websites for each school district. The recreation information was mostly from Delta Protection Commission and the Delta Stewardship Council.

Mr. Cox asked where the data on the Land Use (Map 7) came from. Ms. Buchholz indicated it is from DWR. The DWR pulls together satellite data every few years. Mr. Cox said some of the information is not very accurate and should be verified. There are people who own properties that are not identified accurately on this map. Ms. Buchholz indicated DCA has not yet ground-truthed this data yet.

Mr. Cosio added that this is the one thing DCA must get right. When landowners look at their property and realize DCA has no idea who they are because their land is not characterized properly, credibility suffers.

Ms. Keegan made a point in regards to sensitive receptors. When considering marinas, fishing areas and camp sites, it's important to note that these points do not exist in isolation. For example, recreational boaters need to get in and out of the marina. A dynamic analysis is needed to figure out how all these pieces fit together.

Ms. Barrigan Parrilla said there is definitely recreation data missing from the maps in places, particularly in urban areas. Also, a map of historical sites, cultural sites and Native American sites is crucial. Ms. Buchholz agreed and indicated those maps were not among the ones brought in today because they have not been completed to a point that she felt comfortable presenting them yet.

Ms. Tayaba said the historical sites map is going to be very important but will also need to be confidential.

Dr. Lytle said perhaps because he is partially colorblind, but the urban areas on the land use map are represented with light grey, which nearly seems to disappear compared to the contrast of the agricultural community. There are a million people in the perimeter of the Delta in the secondary zone. The urban population needs to be a focus. While it is important to have the agricultural land defined, the urban ring of the Delta cannot be discounted.

Ms. Parvizi said DCA has been trying to accommodate those who are colorblind and it is a work in progress. We are taking ADA accessibility into account for all materials.

Mr. Gloski asked what the next iteration of some of these maps might look like? How can SEC members help guide you? For example, there is a school missing from the map and lots of recreational facilities that are not identified. Would you like SEC members to give you that information?

Ms. Buchholz welcomed any information and input the SEC members can provide.

Mr. Moran asked what constitutes a recreation structure. Ms. Buchholz explained the engineers first went through Delta Stewardship Council and Delta Protection Commission documents to identify places designated as recreation areas and also identified state parks.

Ms. Palmer noted that Mr. Moran might have input on this topic.

Mr. Moran said having a definition would be helpful to ensure the right types of features are identified.

Ms. Buchholz reiterated that access to those sites is also taken into consideration.

Ms. Martinez reminded the group that time is running out. Ms. Palmer noted that the roundtable is still upcoming on the agenda, but the extensive input in this portion of the meeting could be considered as part of that roundtable discussion if the members are in agreement.

Ms. Buchholz reviewed Map 9, Greater Sandhill Cranes. The Greater Sandhill Crane is an interesting species that is protected at the state and federal level. Because the species is considered fully protected under the California Fish and Game Code, incidental take permits are not allowed. They have a high level of protection, especially from mortality. The Greater Sandhill Crane is very much part of the Delta habitat. The Greater Sandhill Crane comes to the Delta in September to February to forage, mate and roost seasonally. They then return to areas further north in California and into Oregon to rear their young. The map shows greyish areas that are the overall habitat and occurrences of where Greater Sandhill Crane have been seen. The dark purple is where they winter, forage, mate and roost seasonally, year after year. The pink-colored areas on the map are what the agencies call temporary areas, meaning the Greater Sandhill Cranes come there some years and not others. These areas are basically in watersheds coming off of the Cosumnes, Mokelumne and Calaveras Rivers. The watersheds push them in north and central Delta, north of Highway 4. It is going to be an issue wherever we have facilities, but is it less of an issue in South Delta. That is why siting of the Southern Forebay and Pumping Plant facilities is not marked as being affected by the Greater Sandhill Crane.

Ms. Buchholz introduced Mr. Ryan to discuss Map 10, River Geomorphology. Mr. Ryan explained River Geomorphology is a key issue, but it is specific only to the intakes. Only sections of the river that have suitable characteristics consistent with regulatory guidelines such as those related to the depth stability of the river, can be considered. Map 10 depicts the river's bathymetry— it is a topographical map of bottom of the river underwater. The dark areas depict where the water is deeper, while the light areas indicate the water is shallower. The exercise is to evaluate the river beginning from Sacramento to near about Courtland and look for places that meet two major criteria: they have to be deep enough and long enough. Remember that intakes are fairly long. Even though there may be a deep area along a certain portion of the river, the section also needs to be long and relatively straight. If there is a bend in the river and an intake cuts too far into the river there, it could end up affecting flood levels. Therefore, it is important to find a place that is generally straight along the side of the river. Mr. Ryan noted that there are places along the river that fit this description, but those locations have existing towns in some cases, such as the town of Hood. An intake can't really be placed atop an existing town. Mr. Ryan stressed he has studied the bathymetry maps extensively from downtown all the way to the south end of the river. There are several years-worth of bathymetry that also help determine which areas of the river are stable.

Ms. Buchholz explained the summary chart in the presentation summarizes which facilities are affected by which siting drivers.

Ms. Palmer asked if there were any questions from the SEC members.

Mr. Wallace asked if there is siting information available for burrow pits.

Ms. Mallon said that when we start talking about moving material in a future meeting, one of the things we'll talk about is burrow material, where you might be able to get it and how you get it to sites, versus using RTM and how that plays into where things go. DCA will bring map in a map to the next meeting showing where burrow sites are. It is definitely under consideration.

Mr. Gloski asked what length of shoreline is needed for intake. Mr. Ryan said it ranged from around 1,000 feet to 1,600 feet on the old project, but the length has not been calculated yet for this project. It also depends on where you are on the river.

Ms. Mallon noted those were all 3,000 CFS (cubic feet/second) intakes on the old project. Basically, the shallower the water, the longer the intake; the deeper the water the shorter the intake to get that same surface area.

Ms. Mann said she knows it is all hypothetical at this point and she don't understand the CFS, but if a boater falls into the water, will they be able to swim their way out, or will it be like Clifton Bay where you can feel yourself being pulled in? Even the pumps that farmers use to irrigate can create a pull; a water skier recently lost his life because he couldn't swim out of the pull. To what extent is safety anticipated? What would the water usage of that area be? Would the intake be a no ski zone or a no wake zone? Mr. Ryan explained that intake pull is one of the most highly regulated things we deal with on project. The pull has to be so minimal that the 2-inch Delta smelt isn't pulled, therefore people would not be pulled. Water will be diverted at .2 ft/second. The river flows at about 3-4 ft/second in summer and flood zone might be around 7 ft/second. This is why sedimentation is an issue in the Delta, is because the river is flowing very fast. When it is pulled into the intakes slowly, sediment falls to the floor immediately.

Ms. Palmer summarized that the intakes are so long so that there isn't a pull on anything or anybody.

Ms. Palmer opened public comment.

Ms. Terry complimented the presentation and noted that the animations were great. Mr. Ryan did a fantastic job explaining for those who are not engineers. She enjoyed it so much she may come back to more meetings. Ms. Terry said she was on the BDCP steering committee, and will repeat to this engineering group what she said to them: size matters. The largest intake she is aware of is north of the Delta, RD 1500, has a 1,000 CFS intake. Urban intakes are all 300 CFS or less. Size does matter because it could mean a mile of bank taken up by an intake and an industrial complex being built. A future topic for discussion should be the conveyor belts. They were planned across the islands and could be miles long. More information is also requested about how many construction sites will actually have pile driving going on, how close together they are, their duration and whether or not they are concurrent.

Ms. Des Jardin expressed that she appreciated the presentation. Clarification is requested on what the Sensitive Receptors map meant by recreational facility because the map is not consistent with maps of marinas in the Delta. Also, there is a major consideration if most of the materials at the depth of the tunnels is sand, silt or clay. It is likely to come out as slurry that has a large amount of water in it. There hasn't been talk about how drying ponds would work and what kind of facilities would be used.

Dan Whaley said it seems like DCA is asking for engineering advice from the general group when they haven't told us what the project is and yet we have all the pages of what the project is supposed to look like. If you use are reusing old data from DWR, things have changed. Traffic is completely different now than it was 10 years ago in the Delta. We have wine and grape production, Bogle Winery and traffic through the Delta due to Google Maps that we've never had before. Any studies utilized to come up with a project should be redone. Additionally, looking at the maps prepared already, if you did put a tunnel in, the smartest way to put it would be to go down I-5, not through the middle of the Delta. Mr. Whaley said it is his understanding that there are 50 engineers working on the project for DCA. That's $.5 million per month. They should be able to find alternatives. The pile drivers make a noise that is unbearable. If you tried to sit here in this room with a pile driver 100 yards away, you couldn't do it. There are alternatives; they are expensive but they need to be considered. If they're going to spend $10 or $20 billion and the project fails, it's going to be wasted money. DCA and DWR need to spend $10 million/year on maintaining the levees for the next 10 years. If they don't do that, they'll get into this project and the levees will fail and the project will fail because they won't be able to get to it.

Michael George, Delta Water Master, said he wanted to follow up on the comment from Mr. Cosio about the critical nature of the accuracy of the land use map. It appears the land use data set comes from information DWR has curated from a satellite imaging organization called Land IQ and it's from 2014. There are updates to this through 2019 that are currently in qa/qc. The most important thing is that the amount of detail gets down to a pixel of 30m x 30m so you can get into this database and find a specific field and identify the specific crop. Mr. George uses this data to determine the evapotranspiration of the crops at the field level. One of the issues going on in DCA's land use map is getting that level of data to this size (11 x 17) leaves out a lot of detail that is in the data set. But the dataset can be used just like you use Google Earth to focus right in on roads, diversion structures and even boats and water skiers. It is imperative to be able to talk to individual land owners and show them that your maps are accurate. The data is available at the gnat's eyelash level.

5. MEMBER ROUNDTABLE

Ms. Palmer asked Ms. Martinez to facilitate the Member Roundtable.

Ms. Martinez explained the purpose of the Member Roundtable is to create a little bit of looseness within the agenda for members to report out on outreach they've done, input they've received, community discussions they've had and other items relevant to the committee's scope. We are running low on time, but this is an important part of meeting. Everyone is trying to run the meeting so there is give and take during the discussions and that has been happening, which tends to extend the time a bit.

Mr. Merlo introduced himself as the Director of Education for the San Joaquin County Historical Museum and the at-large member for San Joaquin County. The topic of cultural resources in Delta was briefly broached earlier during the presentation. It was mentioned that the map of cultural resources was not brought to the committee today because DCA and DWR were uncomfortable with the amount of data. Mr. Merlo echoed that concern. After review of state and national databases for cultural resources in the Delta region, there is woefully inadequate data in respect to the ratio of recognized historical sites relative to the number of potential historical sites that could be listed if there was significant cultural or economic capital to recognize those historical sites not only in San Joaquin County but also in Sacramento and Contra Costa Counties; Solano County has not been evaluated thoroughly yet. Mr. Merlo stated he is uncomfortable with the tunnel in general, but in particular with this lack of data. Historical data from primary sources, primarily Spanish-language records from the Californio era as well as from the era of the Selma of the Delta and from oral histories suggest that there are large areas of Delta that were home to Delta Yokut and Valley Miwok peoples and villages; we have pretty good maps of where those villages were. Due to the extent of the native genocide in the Delta valley as well as the historic disenfranchisement of Native Americans, especially Yokut and Miwok peoples in California, we have very few cultural bodies that can organize to recognize those historical sites. An example of this is that there was a Native American village archeological site that was flooded in construction of the Clifton Court Forebay and the site was lost permanently. Mr. Merlo expressed hope that any planning considers the information about the history of settlement of Native peoples that is available from local museums and historical bodies in the Delta so that the history is preserved and respected.

Ms. Mallon asked if DCA could contact him to coordinate that effort. Mr. Merlo said DCA will be receiving a letter from his institution in a week.

Ms. Tayaba reported that she will be meeting with all of the Delta tribes in the next month to get an overall point of view of concerns from the leaders that are participating and can hopefully report their feedback at the next meeting.

Ms. Swenson noted that there has been a lot of discussion about an aggressive timeline, but questioned if it is necessary to move quickly or to slow down and do it right to ensure all the details are accurate. This is the third iteration of the process for many SEC members, and every time it's an aggressive timeline. Aggressive timelines lead to big mistakes, and integrity with the communities and with people who are directly affected is ruined. In no other project are you walking into people's neighborhoods and saying we're going to be here for the next 13 years; we're going to do this really, really fast but really, really well. Ms. Swenson strongly encouraged there not be an aggressive timeline but rather to slow down if there is a desire to do this well and do this right and in consideration of the experience of the SEC members. The project cannot be done both fast and well. The SEC has gotten more information tonight than ever before. She thoroughly thanked DCA for the information that she can take back to share and ask for input.

Ms. Martinez noted that the animations, presentation and handouts will also be on the website and a link will be sent to the committee.

Ms. Barrigan Parrilla asked for the DWR presentation as well. Ms. Martinez said that the entire presentation will be provided and will also be broken into smaller pieces for use by the committee members.

Ms. Palmer said that as the process moves forward, some of the maps will be updated so they reflect current data.

Ms. Parvizi announced that the materials provided today will be taken to libraries per the suggestion of Ms. Swenson. Thumb drives with the files were dropped off at 4-5 libraries today; a list of locations will be sent. If there are additional locations where the materials can be dropped off, please let us know. It is important to note that the materials that have been distributed to the libraries are subject to change, but the most updated files will be available on the website. Ms. Swenson thanked the DCA for doing that.

Mr. Cosio said when the NOP comes out, he would like to get specific about the barge loading locations. Barge operators may have indicated that you can maneuver through areas, but barges take up the whole channel and will take out any boats in the area. Also, farm grounds can't take any more compression. If there are facilities on top of the ground, a lot of farm land will be destroyed. Mr. Cosio provided an example of a farmer whose land was traversed for purposes of installing a gas line. Crops still will not grow in the path that the trucks travelled because the soil compressed. That leads to the issue of sustainability of the levees, because if the farmland is not productive, the levees cannot be maintained.

Dr. Lytle suggested that pre-existing intakes, diversion works and conveyance facilities be included on the study area map. East Bay MUD's aqueducts transverse the Delta, City of Stockton has discharge wastewater and intakes for water treatment as does City of Brentwood. Dr. Lytle would like to see existing facilities and infrastructure highlighted on one of the maps.

Mr. Merlo commented when the tunnel boring machine is drilling under river channels, there will potentially be mercury tailings from the Gold Rush in the sediment which would render the material unusable. The RTM should be tested before it is used.

Ms. Mallon reiterated that RTM (muck) is an upcoming topic, but she will ensure that the committee is given information on how the testing, drying, run-off and on-site management will work.

Ms. Barrigan Parilla mentioned a great body of research done by the Cal Water Impact Network regarding the native plant species around the Clifton Forebay that shows which plants are still used by tribes for traditional medicine practices. She suggested referencing that body of work in order to identify those plants for protection.

Ms. Keegan noted that SEC member Paul Clausen, the representative for California Recreational Boaters Association, was unable to attend this meeting. Staff should follow up with him regarding informational materials. He might be able to distribute materials to boating or yacht clubs and perhaps some of the marinas. Ms. Parvizi indicated staff will follow up with all SEC members who were unable to attend.

Ms. Mann expressed thanks again for the great presentations on the maps. There are all kinds of small and medium vessels on the waterways, in addition to the larger vessels. The recreational community adds a lot of economic drive for the Delta. If there is a potential that recreational users cannot be on the water when barges are operating, that amounts to inverse condemnation.

The waterways are supposed to be public, navigable waterways according to the US Coast Guard. That concern should be explored deeper.

Ms. Mann asked to whom map suggestions should be sent. Ms. Parvizi offered to be the collection point for the committee.

Ms. Martinez informed committee members that input is welcome by the engineers, so please submit to Ms. Parvizi.

Ms. Mallon asked Ms. Mann if it would it be helpful if DCA created an animation of what a barge stop and turnaround might look like.

Ms. Mann explained that lately barges have been travelling through the waterways to add more riprap to the levees. When the barges are operating, other boats have only about 25 ft. in which to operate.

Ms. Mallon asked what material would be helpful to Ms. Mann to address this issue.

Ms. Swenson commented that Ms. Mann should give DCA a video of the situation. Ms. Mann said she will ask some of the people in the recreational boating community to see what they can develop.

Mr. Gloski said it would be helpful to understand what DCA is expecting the rules of the waterways to be when those things happen and where the barges will be in relation to the other vessels on the waterways.

Ms. Swenson added that it should also be known how long the bridges have to be up and when. The information needs to also reflect round trips, not just single trips.

Ms. Mann noted that the Orwood railroad bridge is operated by the railroad. Neither boaters nor the bridge operator has a choice; when the bridge is locked down, the train gets the right-of-way.

Mr. Cox asked if Mr. Ryan would be available at future meetings.

Ms. Mallon said Mr. Ryan can be made available.

Ms. Swenson indicated she has suggestions written on the index cards that were provided and asked if members can keep their binders and add to them each meeting. Ms. Palmer and Ms. Martinez confirmed that is correct.

6. PUBLIC COMMENT – NON-AGENDA ITEMS

There were no public comments on non-agenda items.

7. FUTURE AGENDA ITEMS

Ms. Martinez stated again that there is no NOP yet. The goal of SEC meetings moving forward was to dig deeper. There are a couple of different ways we can proceed; it is the committee's

decision as to how. The next meeting is scheduled for January 8, but because of the holidays we are assuming the NOP will not be out by then. We can keep the January 8 meeting and dig deeper into existing information and discuss it on a conceptual level. Alternately, we could cancel the January 8 meeting and meet on January 22 to begin detailed discussions, assuming the NOP will be released by then.

Ms. Barrigan Parrilla indicated that December and January for the Delta is a rush of comments on every possible topic. Deferring to January 22 is the preference.

Ms. Martinez asked if other committee members concurred and explained we want to value member's time with substantive conversation. DCA staff is available to members in the meantime. As mentioned by Ms. Palmer, members are encouraged to read through the materials provided in the binders. Contact us; we welcome peer-to-peer conversations.

Ms. Palmer summarized that the committee will not meet on January 8. The meeting summary will come out on Friday. Members are encouraged to review it and contact us with any input. Hopefully some updated maps will be available soon as well.

8. ADJOURNMENT

Ms. Palmer adjourned the meeting at 6:15pm.

REQUESTS FOR MORE INFORMATION

- Who decides what a reasonable alternative is, what makes an alternative qualify as "reasonable" and to whom is the alternative deemed reasonable?
- Are you going to coordinate markers on each soil collection point so levee impacts can be tracked by RD's?
- Will there be real-time disclosure of existing issues discovered during soil testing or field work?
- What is the definition of "temporary" in terms of years?
- What constitutes a recreational facility in terms of representing sensitive receptors?
- Is there siting information available for burrow pits?
- Is there a map reflecting the history of settlement of Native peoples (Mr. Merlo offered to help coordinate data collection)?
- Is there a map reflecting existing water infrastructure and facilities such as intakes, diversion works and conveyance facilities?
- Will you be identifying and protecting native plant species around the Clifton Forebay used for tribal medicinal practices?
- What are the anticipated waterway rules and process when DCA construction barges are on the waterways?
- How long the bridges have to be up and when for DCA construction barges?
- What are round trip barge calculations?

TOPICS FOR FUTURE DISCUSSION

- Waterways safety and usage during construction barging
- Clarification about how DWR will reflect and characterize SEC participation in the EIR
- Features that could end up being permanent
- How the testing, drying, run-off and on-site management of reusable tunnel material will work
- Specifics of tunneling process, machinery used, material derived and its treatment
- Fuel stations aesthetics, whether they will be temporary or permanent, if they will be underground or above-ground tanks, their proximity to schools and people and what safety operations are going to be used to ensure against contamination

- Batch plants effects on air quality
- DWR plans for levee maintenance in regards to the intakes and flood protection
- Toxicity from soil strengthening, potential spread and impact on sloughs
- Map that depicts an interaction with the bridges
- Air quality around Port of Stockton from increased barge and train traffic
- Specific discussions about the barge loading locations
- How barges used by DCA during construction would affect the recreational activities in the waterways
- RTM testing, usage, drying, run-off and on-site management

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING
Wednesday, January 22, 2020
3:00 PM
(Paragraph numbers coincide with agenda item numbers)

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 at the Belle Vie Vineyards, 19900 Sherman Island Cross Rd., Rio Vista, CA 94571 at 3:06pm.

Sarah Palmer welcomed SEC members and the public to the meeting, thanked the venue hosts and acknowledged the work of staff to prepare for the meeting. This facility accommodates our large meeting size and allows for live streaming during the meeting.

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 and is therefore subject to public transparency laws applicable to public agencies such as 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's (DWR's) California Environmental Quality Act (CEQA) scoping process related to a potential Delta Conveyance project and comments made at this meeting will not be tracked or recorded for those purposes.

Ms. Palmer noted that the public comment for sub- items 4a-4d would be taken at the end of all the presentations for Item 4. Members of the public who wish to speak should submit a speaker card.

2. ROLL CALL/HOUSEKEEPING

Committee members in attendance were Angelica Whaley, Anna Swenson, Barbara Barrigan-Parrilla, Douglas Hsia, Jim Wallace, James Cox, Karen Mann, Malissa Tayaba, Dr. Mel Lytle, Phillip Merlo, Sean Wirth and Mike Hardesty. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance. Tribal representative alternate Jesus Tarango also attended.

Committee members not present included David Gloski and Lindsey Liebig.

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

Ms. Palmer stated 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 and is therefore subject to public transparency laws applicable to public agencies such as the Brown Act and the Public Records Act. It is important to note that comments made during SEC meetings do not directly feed into DWR's CEQA process related to a potential Delta Conveyance project.

Ms. Palmer reviewed housekeeping items. Members should sign in for accurate record-keeping. Members of the public can fill out and submit speaker cards in order to speak during the public comment period. Meeting is being filmed and webcast live. Please be mindful of cameras and walk behind them if leaving the meeting. Emergency exits were reviewed.

Ms. Palmer provided an overview of materials provided to SEC members and members of the public. Documents included the current meeting agenda, meeting minutes from last meeting, question tracking packet, staff contact list, updated glossary, updated maps showing the corridor options and information from DWR including the NOP and supporting Q & A as well as a list of scoping meetings. A copy of the meeting presentation and some lookup tables were also provided.

Ms. Palmer reiterated the SEC's three areas of focus. SEC creates a forum for Delta Stakeholders to provide input and feedback on technical and engineering issues related to the DCA's current activities. It provides an opportunity to identify engineering and design opportunities that would avoid, reduce or offset effects from construction and facility siting. The committee members can relay information between their respective groups and the SEC.

SEC Meetings are subject to the Brown Act, meaning committee members must avoid discussing committee business outside of the meeting with a majority of members either all at once or via serial meetings. The chairperson presides over meetings and 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 will be 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 recorded and reported. Participation in the SEC does not imply support for any proposed conveyance project.

3. MINUTES REVIEW: December 11, 2019 Regular SEC Meeting

Ms. Palmer asked if there were any comments on the minutes. Mr. Cox noted the minutes were excellent and helped clarify things he heard in the meeting. No objections or changes were reported.

4. DISCUSSION ITEMS/PRESENTATIONS

a. Follow-up and Roundtable on Dec. 11, 2019 SEC Meeting

Kathryn Mallon said the DCA wants to ensure SEC member questions are answered. The question tracking packet distributed at this meeting contains a log of SEC member questions asked at the December 11 meeting. The log notes the questions asked, date, who asked, which staff member responded and whether or not the question has been answered or will be answered in a future meeting. The packet contains the answers to questions that are listed

"answered" on the log. The information in the question tracking packet has also been entered into a customer service system that will eventually be integrated on the website as part of a publicly-searchable database. This is a suggestion made previously be SEC member Anna Swenson.

The packet also contains a memo in response to a question asked at the last meeting by Mr. Wallace in regards to how the SEC would be reflected in the DWR's Environmental Impact Report (EIR).

Ms. Swenson asked to have the question tracking packet in a digital format. Ms. Mallon indicated a PDF of the packet would be available following the meeting.

Carrie Buckman reviewed the memo DWR prepared to address the question about reflecting the SEC in the EIR. The DWR released the NOP last week on January 15 and the scoping period has now begun. However, comments made at SEC meetings are not a part of the scoping comment process and are not tracked or recorded for those purposes. The memo is detailed in regards to the interconnection between DWR and DCA. DWR is the lead agency and is leading the project as the owner and operator. DWR has asked DCA to design the project with a focus on reducing or avoiding effects caused by construction. The DCA has formed the SEC to inform that work and this committee is specific to the DCA's work in that regard. DCA's work is under DWR's oversight and will therefore be included in the Administrative (Admin) Record that is legally required for the EIR. The Admin Record contains applicable background documents that have informed the environmental process, including emails, staff communications, management meeting notes, reference documents and other items that have informed the EIR. Where the EIR includes conceptual engineering designs that reflect input from the SEC, that design information will be part of the Admin Record. DWR will include a chapter in the EIR that will focus on public involvement processes that focus on EIR development. The SEC will likely be referenced in that chapter. It will be specifically note that the SEC is a committee to the DCA and the role is limited to providing input on DCA's design and construction process, which is a process separate from the public outreach undertaken by DWR as the Lead Agency.

Barbara Barrigan-Parrilla thanked staff for the detailed information. Will the questions she asked about water quality be included for tracking purposes? Ms. Mallon said one of the reasons the minutes are so detailed is to capture those questions and ensure they are logged. Also, if members have questions between meetings and want to send them to Nazli, we will ensure those are also tracked.

Ms. Barrigan-Parrilla noted a follow-up question to add to the log: will there be real-time disclosure of any water quality issues found during construction?

Ms. Martinez noted that staff member Karen Askeland will be adding topics for future discussion on an easel at the meeting so members can see them as the meeting moves along.

Mr. Hsia noted that the maps included in the binders didn't include one specifically for cultural sites. Are cultural sites a factor considered in siting facilities? Ms. Martinez noted that the upcoming NOP discussion would likely address this question.

Ms. Martinez expressed to goal of the member roundtable is to follow-up on materials distributed at the previous meeting and also hear from SEC members about the outreach they are conducting within their communities and what feedback they have been getting. She asked if there were any questions or clarifications needed about the technical elements of the materials distributed at the December meeting.

Ms. Tayaba reported that she has conducted outreach to tribes and was able to hear about a lot of their concerns, including effects to villages, sacred sites, ancestral homelands, natural resources, traditional waterways, ceremonies, traditional regalia and food. Other concerns include water quality, water levels rising and falling and how that will affect fish and plants, how much water is being pulled out and from where. Tribes would like to get an understanding of what will be happening throughout the project from the North to the South. Ms. Tayaba shared the materials from the December meeting and will be meeting with tribes on a regular basis to insure they are well informed. Overall, they are very concerned about how this project will affect tribes.

Ms. Martinez reminded SEC members that the DCA can arrange to make informational presentations to constituent groups if it would be helpful as part of SEC member outreach.

Ms. Swenson reported the feedback she has received from the community is that many are wondering why there hasn't been significant analysis of alternatives to the tunnels. It looks like a re-packaging of the same plan. They had hoped that there would be new ideas and ideologies about how to solve our problem. Overall, it looked like the same plan they've seen over and over again.

Ms. Mann met with her group, Save the California Delta Alliance, last week at Discovery Bay. The concern is that the project looks and sounds the same as before and there was concern that alternatives were not taken seriously. The group is looking forward to the information brought forward from this point.

Ms. Barrigan-Parrilla noted her members reported similar concerns. Additionally, there are concerns from members throughout the state that the scoping meetings do not include impacted areas in the San Francisco Bay. Requests have been received from Berkeley, Oakland, Vallejo, Richmond and San Francisco. Groups in Southern California report that one meeting in Southern California is not adequate. There need to be additional meetings in South Central LA and East Los Angeles to really talk about water production through the scoping process and cost analysis.

While it is understood environmental justice (EJ) work will be done including meetings with groups throughout the state, there is a question as to DWR's EJ work in other parts of the state that are going to be dependent on the project including EJ communities in Fresno and whether or not they will be receiving the water. There are also concerns for tribes in Northern California and groundwater users. While EJ outreach is good, it doesn't reach the whole community. That's why there is concern if the scoping meetings are really broad enough for the project overall. Existing EJ groups in the Delta and other groups are concerned about the increased urban impacts of the Eastern alignment. Feedback was also received about why there are no meetings in Antioch or Rio Vista. It is important to note that members of EJ communities are under stress; they aren't able to drive 20 miles to a meeting. Providing food and childcare is

standard practice. You can't hold a meeting in Brentwood and expect impacted communities that are struggling in Antioch or Rio Vista to make it.

Barbara Keegan reported hearing disappointment that Paul Clausen had to leave the committee due to a move. The interests of recreational boaters that he brought to the table is still a perspective that is needed. There is hope he will be replaced with another person from the recreational boating committee.

Ms. Mann indicated she was recently asked to join the board of Boaters of California (BOC) and she is also extremely active on the waterways in her boat. Until another representative is identified, Ms. Mann offered to represent those interests on the committee.

Ms. Palmer thanked Ms. Mann for her offer.

Ms. Martinez reminded members that there is an application process open until January 24, 2020 for replacing the Recreational Boating position on the SEC. Please encourage qualified candidates to apply. The hope is to have the new member at the next SEC meeting.

Ms. Swenson thanked staff for extending the deadline for filling the opening on the SEC following her email exchange with them.

Mr. Moran reported some of the concerns he has heard include groundwater and local impacts on irrigation and restoration possibilities going forward. There is question as to the possible impact to the Park District's several properties in the South-Central Delta that are under irrigation leases considering the routes of tunnels and their impacts to certain water sources. Contracts are being signed for particular amounts of water on those properties and it's not certain what the impacts will be.

There are also concerns about restoration plans and mitigation plans and their effects on state parks such as the Franks Tract Project that is currently underway. There was a lot of curiosity about the project's justification; the "why" and the reasoning for the project. The Cultural Services Coordinator was very concerned about having a rigorous process in place for any undocumented cultural sites that might be discovered during construction.

Big Break Visitor Center and the City of Antioch have great meeting places, if they are needed in order to get meeting places closer to communities. Mr. Moran indicated he would be happy to help with that effort.

Ms. Martinez reminded once again that these comments are not being recorded as part of the DWR's CEQA scoping process. Members are encouraged to submit scoping comments to DWR.

b. NOP Overview and SEC Work Product Discussion

Ms. Buckman announced the Notice of Preparation (NOP) was released on January 15 and reminded members of the overall environmental process that generally moves through phases. The process begins with initial outreach, moves into project definition, then to development of a Draft EIR followed by the Final EIR.

Release of the NOP is the very beginning of the environmental process. There is quite a bit of outreach and work needed to define the proposed project and the alternatives and to analyze them. All of that work is forthcoming.

Ms. Buckman provided background on the NOP. In July 2017, DWR approved WaterFix, a two-tunnel conveyance project. In February 2019, Governor Newsom announced his support for a single tunnel project. In April 2019, Governor Newsom issued an executive order directing DWR to assess planning for a single tunnel project. In May 2019, DWR withdrew all California WaterFix approval and environmental compliance documentation and all planning on WaterFix ceased. In January 2020, the State released the draft Water Resilience Portfolio which identifies issues which face California water into the future and a suite of actions to address those issues. One of those actions is to consider a potential single-tunnel conveyance project to modernize Delta conveyance. After that, the DWR issued the NOP to officially begin the environmental compliance process.

The purpose of the NOP is to document the intent to develop an EIR for a proposed Delta Conveyance project. The NOP triggers the start of scoping, where DWR receives public input on the scope of the environmental analysis, the alternatives and the content of the EIR. It begins the public comment period, which is scheduled to go through March 20, 2020. Scoping is typically 30 days as defined in CEQA, but DWR has extended the comment period to 60 days to allow more time for public comment. There are seven public meetings scheduled statewide; most meetings are in the Delta.

Ms. Swenson asked if comments made at public scoping meetings are considered part of the record, or if comments need to be made in writing. Ms. Buckman said there will be a court reporter at all scoping meetings and all comments made at scoping meetings will be part of the scoping comment record.

Ms. Buckman explained the content of the NOP. The NOP includes the description, objectives, area and facilities of the proposed project.

In regards to Mr. Hsia's earlier question, effects to heritage areas will be analyzed. That is also a great question to submit via the scoping process.

Ms. Buckman emphasized that the NOP is intended to provide information in order for the public to comment about the scope of the environmental analysis. The NOP does not indicate a decision has been made about the proposed project. The NOP is a starting point; it is not a decision.

The NOP's project purpose and objectives address the "why" that Mr. Moran mentioned earlier. The NOP documents the fundamental reason DWR is considering the project. The proposed project's purpose is to develop new diversion and conveyance facilities in the Delta necessary to restore and protect the reliability of water deliveries in a cost-effective manner, consistent with the State Water Resilience Portfolio.

The proposed project's objectives are to address sea level rise and climate change, minimize water supply disruption due to seismic risk, protect water supply reliability and provide operational flexibility to improve aquatic conditions.

Ms. Buckman provided an overview of the proposed project facilities. There are intakes on the Sacramento River, shown on the NOP map as three black dots. Two intake facilities will be considered for the proposed project, but there are three potential sites. The proposed project also includes tunnel reaches and tunnel shafts. Two forebays are also being considered; an intermediate forebay and a forebay at the southern end to help regulate flows in the tunnel. A pumping plant is proposed at the southern end of the facility. South Delta conveyance facilities are also part of the proposed project to convey water from the pumping facility to the existing State Water Project facilities and potentially the Central Valley Project.

Only a single tunnel is proposed, but the NOP notes two different corridor options. The NOP map shows the Central Tunnel Corridor in yellow. The Central Tunnel Corridor is similar to past alignments. The NOP map shows the Eastern Tunnel Corridor in lavender. The Eastern Tunnel Corridor is included to explore the options to potentially reduce some of the anticipated effects within the Central Delta and gauge potential trade-offs.

Mr. Moran asked if there are yet any proposed locations for tunnel shafts. Ms. Buckman said this committee will work on that, but those locations are not specified in the NOP.

Ms. Mann asked if the barge mapping would change depending on which corridor is ultimately selected. Ms. Mallon said that when the committee gets to the discussion on locating facilities, members will see updated barge maps that were developed with the barging consultant and show where access is possible with large and small barges. Those maps will be presented to the committee for comment and review. Barging could potentially drive locating facilities in the corridor to some degree. DCA will reissue the maps provided to the committee before that show the corridor options. The maps previously issued did not show the corridors because the NOP had not yet been released at that time.

Ms. Buckman stated the proposed project includes a capacity of 6,000cfs, which would include two intake facilities along the Sacramento River with a capacity of 3,000cfs each. The NOP acknowledges that DWR will likely consider alternatives that could range from 3,000cfs to 7,500cfs.

For alternatives development, DWR will select a reasonable range of potentially feasible alternatives that meet project objectives and present opportunities to reduce impacts. The NOP includes a short discussion on alternatives, but DWR will mostly look to scoping comments for help in this area. Following scoping, DWR will go through an alternatives selection process to identify the range that will be analyzed more closely in the EIR. DWR will publicize that effort. Identification of alternatives is being done through the CEQA process's public involvement effort and will not be conducted in the SEC meetings. The SEC does not have a direct role in alternatives development.

The release of the NOP has enabled further clarification of DCA's role. DWR has directed DCA to develop conceptual designs for the two corridor options that are part of the proposed project. The proposed project includes 6,000cfs as the capacity, but there is an economy of scale from evaluating other capacities at the same time design is being done. Therefore, DWR has asked DCA to look at the alternate capacities of 3,000cfs, 4,500cfs and 7,500cfs now rather than waiting until scoping has concluded to begin their evaluation. There has been no

decision made to include any other capacity; alternatives are all subject to input received during scoping.

The SEC's role is to develop an understanding of Delta conveyance components and siting drivers. The SEC also reviews materials on facility layouts, site selections and efforts to address construction effects such as traffic volume, noise, site run-off and air emissions and provide advice to the DCA. Comments made for the formal CEQA process must be made to DWR. Some comments made tonight during the roundtable discussion would be helpful for the scoping process. SEC members are encouraged to submit those comments to DWR through their scoping process.

Ms. Buckman reviewed how to submit scoping comments, which is also outlined in the NOP. Comments are accepted via email at DeltaConveyanceScoping@water.ca.gov, via mail to Delta Conveyance Scoping Comments, Attn: Renee Rodriguez, Department of Water Resources, P.O. Box 942836, Sacramento, CA 94236 or at a public meeting listed in the NOP. Verbal comments made at a public scoping meeting will be documented by a court reporter and will be part of the record.

There are seven public scoping meetings scheduled during the first three weeks of February. There is a meeting scheduled for February 12, which is the same night as the next SEC meeting, so Ms. Buckman will not be able to attend that SEC meeting and will send a delegate in her place. The agenda will also be developed to not depend as much on the environmental portion.

Ms. Buckman reviewed the key milestones of the project. The Draft EIR is anticipated at the end of 2020 and the Final EIR is anticipated in early 2022.

Ms. Palmer suggested reading the Question and Answer document included with the NOP before reading the NOP itself as it sets up a nice scaffolding to know what to look for and how to read through the NOP. Also, make note of how to submit scoping comments as that is where SEC members' individual input will be reflected in DWR's CEQA process.

Ms. Mallon provided some disclaimers before addressing how the DCA will move forward now that the NOP has been released. The DCA is committed to sharing all of the pertinent information related to DCA's design studies with the SEC and wants to have an engaging and interactive dialogue will all SEC members. The technical information presented represents findings of current work products, but DCA is very early in the engineering process. Continued study can lead to refined recommendations or solutions. As long as the SEC continues, DCA will share any new ideas or changes that are developed. The work product DCA provides to the SEC should be considered in draft form. It does not yet reflect the opinions and comments from the SEC members that will be taken into account. The information DCA is sharing is all work-in-progress.

DWR is the final arbiter of the engineering plans that are put forward as part of the CEQA process and their participation at SEC meetings demonstrates their commitment to fully understanding the public issues surrounding the design and construction of the proposed project.

The NOP's key items for DCA include the facilities that comprise the proposed Delta conveyance project, the corridor map and a range of flows for study.

The work products DCA develops for DWR so that DWR can conduct their environmental analysis are called Engineering Project Reports (EPRs). DCA will develop an EPR for the Central Alignment, an EPR for the Eastern Alignment and an additional EPR for any additional alignments that arise as a result of the scoping process. DCA will also be doing alternate facility sizing for the four different flows ranging from 3,000cfs-7,000cfs.

The EPR contains three volumes: a narrative report that describes the engineering work, a drawing book with schematic layouts of facilities and a map book that shows the alignment. The EPR is attached to the Draft EIS for review.

All design work, largely focused on things that are most relevant to the Delta, will be routed through this committee. Reports will be finished up for submittal to DWR around mid-July.

Ms. Mallon outlined how the DCA and the SEC will move forward together. For the next six months, the SEC will be focused on siting facilities within the corridors that have been identified, preparing facility drawings to illustrate project components, preparing site layouts to construct facilities, describing and quantifying construction activities (i.e., construction schedule, anticipated noise effects, traffic projections, RTM production), identifying design solutions to reasonably and effectively reduce construction effects and identifying dual benefits where possible.

Moving forward, meetings will be more technical than they have been previously. Today's discussion will be about intakes and then DCA will provide a quick introduction about the key issues around logistics of traffic for the launch shafts. DCA would like for the first meeting in February to focus on siting the Intermediate Forebay (which is also a co-location of a launch shaft) and the location of the second launch shaft along the alignment in both of the corridors.

In the second February meeting, the planned discussion topic is the maintenance/retrieval shafts which have much smaller area footprints than the launch shafts so should hopefully be much easier to site. The discussion will also include Reusable Tunnel Material (RTM) management, as a lot of RTM will be produced as part of the proposed project. How much material will be produced and how it will be used may drive some of the decisions about where the facilities might be located.

Ms. Martinez reminded members that the roundtable portion of each meeting will be focused on what was presented at the previous meeting. This will allow members time to absorb the information received at a meeting and talk to their communities about it before returning to have meaningful discussion at the next SEC meeting.

Ms. Palmer asked if there were any questions from SEC members.

Ms. Barrigan-Parrilla asked for clarification regarding how the SEC members would be discussing the range of flows without discussing operations. Ms. Mallon explained that regardless of how the facilities operate, the design of the facility stays the same. The flow capacity doesn't affect the design of the facilities. For example, a project with a flow capacity

of 3,000cfs would include one intake with a smaller tunnel and smaller shafts that produce less RTM. The term "sizing" refers to the capacity of the project, which could be 3,000-7,500cfs. While facilities for a 3,000cfs capacity project would be smaller than the sizing of facilities for the 7,500cfs, all facilities would be in generally the same location except for the intakes where more than one facility might be needed because there is a limit of 3,000cfs per facility.

Ms. Barrigan-Parrilla asked if there will be discussion about the flow capacity used and whether it would be pressurized or not pressurized. Ms. Mallon said the SEC can discuss engineering issues, but it won't have anything to do with what capacity ends up being selected.

Mr. Moran asked what the role of an SEC member would be when attending a scoping meeting. Ms. Buckman explained the role would be that of a member of the public. The general structure of the scoping meeting is a short presentation followed by a brief period to ask clarifying questions and then members of the public can provide their comments.

Mr. Wallace asked if the proposed project's capacity was in any way tied to potential federal involvement. Ms. Buckman said at the moment DWR is asking for a range of flows so that design work is being done at the same time so that the issue doesn't have to be revisited later. DWR does not yet have an answer about federal involvement, and that is why the NOP consistently says "and potentially the Central Valley Project (CVP)." It will depend on feedback received from the federal government.

Mr. Hsia said a corridor was proposed through the Deepwater Channel with an intake near Rio Vista. Is that corridor completely out of the question? Ms. Buckman said it is not a part of the proposed project but could still be suggested as an alternative to be included in the alternative formulation documentation.

Dr. Lytle asked why the Eastern Corridor was created. Ms. Buckman explained the potential effects of the proposed project are focused on places where there is work being done primarily at the surface, such as the tunnel shafts and the intakes. DWR wanted to evaluate if potential effects would be reduced by moving that activity closer to I-5. The two options in the NOP indicate a trade-offs analysis and do not represent a decision. Including both in the NOP provides the opportunity to analyze and compare both options. Input from the SEC will also be helpful in that regard.

Mr. Hardesty asked if there would be some information provided to the committee regarding hydraulic impacts such as water surface elevations and velocity in making comments on the sizing and capacities. Ms. Buckman explained that work will be part of the CEQA process. DWR will do quite a bit of technical analysis and is planning to conduct technical workshops that include information about topics such as hydraulics. There will be opportunity for public comment as part of DWR's CEQA process.

Ms. Palmer announced the committee would recess for a 10-minute break. Food is provided for SEC members due to the length and timing of the meeting. Once SEC members have served themselves, members of the public are welcome to partake of the refreshments as well.

c. Intakes Overview

Ms. Palmer asked Ms. Mallon to introduce the discussion on intakes.

Ms. Mallon thanked members for the time in opining on the design concepts that reflect their values and concerns. DCA is grateful for their respect and hope they feel their voice is being heard within the boundaries of what the SEC is here to achieve.

If given the choice, intakes would not be where to start discussion on the proposed project. Intakes may be one of the more challenging aspects of the project. Because intakes are where the flow begins, intakes are where the SEC will begin the discussion.

At the last meeting, a brief introduction was provided on each of the component facilities of the proposed project, but today we will take a deep dive. We will present information on the siting analysis that has been conducted, screen technologies under evaluation, construction site requirements, construction schedule, key activities and potential effects. Questions are welcomed during the presentation if clarification is needed to understand; DCA wants to ensure SEC members fully understand the information being presented so members can substantively opine. We may need to table some discussions for the sake of time but we will pick it up at a future meeting.

We are also prepared to skip the last technical presentation so that there is ample time to discuss intakes.

Unlike the siting of the other component facilities in the proposed conveyance project, the State Department of Fish & Wildlife, the U.S. of Fish & Wildlife Service and the National Marine Fisheries Service are the primary drivers for identifying constraints and siting criteria for these intakes. DCA shares this information not to dodge responsibility but to point out the reality of the limitations of locating the facilities at any given point along the river.

Ms. Mallon introduced Phil Ryan, DCA Engineering Manager, and one of the most experienced fish screen and intake engineers in the United States. Mr. Ryan served as the lead designer on the Freeport intake which is just upstream of Clarksburg.

Mr. Ryan explained that intakes are fairly complicated and the discussion will be technical, so please ask questions if there is something you don't understand. The discussion may be more detailed that some members care to understand, but DCA hopes to provides detailed information for those who want to fully understand and also to help address some common misunderstandings.

The intake siting study area is on the Sacramento River from the American River to Sutter Slough where there are better flow conditions. Sites on the east bank are viable with the NOP corridors, but the west bank is not viable due to poor availability of access routes needed to construct the facilities.

The number of intake facilities needed for the proposed project varies by the flow capacity. A flow capacity of 3,000cfs would require one intake. A flow capacity of 4,500cfs would require 2 intakes; one at 3,000cfs and one at 1,500cfs. A flow capacity of 6,000cfs would require 2 intake facilities at 3,000cfs each. A flow capacity of 7,500cfs would require 3 intake facilities; two at 3,000cfs and one at 1,500cfs.
DCA conducted a detailed site investigation. It is important to understand that DCA conducted its own detailed analysis and also utilized information compiled by the Fish Facility Technical Team (FFTT) for the previous WaterFix project. The FFTT was comprised of the fish regulatory agencies, consultants and other interested people who helped evaluate the river for potential intake sites. The FFTT identified, analyzed and then made conclusions on site locations. DCA reviewed their information to ensure understanding of their methodology, but then re-evaluated using new information such as the State's underwater river mapping conducted last summer. All of this information was used to re-evaluate and verify the potential intake sites.

There are several factors that are considered in identifying intake sites. River conditions are the first category of factors. Outside bends of the river are ideal because sediment washes by and the water levels are typically deeper. Shoaling, or the accumulation of sediment, is also less likely in those areas. The facilities are roughly 900-1,600ft long, so potential intake sites also need to contain a relatively long, straight section. If there will be more than one intake, the regulatory agencies require at least 1 mile between intake sites.

The landside effects are also considered, such as what types of properties are affected, what is currently built in the area and how close the sites are to existing development. The cities of Hood and Clarksburg, for example, are important to consider when selecting an intake site.

There are also geotechnical considerations for the type of work that is required at the intake sites.

Additionally, habitat and environmental concerns are also considered. Mr. Ryan noted that the habitat and environmental concerns did not turn out to be a big differentiator and is roughly the same for each of the potential intake sites.

Finally, there has to be ability to get to the sites to build them, so road access is also considered.

Based on evaluation of all of these factors, five candidate sites emerged. These are the same sites identified in the previous project. The river has been exhaustively studied and extensive studies have been conducted. DCA studied new land use, flows and river bathymetry. There are no other sites between roughly Freeport and Sutter Slough that meet all the qualifications. The facilities may be able to slide back or forth a few hundred feet, but there really aren't any other places along the east bank to place the intake facilities. The West bank is not logistically feasible. All of the intakes are compatible with either corridor option in the NOP.

Ms. Swenson asked if SEC members could have the GPS coordinates of the three favorable intake sites. Mr. Ryan said those will be provided.

Ms. Martinez noted that some of the slides in the printed presentation are marked "superseded" for which there are replacements slides available. The team was working to improve and refine

the presentation up until the very last minute. When the presentation is posted online, it will contain the most updated and accurate information.

Mr. Moran asked if there is any correlation with outside bends and in-migration and out-migration of fish. Mr. Ryan said he is not a biologist and can't answer the question, but the question will be noted.

Ms. Hsia asked Mr. Ryan to identify the intake sites that were part of the WaterFix project. Mr. Ryan reiterated that the intake sites displayed and under current consideration are the same sites identified in the WaterFix project.

Mr. Ryan noted all intake facilities will be designed to the highest level of compliance with fishery agencies' protective measure for out-migrating fish.

In the analysis of five potential intake site, DCA ranked sites C-E-1 and C-E-4 as least favorable and not recommended for use unless the 3 other sites are not implementable. These two were ranked least favorable because of development in the area and relatively poor geotechnical conditions. C-E-4 is simply too close to Hood. The needed road improvements would literally stretch right into town.

Site C-E-3 has been ranked as the best site because it is the deepest, has the best conditions along the river and there are no existing homes in the footprint.

Sites C-E-2 and C-E-5 are not being ranked in comparison to one another. Site C-E-2 is not as deep, but is further upstream and there are less regulation concerns with the Delta smelt.

Analysis and comparison of all sites will be included in the environmental documentation.

Ms. Barrigan-Parrilla indicated it would be good to see answers to questions about the river bends even though it comes from fish biologists. It is an unresolved issue for Delta stakeholders. Mr. Ryan noted that the agencies want intakes on the outside of bends as well because the sweeping flow is better to bring fish past the structures. Ms. Barrigan-Parrilla noted there is a difference of opinion within the fish biology community on the matter.

Ms. Swenson asked where the DCA obtained the geotechnical information that was used in the past couple months and can members have access to that information. Mr. Ryan said there were river borings in front of each intake as well as publicly-available state and county well data that was analyzed. In regards to sharing geotechnical data, Ms. Mallon said DCA would share whatever it could legally release.

Ms. Swenson asked what would happen if facilities were built to meet current regulations but then regulations were changed after facilities were built. Mr. Ryan said agencies don't normally require changes to facilities once permits have been issued, but there are some considerations for adapted management. The intakes will be designed for Delta smelt protection, even though there really are very few Delta smelt in this area. This level of protection is almost double the level required for salmonids.

Mr. Ryan explained the discussion will now focus on the different types of screens used at intake structures: plate screens and cylindrical tee screens. There are four types of facilities that use plate screens: in-channel vee type, in river, on-bank inclined plate or on-bank.

The in-channel vee type is used in Redding at the Anderson Cottonwood Irrigation District. It is a facility that sits in the river, directly in line with the flow. The fish collected at the apex of the vee are collected and returned to the river. This type of facility is also used at the State facility, where fish are pumped into a truck and hauled away. The in-channel vee type facility is not recommended by the regulatory agencies if other alternatives are available.

The second type of facility that uses plate screens is an in-river facility as can be seen in the City of Sacramento. The facilities for the proposed project will likely be ten times larger than this facility. Evaluations have determined an in-river facility is not appropriate for the proposed project because it is too large and would have too great an effect on flood levels.

The third type of plate screen intake facility is an on-bank inclined plate that is placed along the bank of the river. The inclined plates mimic the side of a river. This type has the smallest footprint of the plate screen type facilities, but are difficult to clean because of the slant on the screen. The screens must be cleaned with an air burst. Due to the length of the facility needed for the proposed project, the agencies indicate this type of facility should not be used because the cleaning mechanism is not as effective and the protection needed is not provided.

The fourth type of plate screen intake facility is an on-bank facility with vertical plate screens. An example of this type is the Freeport facility near Downtown Sacramento. This is the type of facility the proposed project would utilize if plate screens are used. More information will be provided in this presentation.

Ms. Swenson asked the flow capacity and approximate length of the Freeport facility. Mr. Ryan said it is a little over 300cfs with a length of approximately 200ft. A direct size comparison to the proposed facility will be shown momentarily.

In addition to plate screen intake structures, there are also cylindrical tee intake facility types: vertical and inclined. The Yellowstone River in Montana has an on-bank vertical cylindrical tee screen intake facility. There are also several of these types of facilities in California, but the photo displayed was chosen for the presentation because it shows several plate screens lined up, similar to the configuration of the proposed project. The second type of intake facility type with cylindrical tee fish screens is the inclined as seen in Alameda County. The incline type is not applicable to the proposed project because of the structure type that is required in the levee because it is a flood control levee.

The proposed project is currently focused two potential options for intake facilities: the vertical cylindrical tee (like on Yellowstone River) with on-bank structure and the vertical plate with on-bank structure (like the Freeport facility).

Mr. Ryan gave an overview of fish screens. Fish screens are designed to protect the target species, juvenile salmon/steelhead and the juvenile Delta fish species, commonly referred to as the Delta smelt. The fish screens are designed with an approach velocity of .33fps (feet per second) for salmonids and .2fps for Delta smelt, which is an incredibly slow rate; much slower

rate than walking. Flow equals the velocity times the area. In other words, if the flow is known and the approach velocity is known, the area can then be determined. This is the formula that will determine the area of the screen.

The fish screens contain a 1.75mm opening and a 1.75mm bar, meaning they have a 50% open area, which exceeds the 27% minimum open area requirement. The screen system itself is comprised of the screen, a baffle system that ensures uniform flow and a screen cleaner.

Mr. Ryan showed a sample illustration of a layout for a vertical plate screen system. The black panels in the illustration are fish screens. The posts shown that come up to the top of the structure are guide rails. The fish screens are big, flat panels that slide down the guide rails to the bottom. Solid panels are placed above; the flow can only go through where the fish screen is down at the bottom. There are docking areas where the screen cleaners are kept. There is a motor atop the docking areas with cables that connect to a giant brush. The brush is drawn back and forth across the face of the fish screens to clean them. A counterweight keeps the brush against the screen. The flow goes through the screens, into the structure and leads into sedimentation basins through box conduits.

Mr. Ryan showed a presentation slide featuring a photo of each of these component parts of the vertical plate fish screens: flow baffle panel, panel guide rails, cleaner brush and screen cleaner assembly. The baffle plate slides behind the fish screens and ensures an even distribution of flow across the screen. Occasionally, the fish screens are pulled up for pressure-washing on the backside in order to prevent growth of foreign materials on the side of the plate that the brush does not clean. During this process, the solid plates slide down to where the screens typically sit to temporarily prevent flow into the intake.

A video was shared to show how the brushes clean the face of the fish screens. Regulatory agencies require brush assembly systems capable of running the entire length of the fish screens every five minutes, although cleaning isn't always performed that frequently. Ms. Palmer asked how often the screens are realistically cleaned. Mr. Ryan indicated regular inspection is required and screens are cleaned as often as required in order to keep the screens clean. The river water temperature typically determines the cleaning frequency. At the Freeport facility during the summer, the brushes run every hour or less. In the winter, they may run once or twice a day because less algae grows during that time because the water is colder. Nevertheless, operators are encouraged to run the brushes at least twice a day in order to ensure the brushes are operational.

Ms. Swenson asked how noisy the fish screen cleaning process is because people located across from the Freeport facility have reported the process creates noise impacts. Mr. Ryan said that concern is worth noting because the Freeport system was creaky when it first started due to a pulley system that was not properly lubricated. Ms. Giacoma asked for the noise information in decibels.

Mr. Wallace asked what happens to the material that comes off the screens. Mr. Ryan explained that each time the brushes complete their sweep of the face of the screen, the material on the brush is pulled downstream. Because frequent cleaning prevents the build-up of large quantities of material, the brushes aren't removing much. Also, the Sacramento River is relatively clean in

comparison to many rivers across the country and doesn't regularly have large mats of weeds or seaweed.

Ms. Swenson noted that Delta farmers might disagree that the Sacramento River is clean. Near Clarksburg, filtration systems on vineyard irrigation drip lines have to be cleaned every twenty minutes in some cases. Ms. Palmer said that river cleanliness is relative. Mr. Ryan further explained that the proposed project is not far downstream from the Freeport facility, which has relatively clean water. Also, the intake facilities are not trying to clean to the same degree as a drip line.

Dr. Lytle said the City of Stockton has a pumping station with vertical plate screens at the end of Empire Tract for their drinking water. They utilize an automated brush system that cleans the face of the screens, collects the debris, pulls it up from the water and deposits it into a dumpster that is periodically emptied. The cleaners can sometimes be less than reliable. Tidal effects and changes in velocity changes the amount of debris in the water. Moss, sponges, tree limbs, leaves, garbage and other things are often found. Mr. Ryan acknowledged that the screens are the number one maintenance issue on intake facilities. The proposed project facility includes a debris fender and a log boom plan so that most floating debris is distributed downstream. The sloughs are different from main river stems not much material is anticipated to collect on the screen faces. Dr. Lytle said the Stockton facility is on the Deepwater Ship Channel and has experienced more debris than anticipated, even with log booms in place. Log booms quiet the water in front of the screen, but if even one piece of hyacinth gets between the log boom and the screen, then the screens are full of hyacinth blooms. Mr. Cox said debris in water is relative to the individual. Mr. Ryan agreed and clarified that the Sacramento River is much cleaner than other rivers he has experienced.

Ms. Barrigan-Parrilla asked about the FFTT reports for intakes 2, 3 and 5; her understanding was that salmonids did worse at those sites, so she has some questions. Is there an intake facility anywhere in California or anywhere in the U.S. that is built to the scale of the proposed facility? Mr. Ryan said the Glenn-Colusa Irrigation District in Hamilton City on the Sacramento River is a 3,000cfs vertical place screen facility. The Tehama Colusa Canal diversion facility on the Sacramento River at Red Bluff is a 2,500cfs facility.

Ms. Barrigan-Parrilla asked if the impact analysis of the fish screen brushing on the food web would be performed to a microscopic level. Ms. Buckman asked Ms. Barrigan-Parrilla to submit that concern as a scoping comment.

Ms. Barrigan-Parrilla asked about the accumulation of sediment through the screen. Mr. Ryan explained that the intakes are located in areas where sedimentation buildup is not expected. Also, the screens are kept off the bottom so that the bedload goes by. The sediment that is diverted in to the intake will be settled in order to keep it out of the tunnel system. This sediment will be sand-sized because it is not flushable by velocity.

Ms. Barrigan-Parrilla asked if there are calculations being done on the volume of sediment for these flows and for high water events. Mr. Ryan answered that those calculations are indeed being done. There has been statistical analysis performed on all of the USGS sediment data. Once the modelling is done, the sediment calculations can be calibrated with how much water will be brought through the intakes. Ms. Barrigan-Parrilla asked when the SEC members will see that

information. Mr. Ryan explained that data will take some time because the modelling is needed first.

Ms. Swenson asked if there were any facilities that are 6,000cfs or 7,500cfs. Mr. Ryan reiterated that each individual intake of the proposed project would be a maximum of 3,000cfs. Ms. Swenson asked if there are any projects with multiple intakes that equal a total flow of 6,000cfs or 7,500cfs on a single river. Mr. Ryan multiple intakes exist on the same river, he is not aware of any intake facilities in close proximity to one another with a flow capacity in that range.

Mr. Ryan reviewed an illustration of a sample cylindrical tee screen facility and explained the parts of the fish screens. The screen is a cylinder with an internal and external brush that sweep both the inside and outside surface as the screen rotates, which is a much more effective cleaning mechanism than other systems. Large clumps of debris that reach the screens are stopped by the brush and the river sweeps it to the side and away from the intake. These types of screens are lifted out of the water via crane when they need to be more thoroughly cleaned.

Ms. Mann asked about the likelihood of small fish getting tangled in the floating clumps of debris near the brushes of the screen. Mr. Ryan indicated the likelihood of this happening near a fish screen is no greater than it happening elsewhere in the river, and reminded members that the velocity is so low that even very small fish can swim away from the screens.

Mr. Ryan provided a conceptual drawing to illustrate to potential sizing of a vertical flat plate intake structure assuming a 3,000cfs flow rate (the maximum capacity of each intake facility). The total intake structure width is 40 feet while the overall concrete structure length is approximately 1,175 feet for Intake 3 and 1,575 feet for Intake 2, and the approximate length of Intake 5 falls within that range. The variation is due to the variation of the river depth at those locations. Mr. Ryan explained the various components that comprise the total length and the length of each of those individual components. The drawing shared is an example of the type of drawing that will be included in DCA's Engineering Project Report to DWR.

For a cylindrical tee screen intake structure assuming a 3,000cfs flow rate, the intake structure width is approximately 65 feet while the overall concrete intake structure length is approximately 965 feet long. Mr. Ryan explained the various components that comprise the total length and the length of each of those individual components. One advantage of the cylindrical tee screens is that the flow through every screen is controllable because each is equipped with a valve and flow meter. The other advantage is that the overall facility length is the shortest of all options being considered for the proposed project.

Ms. Hsia said it has been reported that the Clifton Forebay was killing Delta smelt. What does that facility not have that the proposed facility will have in order to ensure that doesn't happen? Mr. Ryan explained it is a different type issue because the facility is configured in a completely different way. The Clifton Forebay is not an on-bank type system. The flow is brought into the forebay and screened on the downstream end. DWR could probably provide a more thorough response, so the question will be noted.

Mr. Ryan showed an illustration demonstrating a comparison of the footprints of a vertical plate screen structure as opposed to a cylindrical tee screen structure. For reference, the visual comparison also included the footprint of the Freeport Facility.

Comparing the utilization of cylindrical tee screens to vertical flat plate screens, the cylindrical tee screens would mean a substantially shorter structure and would allow for better screen cleaning and flow control. Refugia (fish resting area) is possible along the structure face of cylindrical tee screens, but does not add length like it does on structures with vertical plate screens. On the other hand, there is a perception that the cylindrical tee screens allow for more predator holding areas. They could possibly lead to more debris collection, but this hasn't yet been known to happen.

The vertical flat plate screen intake structures allow for effective flow control, have known regulatory acceptance and minimal predator holding areas. However, they are longer than cylindrical tee screen structures and refugia adds both length and cost. They also have less effective screen cleaning and screen cleaners are susceptible to debris damage.

Mr. Ryan showed a conceptual rendering of the components of a sample vertical plate screen intake facility and explained a highway relocation would be necessary in order to build the intake structures in the North Delta.

Mr. Ryan explained the flow of water through the facility. Once water flows through the fish screens, it enters buried box conduits and flows through gates into a sedimentation basin. From the sedimentation basin, water enters the flow control structure and goes into the tunnel shaft. Approximately once a year a floating dredge will pump sediment from the sedimentation basin into drying beds where it will be dried and then trucked away from the site.

An overlay of the footprint of a tee screen intake footprint was shown on the illustration for comparison purposes. The tee screen type facility is shorter in overall length but the sedimentation basins are slightly longer because more length is required to settle the sedimentation before it reaches the flow control structure.

Mr. Ryan showed a high-level conceptual animation of the construction sequencing with a time-lapse counter illustrating the order in the which the facility components are constructed and approximately how much time the construction takes. First the identified site is cleared and some administrative offices are constructed. Temporary batch plants can be added at this time, as well. Next, ground improvement is conducted so that the ground will not liquefy in the event of an earthquake. Slurry walls are built as flood protection and to minimize potential impacts on local groundwater. Then a flood control levee is built to US Army Corps of Engineers (USACE) standards. This levee would be better than the existing levee because it would be brand new. A new road would be constructed atop this levee. Then, a trestle would be installed on both the land side and the river side, followed by a cofferdam. The foundation piles would be installed inside the cofferdam and then the structure would start to be built. The ground would be excavated for the buried box conduits, which would be placed in as we go. During this time, some of the structure at the back (landside) of the facility are being built. Then the trestle is removed, the temporary levee road is removed and the highway would be reopened. It is important to note that there is a levee in place 100% of the time that the facility components and structures are built. The USACE doesn't allow any work to be done in the area without these types of safeguards in place.

Ms. Swenson asked for clarification on the highway closure time. Mr. Ryan clarified the highway is closed in the first year and an alternate levee road is used until it is reopened in the fifth year.

Ms. Barrigan-Parrilla asked if analysis would be done on what effect the new levee would have on the other Delta levees. When a levee is raised in one area, it raises in other areas. Mr. Ryan clarified that the configuration of the river isn't being changed. Levees themselves don't impact water levels. However, we are looking at levee vulnerability issues such as traffic effects. Ms. Barrigan-Parrilla said the analysis should be done because the work of Delta Stewardship Council and others have shown that changes to one levee can impact other levees. Mr. Ryan said the USACE does require analysis on flood impacts that the DCA is currently performing.

Ms. Barrigan-Parrilla asked how far in the ground the slurry walls will go. Mr. Ryan said the depth will depend on geotechnical results, but it could be roughly 100ft. A determining factor will be finding the confining layer to tie into.

Mr. Wallace asked if the sedimentation basin is at-grade. Mr. Ryan said the bottom of the sedimentation basins is a little below the bottom of the intakes. At Intake 2, as an example, the bottom of the intake is -10 (feet below sea level). For reference, the river level is at 3 the majority of the time.

Mr. Wallace asked if the basin would be lined, and if not, asked if the basins would be in groundwater from 4 or 5 feet below existing ground level and below. Mr. Ryan said the basin would not be lined, but the slurry walls are constructed to keep from encroaching on groundwater. Mr. Wallace asked if DCA expected the slurry walls to keep them out of groundwater. Mr. Ryan agreed it will need to be dewatered prior to construction.

Mr. Wallace said the presentation has been informative, but the SEC is constrained to discuss design and construction and the presentation was mostly about operations. He requested that future presentations be only about design and construction. Mr. Wallace also said if the geotechnical reports do not indicate a confining layer, there will be a lot of repeated dewatering needed. His groundwater well in Courtland is about 150 feet deep and groundwater is about 5-6 feet below existing ground surface. Most of the water comes from about 140 feet deep. Given these types of groundwater levels, how will this facility be kept operational once it is constructed?

Mr. Ryan said the basins aren't lined, but the river water is higher than the groundwater so we don't want it to flow out and affect local areas as a result of mounding. On the other hand, during construction and dewatering, we don't want it drop down to areas next to us, either. It is definitely a topic that needs to be resolved.

Ms. Wallace noted that the hydrology reports of the river have determined the potential intake sites, but is there a possibility the geotechnical reports DWR is currently conducting could change where the intakes are located? Ms. Mallon said the question would be answered at the next meeting, but there are a lot of existing bore holes in the water from the previous program. Additional landside data is being collected, but there is definitely data for those areas. Mr. Wallace said he has seen the existing data and DWR made enormous leaps of faith about confining layers, but that is not the reality of estuary geology. Ms. Mallon explained one of the

purposes of the extensive geotechnical studies underway is to verify the consistency of the data collected.

Mr. Wallace asked if the Geotech program is intended only for the design and construction of the potential Delta conveyance project. Ms. Buckman responded that he existing data was gathered from a wide variety of unrelated efforts and the sites selected for geotechnical analysis were selected to fill in information gaps in Delta geotechnical understanding for this and other projects in the Delta.

Mr. Wirth said one of the big terrestrial species concerns for the intakes was the disruption of the riparian zone. Is it possible to incorporate a riparian zone into the design of an intake facility, and would that be easier with the cylindrical tee screen or vertical flat plate type? Mr. Ryan noted that such a zone would need to receive a lot of water to be considered a riparian zone. Also, there do need to be roads at both ends of the top of the intake.

Ms. Keegan said she was surprised that aesthetics of the intake facility had not yet been raised as an area of concern. This is a very special area and it would be great for the design to be softened and blended with the natural environment to the extent possible in order to minimize any intrusive visual impacts. Mr. Wirth said the incorporation of a riparian zone could serve that purpose while also maintaining the wildlife corridor.

Ms. Hsia asked who set the 7,500cfs maximum flow capacity for the potential project. Ms. Buckman the said the DWR included that flow capacity as the upper range of alternatives that may be considered, but that is just a preliminary set of information and refinements will be forthcoming through the scoping process.

Ms. Barrigan-Parrilla asked when the animation would be available on the website. Ms. Mallon indicated all meeting materials would be available within a couple of days following the meeting. Ms. Martinez noted that the materials would be posted as smaller, downloadable files just as they were following last meeting.

Mr. Ryan reminded members that the animations are developed for illustrative and discussion purposes only and are not perfect or final. Ms. Barrigan-Parrilla said to include that disclaimer with the materials when they are posted.

Mr. Ryan showed a brief animation about flow control. The flow through the structure causes a small amount of headloss into the basins, so a flow control structure in the back of the facility will always maintain the same drop between the river and the sedimentation basins. This helps maintain the settling depth. There are also flow control gates that can be adjusted per the level of desired cfs through particular sections. As the river elevation goes up and down, the sedimentation basin will likewise go up and down. But the flow control structure is controlled from downstream by the pump station. The important take-away is that the intake system is hydraulically separated from the rest of the system so that flow can be managed according to permits, not pull extra water and maintain the .2fps flow through the screens at all times.

Mr. Moran asked if there is any consideration given to any type of unexpected animal that gets stuck in the sedimentation basin, such as monitoring of eggs. Ms. Buckman said that would be part of mitigation and the environmental process.

Ms. Barrigan-Parrilla asked for clarification about the hydraulic separation from what is being taken out at the rest of the system. Mr. Ryan explained that intakes are the flow controllers into the system. If the operational rules say the intake can be turned on at a certain rate, then the control system would open the right number of gates at the proper flow rates in order to deliver the appropriate amount of water downstream. The pump station is mainly designed to maintain a level consistent with the intake. The pump stations just pump out what the intake systems put in.

Mr. Ryan discussed access routes to the intake sites. Rail goes near the intake sites while barges routes and roads go directly to intake sites. Rail could be used, but staging sites would be needed between the rail and the sites.

Ms. Swenson asked approximately how large the staging areas would be and if the land is private property or already owned by a public entity. Mr. Ryan said the staging areas have not yet been identified or sited yet. Staging sites could be used for worker parking or materials staging, and their size would depend on the use. DCA is currently in the process of determining some of these factors. Ms. Mallon said it would be helpful for SEC members to weigh in on whether or not there is a preference to rely more on rail in order to alleviate traffic on I-5. Specifics are not yet known, but DCA wanted to show SEC members what would be involved if rail was utilized because rail does not go all the way to the intake sites.

Mr. Wallace asked if using rail would involve new siting with the railroads. Ms. Mallon confirmed that is the case.

Mr. Ryan discussed the projected truck traffic effects. At the peak of construction (around the end of year 4), an estimated 150 trucks per day would be on the roads if no reduction measures were used. There are measures to reduce the effects, including constructing new, parallel roads for construction traffic only, improving existing road systems to accommodate additional traffic volumes and loads, storing construction vehicles onsite to minimize volume of large trucks and having batch plants onsite to reduce concrete truck traffic.

In addition to truck traffic, there will also be worker traffic. At its peak (during year 4), worker traffic is estimated to be between 150 and 200 worker trips per day at each intake without reduction measures. One potential measure to reduce worker traffic include park-and-ride locations, where individual workers park in a lot and then take a bus to the construction site. These lots could be placed at locations with less effects and converted for other use after construction. Other potential reduction measures include staggering shifts at construction sites and using food trucks to minimize lunch traffic.

Mr. Ryan showed a map with existing significant roads highlighted. There is an interchange off of I-5 for Hood Franklin and Twin Cities Roads; Lambert Road is an overcrossing. There is also Highway 160. One of the concepts under consideration to use staging areas and existing farm road corridors in order to lessen the take of agricultural lands. If these corridors and staging sites are used, dependence on existing roads is greatly reduced. Materials can be brought in using these haul routes and it can be worked out with the community to allow for agricultural use during some parts of the year or after the project. Another concept under consideration is an interchange or some other way to use Lambert Road more to distribute traffic. These are considerations where SEC member input would be particularly helpful.

Mr. Moran asked if new roads or road improvements would remain after the project is completed. Mr. Ryan said that the improvements to existing roads would obviously remain after the project. It is not certain whether any freeway interchanges added would remain. It is a matter for future discussion whether haul roads constructed for the project would remain after project construction is completed. Keep in mind sediment will need to be periodically removed, which will require truck trips.

Ms. Barrigan-Parrilla said traffic studies will need to include analysis in consideration of the peak times during harvest. Even now, driving during harvest is difficult. Ms. Mallon said this is why parallel roads are being considered, is to alleviate traffic on existing roads. Ms. Swenson said there will still be interchanges required at certain points. The amount of trucks anticipated is unfathomable considering the 45-minute traffic backup that occurs on Delta roads when there is an event at Delta High School. Mr. Moran said wildlife tourism seasons should also be a consideration in traffic studies. Ms. Whaley added that emergency vehicle traffic, especially during those periods, should also be considered.

Ms. Mallon said these are all reasons to consider relying less on existing roads is optimal. Ms. Swenson said that constructing alternate roads will impact neighbors because easements will be required. She cannot be glib about it and pointed out for every action there is a reaction that is negative on the residents of the Delta; relying on other forms of access will just mean there are other impacts. Ms. Keegan said that it is important to have a dialogue before concluding that any given action will have a negative impact and assuming no one would support it.

Ms. Mann said as a real estate appraiser, property owners who are used to the sounds of nature and being able to let their children play outside suffer an external obsolescence value loss on their properties because of the safety and noise effects from increased truck traffic.

Mr. Moran said in addition to deleterious hyper-local effects and real estate values, the I-5 is a major traffic corridor for communities to and from Sacramento and San Joaquin County and in some cases between Sacramento and places like Tracey or Livermore. Adding up to 150 trucks on the road per day would seriously affect residents and industries in the Northern California mega-region. San Joaquin's second largest industry is logistics and trucking companies would suffer serious delays. There are 30,000 commuters from Stockton alone that mostly take I-5. These will cause not only quality of life impacts for residents of San Joaquin County but also economic impacts to the larger region. If there is an opportunity to focus on rail, if will potentially benefit hundreds of thousands of people.

Ms. Buckman clarified that the SEC will be trying to identify improvements that would help reduce or avoid some traffic-related effects, but DWR will certainly be conducting a full analysis of the potential traffic effects and a further consideration as part of the CEQA document.

Ms. Giacoma asked if the truck trip estimates included the operational traffic for hauling away sediment. Mr. Ryan said the estimates provided were for during construction. The sediment trucking will be during operations and will be less than during construction. Estimates won't be ready until modelling has been completed, but will be included in the EIR process. Ms. Giacoma said it would be helpful to have the operations truck trip estimates as well. Ms. Mallon said DCA

will log the question. The overall point is that there is rail, barging and roads. DCA will brainstorm ideas to present to the committee for their input and comments.

Mr. Ryan said barging is another option for accessing the intake sites. DCA's barging consultants have indicated a 2,000-ton barge can go up the Sacramento River to an existing barge landing in Hood that is currently used for flood fighting materials. If that barge landing is used, Hwy 160 would be used to get materials from that barge landing to the other intake sites. Alternately, new barge landings could be created near the intake sites and use potential haul roads. Barging has issues such as the regulatory requirements from fishery agencies and disruptions to recreational boating, but has the potential to significantly reduce the number of truck trips.

Ms. Barrigan-Parrilla said if this committee is supposed to be looking at construction effects such as air quality, a chart is needed to compare the effects between rail, barges and roads. The chart should include effects on water quality, boating, truck trips, etc. There isn't really a great option for people who live in the community; there will be effects regardless of the option selected. The exchanges have to be presented to the committee so members can evaluate the analysis and provide recommendations. Ms. Mallon said the full environmental analysis will be presented in the EIR.

Mr. Ryan discussed the noise effects from the construction of the project. The loudest construction sound will be pile driving. A chart was presented to show the comparison of pile driving sound with other common noises. A quiet urban setting is approximately 50dBA, while a noisy urban setting is approximately 75dBA. EPA suggests construction that is compatible with neighborhoods is 55dBA. There are noise reduction measures being considered. For example, pile driving machines can be equipped with a shroud that cuts the area in which the noise in heard in half and reduces the sound from 101dBA at 50ft to 90dBA at 50ft away. A pile driving analysis will be conducted at the sites in order to determine what noise reduction methods will be most effective at the potential intake sites, such as sound walls, windows, etc., especially for the homes right across the river. The goal is to reduce the noise as much as possible for the surrounding communities.

Mr. Ryan addressed site runoff control. Regulations are very strict in this regard and the project constructed in compliance with all legal requirements. Runoff is controlled from flowing onto site as well as from the site to other areas. A diagram demonstrated the various controls that will be implemented, all of which will be continuously monitored and performed in a highly-regulated environment. California laws have been changed within the last few years, so compliance will be the responsibility of DWR and not the contractors.

Ms. Barrigan-Parrilla asked if compliance is the responsibility of the State Water Board. Mr. Ryan said the State Water Board issues the permit, but the project owner is responsible for compliance.

Mr. Ryan reviewed reduction of air quality emissions from construction activities. Ironically, water trucks used to control trucks are the largest source of greenhouse gas emissions at the construction sites. Air quality effects can be reduced by requiring "Tier 4" or hybrid construction vehicles, created surface areas to reduce the amount of dust, using onsite batch plants and consolidation centers.

Mr. Cox if hybrid equipment would be required of potential construction contractors. Mr. Ryan said that is a potential consideration.

Mr. Ryan reviewed dust control measures. Typical sources of dust pollution include wind erosion of exposed soils such as unpaved roads and storage piles, site clearing, grating, concrete surface finishing and soil particles that leave the site on vehicle tire and are blown into the wind. Dust reduction methods include building gravel or paved roads on site, using tackifier (soil binder) or covers on soil piles and on-site water and irrigation systems.

Ms. Martinez asked if any committee members had questions on Mr. Ryan's presentation.

Ms. Hsia asked if barges could go under Walnut Grove Bridge without the bridge opening. Mr. Ryan said the bridge has to open.

Mr. Wirth mentioned that Lambert Road interchange is in Sacramento County and is therefore a massive growth inducer. Any time infrastructure is built, houses are built near it. We want to keep that area of the Delta rural for terrestrial species. In terms of noise control, it is important to note that pile driving is not like most noises. For animals who are typically hunted, the noise sounds close to gunfire so the analysis should go beyond the dBA's.

Ms. Tayaba said levee construction is concerning for tribes because it involves pushing up soil. Also, the proposed staging areas should be surveyed for cultural resources. Tribes will also be concerned about any road construction and traffic. Early consultation with tribes with complete information is requested.

Mr. Tarango noted that attending one of the seven scheduled scoping meetings will be especially difficult for indigenous persons of California. Northern, Central and Southern meetings for tribes are recommended.

Ms. Swenson said it should be taken into consideration that the acoustics in the Delta are different and sound travels far.

Dr. Lytle said the impact of landside flooding from the Cosumnes River needs to be carefully considered. In 1986, I-5 was flooded between Hood Franklin to Twin Cities Road for months. The Cosumnes is an uncontrolled river and the proposed project facilities are being planned in the heart of it.

Ms. Martinez noted that the roundtable about tonight's meeting will be held at the next SEC meeting on February 12 and asked Ms. Mallon if there were any questions or information that the SEC members should focus on in conversations with their communities. Ms. Mallon said most conversations should be around logistics issues. The noise and mitigation measures will continue to be studied. The purpose of tonight's presentation was to give SEC members a sense of the size and scale of the facilities, as well as the construction duration and effects might be. Any SEC member questions should be submitted and staff will log them. Intakes are the most challenging facilities in this project.

Ms. Palmer noted the meeting summary that is released on Friday should also be reviewed and members can provide their input.

Mr. Cox asked if the pile driving vibration effects on the fisheries has been studied. Mr. Ryan indicated it would be studied.

Ms. Martinez asked if intake siting is something input is needed on. Ms. Mallon said while SEC member comments are always welcome, intake siting is mostly determined by the regulatory agencies and there isn't much ability to relocate these sites.

d. Preparation for Next SEC Meeting

Ms. Palmer explained this agenda item was not presented or discussed so that the meeting time could be focused on the intakes discussion. Ms. Mallon said the agenda included this item in case there was time. At the next meeting, an hour of the meeting time will be dedicated to the roundtable discussion on the materials presented at this meeting.

5. PUBLIC COMMENT – AGENDA ITEMS

Ms. Palmer opened public comment for agenda items.

James Sarmento, Shingles Band of Miwok Indians Executive Director, said he is encouraged there is tribal representation on this committee. Cultural resources are not just single points on a map, they are multi-faceted. Impacts should be considered broadly. There will be AB 52 consultation with tribes, but please provide the information shared today with tribes so they understand where intakes are located and can provide information to the project team about sites that are important to them. Without early consultation, tribes are placed in an adversarial position right off the bat.

Tribes are usually an afterthought in project construction. Project construction will mean the disruption of sacred areas- villages and human remains coming out of the ground. These realities should be anticipated and planned for in advance. Please think creatively about mitigation measures.

Osha Meserve, Local Agencies of the North Delta, said she missed the first part of the meeting but read DWR's memo about the documentation of the SEC in the EIR and doesn't feel it addressed the stakeholder concerns. The memo seemed to indicate the SEC would be included in the Public Outreach chapter, and stakeholders were saying it shouldn't be documented that way. If it is included in the EIR, it should be clear that this committee had no input whatsoever in developing alternatives and the extremely confined role the committee has been asked to undertake.

With respect to intake locations, there have been suggestions of alternative intake sites and other ways to meet water supply needs. Those have been disregarded. Perhaps it is the JPA's fault, perhaps it is DWR's fault, but it is disappointing that the same 5 intake locations are being presented given the amount of resources the JPA and other entities are putting in. There was no analysis on the alternatives such as the Western Delta or Ship Chanel or through Delta alternatives. Although those alternatives will be pushed through the EIR process, this is a huge missed opportunity and the range of options provided is not enough.

The response to Mr. Gloski's question about flows is marked in the question tracking packet as "answered," but says that diversions can be stopped on a dime if the flows change at all or reverse. It should be clarified if dynamic baffling can be controlled on a real-time basis.

Mr. Whaley said they were asked to provide design and engineering recommendations. We've been promised a lot of things but have been ignored. Where are risk assessments for the loss of life in construction of this project, levee failure and how that will impact this project, storm flooding and for project operations? How many people will die as a result of this project? You cannot say that building this single tunnel project is not an environmental disaster for the Delta. If you do, you are disingenuous.

6. PUBLIC COMMENT – NON-AGENDA ITEMS

Ms. Palmer opened public comment for non-agenda items. Connie Cramer asked if the King's River had been considered, and if not, why?

7. FUTURE AGENDA ITEMS

Ms. Keegan noted that ahead of this meeting there were concerns that there might not be many technical questions asked. However, there were many technical questions asked in this meeting. The members are doing a great job. It is important to hear you have to say, even if not fully agreeing with every statement.

Not everyone had their questions answered. Board members and staff will be available after the meeting if there are additional questions you would like to ask.

Ms. Palmer reminded members they can also email questions.

Ms. Palmer provided an overview of the next SEC meeting. We will have a member roundtable on tonight's presentation and discuss Launch Site Overview and Logistics.

The next SEC meeting will be Wednesday, February 12, 2020 at 3pm at the Willow Ballroom, 10724 CA-160, Hood, CA.

Ms. Palmer will not be able to attend next meeting and Ms. Keegan will preside over the meeting.

8. ADJOURNMENT

Ms. Palmer adjourned the meeting at 6:12pm.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING
Wednesday, February 12, 2020
3:00 PM
(Paragraph numbers coincide with agenda item numbers)

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 at The Willow Ballroom, 10724 CA-160, Hood, CA 95639 at 3:01pm.

Barbara Keegan welcomed SEC members and the public to the meeting, acknowledging the hard work and time given to participation. She thanked the venue hosts and acknowledged the work of staff to prepare for the meeting. This meeting facility accommodates meeting size and allows for live streaming during the meeting.

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's (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, Douglas Hsia, Isabella Gonzalez-Potter, Jim Wallace, James Cox, Karen Mann, Malissa Tayaba, Dr. Mel Lytle, Peter Robertson, Phillip Merlo, Sean Wirth and Mike Hardesty. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance. Tribal representative alternate Jesus Tarango also attended.

Committee members not present included David Gloski and Lindsey Liebig.

DCA Board Members in attendance were Director Sarah Palmer (Chair) and Director Barbara Keegan (Vice Chair). In addition, DCA and DWR staff members in attendance were Kathryn Mallon, Valerie Martinez, Joshua Nelson, Phil Ryan, Andrew Finney, Graham Bradner, Ken Bogdan and Katherine Marquez.

Ms. Keegan welcomed Peter Robertson, the Recreational Boating representative on the SEC, and asked if he would like to introduce himself. Mr. Robertson said he is a lifelong boater and has raised his family in the Delta. He would like to see things go as smoothly as possible.

Ms. Martinez reviewed housekeeping items. Members should sign in for accurate record-keeping. Members of the public can fill out and submit speaker cards in order to speak during the public comment period. Meeting is being filmed and webcast live and will be posted on the website following the meeting. Please be mindful of cameras and walk behind them if leaving the meeting. Emergency exits were reviewed.

Ms. Martinez provided an overview of materials provided to SEC members and members of the public. Documents were printed and provided on flash drives for SEC members. These documents included the current meeting agenda, meeting minutes from last meeting, question tracking packet, ppt presentation, map requested by Dr. Lytle, updated member roster, staff contact list, updated maps. A copy of the meeting presentation and some lookup tables were also provided. Additionally, the video of the last SEC meeting is available on flash drive.

Ms. Keegan reviewed meeting guidelines and norms. 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. At the last meeting, there were members who did not participate in the discussion, but each member has valuable input to provide and we want to ensure they have the opportunity. 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. This is a moving process and all information being presented is the best information available today, but will be changing and staff will make every effort to highlight those changes when they occur. 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. Keegan reviewed the meeting agenda.

3. MINUTES REVIEW: January 22, 2020 Regular SEC Meeting

Ms. Keegan asked if there were any comments on the minutes, which were distributed to members, provided as hard copies at the meeting and posted on the website. Mr. Moran noted on page 22 a comment attributed was attributed to Mr. Moran but the comment was from Mr. Merlo. Ms. Keegan noted the correction would be made to the minutes. With this change, the minutes would be finalized.

4. DISCUSSION ITEMS/PRESENTATIONS

a. Follow-up and Roundtable on January 22, 2020 SEC Meeting

Ms. Martinez opened up the member roundtable for the January 22, 2020 meeting and other general input about outreach conducted or community feedback received. In refining the roundtable process, some prompts were provided to members after the last meeting in an effort to elicit more specific feedback.

Ms. Mann reported meeting with the Save California Alliance. She distributed copies of the proposed corridors maps to which the Save California Alliance has added year-round waterway usage points that lie mostly in the Eastern Corridor. A copy of the map was distributed to the SEC members and staff. The Delta is not for summer-only usage and is utilized year-round.

Ms. Martinez expressed gratitude for the map and indicated this type of feedback from committee members is helpful for the engineering team.

Ms. Mann said the intent is to show that a lot of people's way of life will be affected by the proposed project.

Ms. Swenson asked Ms. Mann if each of the locations is beneath the yellow labels that can be seen on the map. Ms. Mann said the map is not necessarily to scale, but the main idea was to provide the general location of these areas to people who aren't as familiar with the Delta waterways. Franks Tract Recreational area, for example, is located next to Bethel Island. Her community is near Discovery Bay and Byron, and many residents and businesses are concerned about all the proposed activity there. The primary truck route that traverses east to Stockton from Antioch, Brentwood and Discovery Bay is Highway 4, a single-lane levee, very old bridge route. There was discussion at the January meeting of possible road enhancements, but it's unclear how that would be possible on a road that has such considerable truck and vehicle traffic on a daily basis. The bridge is not very far above the water, so bridge openings would be required every time a barge needed to pass through.

Mr. Moran reported two events at the Big Break Visitor Center that provided opportunities to discuss Delta Conveyance in general. Approximately 50 people attended the King Tides with the Coastal Commission event many people of them have no idea what is going on. The Delta Protection Commission's Delta Leadership course was also hosted at Big Break Visitor Center and approximately 10 members attended a half-hour presentation and tour about how water moves through the Delta. Those attendees were particularly interested in understanding the reasoning behind having isolated conveyance versus not. Even though they had a lot of information, there was still much that they were able to learn about how water moves through the Delta.

Mr. Hsia met with members of the Locke community who are concerned mostly about construction, especially truck traffic on the aging roadways in Hood, a community with a treasured heritage. He also attended the Walnut Grove public scoping meeting where the Deepwater Shipping Channel was mentioned again. Mr. Hsia thanked DCA staff for responding to his question from last meeting about the Deepwater Shipping Channel. He intends to suggest it as an alternative in the CEQA process.

Ms. Swenson spoke with local reclamation district managers who expressed the opinion that whether the proposed project has two or three intakes, the hydrodynamics of the river would change in ways including reverse flows. Because the intakes would be 3,000cfs, the reverse flows would cause erosion. The levees are currently taken care of is through property assessments of the private lands the reclamation districts oversee. The increase in erosion and the repair of that erosion as a result of increased hydraulics of the river would become the responsibility of the land owners through the reclamation districts' assessments. That would be unequitable, unfair and not something that should be allowed to happen to folks. We have to

understand how the funding works currently to make sure we aren't setting up a system where taxpayers are paying for the construction and also for the ramifications of the construction.

Ms. Barrigan-Parrilla reported meeting with about three dozen local Delta and statewide environmental justice (EJ) organizations. There are still questions about truck trips in regards to the construction schedule. It makes sense that information is being presented from the top down, step-by-step, and only so much can be presented at each meeting. What's going to be happening simultaneously throughout the whole project? A cumulative analysis is necessary to understand the true impact, especially for AB 617 communities in Stockton. There are about 30,000 commuters a day going from Stockton to Sacramento and another 40,000 going to the Bay area. There could be huge economic impacts if there are truck trips generated from concurrent construction of the intakes and the Southern Forebay because truck traffic would be in both directions. Has there been outreach done to COG's for traffic analysis, and what are the real economic impacts? EJ communities are also concerned if there are increased truck, rail and barges out of Port of Stockton, how will that affect Stockton's economic recovery? Looking at what happened here with the arena or any city, major construction closes mom-and-pop businesses. She would like to see the trade-offs because impacts due to increased traffic could offset the job numbers generated by tunnel construction work.

What kind of outreach is currently being done with the Port of Stockton? This project could interfere with their economic development. The Port is expanding its opportunities in other directions.

There are also concerns about harmful algal blooms and stakeholders are looking for answers.

Mr. Cosio reported he meets monthly with about half a dozen reclamation districts (RDs) in the North Delta and said RDs are repeatedly concerned whether or not the impacts of the proposed project are actually understood. Before the SEC process began, Mr. Cosio said he was interviewed by the DCA staff and they knew he testified against WaterFix and all the details discussed during that process. DCA also talked to a lot of other witnesses that were against WaterFix. It was his understanding that these meetings were supposed to provide not only the basics of the design, but also indicate that some of the impacts were understood. In the last meeting the truck trip numbers presented were only for the intakes. When are we going to get the whole big picture of the impacts? DCA staff needs to start thinking outside of the design box. Anybody can design a project, but the key is going to be the impact that project has on the local community.

When dewatering around intakes is discussed, it brings to mind problems that currently exist on the levees and Delta farm ground. Everything is connected by water. There are very porous levees and very porous foundations. Dewatering will cause land movements, just like the San Joaquin Valley groundwater extraction and subsidence. Even individual homeowners' foundations are affected by the underground water levels of adjoining properties. There was a local homeowner on Grand Island whose foundation was deteriorating and the house had to be propped up. An inspection of the homeowner's property revealed that the whole levee was cracking. The homeowner hired a geotechnical expert who said that some eucalyptus trees planted on the property line and up the side of the levee had sucked the water from the ground, causing the whole ground to go down. These types of changes happen fast. This project has deep dewatering planned that will impact the surface. The top layer is sand, then

there is the top level of foundation, followed by a very weak organic layer that is going to start shifting and then there is a layer of sand where a lot of water is under the levees. When you start draining that, it will really impact the surface. This is the kind of thinking that has to go on at these meetings. The questions asked before on WaterFix need to be addressed, because they will come up again. There will be more lawsuits with the same questions, so they should be nipped in the bud.

The response to request for the DWR borings data was that DCA didn't know if the data could be provided legally. Landowners were thrown off by that response because this is supposed to be a transparent process and the data should be provided without a Public Records Act (PRA) request. Hopefully that information will be made available.

Mr. Wallace talked to farmers and other community members about intakes. Since the intakes are an encroachment on the Sacramento River and will change the hydraulic characteristics of the river, how far upstream and downstream will new infrastructure such as riprap or levee raises be put in place? How far upstream and downstream will the levees be affected and what kind of mitigation will be used? How do changes to the East Bank affect the West Bank, and what kind of mitigation will be used? Where will water pumped in the dewatering process go? It can't be drained onto the islands because the drainage on the island is already used by the farmers and they are very much at capacity. The question of dewater and subsidence is a big issue. The Alaska Viaduct Product dewatering caused the settlement in downtown Seattle, not the tunnel process itself. These are the kinds of questions people want answered, and the SEC is the venue to provide them. The DCA should provide SEC members with more than just general public information and vague answers; they know a lot more than they are telling the SEC.

Mr. Wirth works with four environmental groups, two of which are umbrella groups with a broad reach. The general consensus is frustration that the intake locations are the same locations from the previous effort. The terrestrial species stakeholder group during the last effort worked to address the impacts from those placements and it had been so difficult that new experimental techniques were created to try to minimize the impacts. These placements were not selected with terrestrial species in mind. They were not selected with aquatic species in mind, either. The selections were made for engineering and cost considerations. We were told at the first SEC meeting that our fingerprints would be seen all over the final project, but we are starting to believe this was a prescient statement, but not as intended. What is needed is for this committee to be able to shape the project, not leave our fingerprints all over the final design. A true stakeholder process would be looking at the placement of these stunningly environmentally disruptive intakes afresh with the view of balancing and minimizing the impacts to terrestrial and aquatic species and all the other concerns around this table and to have as a mandate whether or not we should even be designing a project that is so disruptive to the Delta.

Dr. Lytle had a number of discussions in his area that primarily centered around the development of the new Eastern alignment. The concept was questioned and it was asked where is the Western alignment. Why is the Western portion of the Delta not being considered for this project? This question needs to be addressed, particularly when there are Congressional representatives that are supporting some type of Western-type alignment project.

Ms. Barrigan-Parrilla said another point of consideration is in infrastructure needed in order to construct the tunnel. As with the WaterFix project, power lines, additional roads, increased barge operations, train terminals, etc. are needed and they all take years to build. Even if permits are granted for the project, that infrastructure will still need to be built. If this committee is looking at total construction impacts, we should be talking about the disruption of developing that infrastructure as well. Whether the tunnel runs through the center and deals with the issue of subsidence or runs through the east and affects more urban populations, the environmental impacts of the needed infrastructure are going to increase across the board.

Ms. Mann read a statement from a member from the Save California Alliance regarding the intakes. The letter expressed the opinion that Intakes 2, 3 and 5 cannot be placed in any of the locations shown on the preliminary drawings. Prior hearings show these agencies can't approve intakes in those locations because it would not be consistent with the public trust doctrine. It is unacceptable to locate the intakes in such close proximity to Delta legacy communities. DWR wants the intakes in these locations only because they claim an existing water right in these locations. DWR needs to put the intakes somewhere else and initiate new water rights in order to do so. When will a realistic consideration of the intake locations occur that includes locations other that what is currently being discovered [sic]?

Mr. Hardesty said conversations have been difficult to start in south county because intakes are so far away and bandwidth is currently taken up by the biop projects in Solano and southern Yolo County. The issues that come into play are hydraulic changes that will take place after the intakes are constructed. Water elevations and water quality are issues of great concern for municipal and agricultural water users in the region around Prospect, Briar and Liberty. Currently those areas are dealing with convergence of substantial acreages in the order of 10-15 thousand acres in Solano County to support these projects. There is not a great deal of love for any projects until these issues get put into the mix for discussion. What are the impacts? How will those impacted be made whole? The technical and engineering information doesn't resonate with the local community.

Mr. Cox spoke to a wide range of people, not just fishermen. Most fishermen asked why have intakes at all? There were seven different plans submitted that would not have taken any water from the Delta, but it seems those plans were not given any consideration. Mr. Cox reported that he happened to have a conversation with person who was a member of the Delta Stewardship Council who was part of the previous project's decision-making process and express the opinion that the current proposed project will not fly because it's the same thing with just a single tunnel. There is still no conformance to laws that initiated all of this.

Ms. Swenson said community members also mentioned levee maintenance and flood fighting. Currently, RD's are patrolling levees on a 24-hour basis, especially during periods of high water. All day long they are driving around looking for soft spots or boils or anything that would potentially cause levee damage or breaks. The concern is that construction will disrupt that process, putting Delta communities directly in harm's way. How will you overcome the challenge of not disrupting RD routine levee maintenance during periods of high flood? How will we mitigate for the required seasonal and annual inspections to ensure reclamation districts are able to keep the community safe?

Ms. Gonzalez-Potter asked if there is a comparison document that compares WaterFix to the new proposed project and highlights the key differences from the administration's perspective and why those changes are being made? This question comes up in a lot of conversations and it is complicated to try to explain to the layperson. Ms. Mallon said the previous project was well documented, while this project isn't yet well defined at this stage of the process. The best description is in the NOP; it is a single tunnel with a capacity between 3,000-7,500cfs.

Ms. Swenson asked some farmers if they'd want to give up some of their prime agricultural land to haul roads in order to provide access to the potential intake sites. It would be great to get a local Delta fish screen expert who actually builds intakes to come talk to the committee.

Ms. Swenson asked Mr. Ryan what was the largest intake facility he has built that utilizes tee screens. Mr. Ryan said there hasn't been a 3,000 cfs tee screen facility constructed. Ms. Swenson asked for the size of the largest intake facility that utilizes tee screens. Mr. Ryan explained the screens themselves are the same size, but the total number of screens is what varies and there hasn't been an intake facility that has put 30 screens together in one structure. The largest diversion with tee screens is around 1,200 cfs. DCA is working directly with the tee screen manufacturer.

Ms. Swenson asked for confirmation that there hasn't been an intake facility with the number of anticipated tee screens utilized in one single intake facility. Mr. Ryan said that for flat panel screens there is a 3,000 cfs facility for an irrigation district up by Hamilton City and a 2,500 cfs intake facility in Red Bluff. Those are the largest intake facilities and they are tens of river miles apart, so they are not in the same proximity.

Ms. Swenson asked if there have been three intakes of a similar size utilizing tee screens within the same proximity. Mr. Ryan said neither screen size has been used at three intakes within the same proximity.

Mr. Cosio said the biggest screen manufacturer around is ISI in Freeport. Mr. Ryan indicated that the DCA is currently working with that manufacturer. Mr. Cosio said Russell Berry, President of ISI, was at the last meeting. Their cylindrical (tee) screens can be viewed at their facility in Freeport or there is one at RD 999 that is about 100 cfs that is pulled out of the water this time of year. Mr. Ryan said Natomas Mutual Water Company also has a set that they can bring up on a hoist and there is also a small tee screen in ISI's yard that can be inspected pretty closely.

Ms. Swenson asked if ISI is a consultant to the DCA. Mr. Ryan said they are not consultants but a manufacturer that he has worked with on several projects all around the U.S.

Ms. Keegan said it might be possible to arrange a tour for interested SEC members. Ms. Swenson said a tour would be great.

Ms. Mallon said a tour would be helpful to see both flat and cylindrical screen types. A trip to Red Bluff would enable members to see a similar size facility. Seeing a launch shaft might also be helpful as well so members can see what these sites look like.

Ms. Mallon followed up on Mr. Wallace's earlier statement and said there's nothing DCA is knows that is not being shared with members. The geotechnical work is a bit behind and dewatering is flagged for follow-up. The intakes discussion was pretty high-level, but the discussions will return as the engineering moves along. The focus of these initial meetings is really the siting and then we will dive deeper into those issues. Members were asked to submit their requests for follow-up so the staff can ensure they all get answered. All questions and requests are logged and DCA will follow-up on them.

Ms. Martinez noted questions that come in between meetings are also being added to the log. If you think of a question after the meeting, feel free to contact us and we will add it to the question log. There may be other committee members who have similar questions and the responses would benefit them as well.

Ms. Swenson noted the presentation said more information would be provided after further study by acousticians. Will acousticians conduct on-the-ground surveys in the actual Delta? Ms. Mallon said the DCA would like to and might need permission to enter some properties.

Ms. Swenson said SEC members would like transparency about how whether the other levees across from the proposed intake sites will need to be raised, widened, etc. This is a big question for Clarksburg, as there are homes directly on the levees across from the intake sites. Ms. Mallon said modelling has not yet been done and asked Mr. Ryan to provide some information about the hydrodynamics modeling that will be done in regards to the intakes. Mr. Ryan said that the modelling of the river is in several steps. The first step is to run a 1-D HEC-RAS model to assess the potential impact of the intake structures on the river and determine significant impact locations, if any. Even if the modelling shows that the impacts are within USACE guidelines, the intention is still to run a minimum 2-D model on the affected areas. That should show where more localized changes are and what impacts might be happening on both sides of the river, upstream and downstream. It takes a while to move through the steps and it is necessary to do the steps in order, with as much definition as possible and in consideration of any alternatives developed in the NOP process, but the team is working to set the stage for that. Sediment management modeling will also be performed later in the process. Three-dimensional computational fluid dynamics modeling will also be performed for the intake structures themselves to study the more specific impacts to the flow streams to ensure there is uniform flow across the screens. The intention is to perform the full suite of state-of-the-art modeling on the river and structure to determine if there are impacts and develop solutions if there are.

Mr. Moran asked if there is a possibility of flows being slowed down due to the project, thereby enhancing flood protection in particular stretches and reaches. Is there a possibility that the project itself could be used as a flood control mechanism?

Ms. Mallon indicated that will all be part of DWR's work in the CEQA process.

Ms. Giacoma met with different groups that mentioned the issues of the aquifers. Farmers and residents in the Delta use well water. Aquifers, with the peat soils, are delicate. What will be the impact of dewatering and excavation on aquifers? Can members have a detailed map identifying groundwater and aquifers in the Delta?

Ms. Keegan said there will be time during breaks to dig deeper into some of these discussions.

b. Basics of Tunnel Drive

Ms. Mallon introduced Katherine Marquez from DWR who is attending in place of Carolyn Buckman. Ken Bodgan of DWR's legal team is also attending and may assist in responding to questions if necessary.

Today's discussion is focused on launch shafts. Launch shaft sites are required about every 10-15 miles for launching the Tunnel Boring Machines (TBM's). Each launch shaft site requires several hundred acres of land for construction. These sites are focal points of delivery, concrete liners that form the interior of the tunnel and also stock piling of the RTM that is created as the tunneling moves forward. The team will provide a brief introduction of what happens at launch shaft sites, data on what liner delivery looks like in order to keep pace with the machine and information on the amount of acreage needed for stock piling. DCA will also share the methodology it has developed for evaluating the location of launch shaft sites and the results of the applied methodology for sites that are within the 10- to 15-mile intervals along both corridors.

Unlike intakes, launch shafts have more flexibility in siting. DCA is eager to hear member input on the ranking methodology and the ranking results. This type of input is the at the heart of why this committee was formed; to leverage Delta stakeholder knowledge and incorporate that input into the engineering work to reduce effects. While the sites have been ranked in general categories of favorability, sites have not yet been selected and will only be selected in consultation with the SEC.

Ms. Mallon introduced the engineers who will be presenting at this meeting. Andrew Finney, Lead Geotechnical Engineer, will start the conversation and discuss what takes place at Launch Shaft Sites and the construction that occurs there. Mr. Ryan, Engineering Manager and Intakes Lead, will go through some foundational informational on traffic counts and drive lengths. That information will set the stage for the siting discussion. Graham Bradner, Levees and Forebays Lead, will cover the siting methodology and results. DCA tries to bring each of the team members that work on different aspects of the job so that SEC members can get to know them and feel comfortable asking them questions directly during the meeting.

At the next meeting, we would like to spend a significant amount of time getting SEC member input on the material presented tonight. We will then discuss the other aspects of the tunnel drive- retrieval and maintenance shafts. If possible, the meeting will also include discussion of any possible uses of the tunnel material, as that drives a lot of the siting. The hope for the siting discussion is that members see DCA's emphasis on logistics. DCA is sensitive to what SEC members are sensitive to, such as truck traffic that comes through the Delta. Relieving the load from roads by using some barging and rail access and balancing the three different ways to move things around would be beneficial in terms of reducing effects.

Ms. Martinez explained that we are refining the process from last meeting so we have time to get through meeting. At the last meeting, questions were answered during the presentation, but that didn't provide enough time to make it through the whole agenda. At this meeting, SEC members are asked to hold questions until the end of the presentations. Notepads have been provided to each member for jotting down questions.

Mr. Finney said the goal of the information he will be presenting is to give an introduction of what is happening at the launch shaft sites. The key components of the tunnel drive were discussed. The Tunnel Boring Machine (TBM) is launched from the launch shaft site and is where the majority of tunnel project activity occurs. At this site, material is removed from the tunnel and brought to the surface. Concrete liner segments that construct the tunnel itself are delivered for placement inside the tunnel.

Mr. Finney showed an illustration of the key components of a tunnel drive, including the launch shaft, maintenance shaft and retrieval shaft. Maintenance shafts are intermediary locations between the beginning and end of the tunnel drive where the TBM head can be inspected. The retrieval shafts are the termination point of the tunnel drive where the TBM is retrieved. Maintenance and retrieval shafts will be discussed at future meetings.

Given the state of technology with tunnel boring machines and the current understanding of Delta soil at the tunnel's horizon, DCA is estimating 10 to 15-mile tunnel drive lengths are acceptable.

The main activities at the launch site are the launching of the TBM, delivery of pre-cast concrete tunnel liner segments, removal of tunnel spoils (RTM), power supply and ventilation and worker and emergency access.

Mr. Finney presented an animation of the TBM, its trailing gear and the process of RTM removal. The RTM is transferred up into the launch shaft and off-loaded onto a conveyor system. The conveyor system moves the material around on the site, taking it through a potential mechanical dewatering system and to a point of temporary stock piling. The animation also showed the delivery and storage of pre-cast tunnel liner segments on the site.

Pictures illustrating launch shaft sites were shown. At the top of the site, there could be a rail link or spur or a barge landing facility, depending on where the site is located and how the tunnel segments are transported. By far the largest area required is the temporary stock pile of the RTM. The acreage shown in the presentation depicts the needs for a 6,000cfs alternative with a single 15-mile drive.

Mr. Finney showed an animation depicting the construction sequence and timing. At the end of six months, the site be prepared, which may need to include ground strengthening at some locations. In certain areas, rail spurs or barge landings may be constructed. At the end of the first year, the raised shaft pad construction would be complete and some of the facilities such as RTM dewatering, contractor's trailers and cement production will be started. At the end of year two, the shaft would be completed, concrete segments stock piles would begin and the RTM stock pile area would begin. At the end of year three, there would be a full stock pile of tunnel segments and the tunneling underway.

The two key components of these sites will be discussed: RTM generation and tunnel segment liner storage. Launch shaft sites are so large because RTM is only generated at these sites, not at maintenance shafts or retrieval shafts. As a reminder, RTM is the material that is removed from the ground as the tunnel is created. It is comprised of clay, sand and silts. It generally comes out of the tunnel as the consistency of toothpaste. It is anticipated that this particular

tunnel boring would be an earth pressure-balance type tunneling machine, but the other alternative is called a slurry tunnel boring machine. Soil conditioners are typically used with earth pressure balance machines to maintain the consistency of the soil. If the material's moisture content is too high it can be dewatered mechanically or physically dried prior to stock piling. It is anticipated there would be a continuous soil and water testing program to confirm the quality of the material for beneficial reuse.

The slide photo shows RTM loaded onto the start of a conveyor system that transports it to a stock pile. In the slide photo it has just rained and it shows material draining off of the stock pile. That would be in a bermed-off, sealed area or the material would be mechanically dried prior to stock piling to avoid that scenario.

RTM drying options include air drying on land or mechanical dewatering. Air drying involves spreading the soil outdoors and allowing it to dry. This option is seasonally affected and is not possible during the winter; it is also land intensive. It is important to note there are a number of measures taken to manage dust and stormwater. No water would be able to leave the site without being captured, tested and potentially treated. Mechanical dewatering spins RTM in centrifuges to remove water. Mechanical filters and belt presses could also be used to reduce the moisture content. Mechanical dewatering can be housed indoors to allow seasonal water content reduction of RTM.

A typical RTM testing plan was discussed to determine whether RTM should be reused or discarded. Samples are taken, logged and profiled, then held in designated zones until test results determine it is safe for use. Depending on test results, material is either released for use or hauled off-site to a landfill.

A number of environmental engineers on the team are currently intensively reviewing the currently available environmental data associated with the soil samples from the 2009-2012 geotechnical investigations. Some of the initial observations indicate that there are background levels of some naturally occurring metals in the area. Some samples indicated that cadmium is slightly elevated, but there are none near the human risk level. There were a few detections of TPH's (Total Petroleum Hydrocarbons) that were probably from leaking underground storage tanks at the surface. There was one detection of a TPH range sample out of all the laboratory testing performed, and additional sampling will be conducted. As part of the geotechnical investigation, just as important is the environmental testing for both naturally occurring TPH's and metals as well as any other potential contamination. DCA engineers are also developing exposure scenarios such as dust and residential construction to ensure there is an understanding of the possible pathways of exposure. They are also developing plans to control RTM particulate matter.

RTM that is determined suitable for reuse can be used in a number of beneficial ways. The primary reuse would be for the Delta Conveyance Southern Forebay embankment. This will reduce the amount of truck traffic in the Delta that would be required for hauling RTM away and importing new materials for embankment construction. RTM deemed acceptable for reuse could also include other Delta conveyance facilities, Reclamation District levee maintenance, other restoration projects in the Delta, land subsidence mitigation projects, road improvements and potential commercial sale.

Pre-cast, reinforced concrete liners would be shipped to, stacked and stored at the site and would be going into the tunnel. They are typically provided and manufactured by the tunnel contractor at a purpose-built facility. Just like RTM, only launch shaft sites (not maintenance or retrieval shafts) require space for liner storage.

Potential Pre-Cast Liner Fabrication sites were identified throughout the Delta. There are a number of facilities that exist in or around Stockton. There are additional preliminary sites where there is potential to develop a pre-cast segment construction yard. For the 6,000cfs tunnel, every tunnel drive needs approximately 50 segments per day to meet the demands of roughly 40ft. of tunnel per day. The delivery options for that number of segments include 25 trucks, 1 rail car or one barge per tunnel per day. While many projects allow the contractor to select the facility in which to cast the concrete segments, DCA's preference is to identify those locations ahead of time so that transportation impacts can be identified and mitigated. Pre-cast fabrication sites are primarily being looked at near rail and barge sites in order to reduce truck traffic and associated impacts such as air pollution.

Ms. Keegan asked if there were any questions on this presentation. Mr. Cox asked about water disposal that is extracted during the dewatering process. Mr. Finney said it would go through an environmental process to determine if the water was suitable for discharge into the river or land applied if that was suitable in certain locations. Mr. Cox asked if the dewatering process creates odors. Mr. Finney said studies will be conducted to determine if any odors are anticipated. The drying process itself doesn't create odors. As to whether the soil would off-gas anything, that question is important and will need to be addressed as it relates to naturally occurring hydrocarbons and/or organic materials. That is part of the environmental sampling that will be conducted. Part of the benefit of using soil conditioners is that water is bound to the soil particles themselves so that things like odors will be less of an issue.

Ms. Barrigan-Parrilla said so much of what has been presented today has already been discussed through CA WaterFix and a lot of soil detail info is being left out, such as methyllization or mercury, soil conditioners, and legacy mercury. Mercury is the primary concern at the State Water Resources Control Board. What can be done with soil to create habitat projects due to legacy mercury? That soil would not be beneficial for species such as fish. Do soil conditioners aggravate the methyllization of mercury? There's also arsenic and chromium 6. It was said sampling would be done, but that was already in the prior Conceptual Engineering Report for WaterFix. More information about mitigation is what is needed from this committee. What is seepage when tunnel segments are put together? What is air pollution from truck traffic and cement construction? Mr. Finney said the logistics part of the discussion will take place later in today's meeting.

Mr. Merlo asked how much noise will be produced by shaft boring process? How many tons of concrete will be poured on the launch shaft site pads? How much peat dirt will be displaced in the process of excavating? When peat dirt is displaced, what mitigation efforts will be made to make sure the peat doesn't increase the asthma problems in the Delta?

Several schools are within 12-15 miles of tunnel shaft pathways. Public health data indicate noise, air and water pollution cause declines in cognitive development and academic performance. Launch shafts could have a significant impact in terms of air pollution and potentially water pollution. What types of mitigation will be provided to schools in terms of

noise, air quality and water quality? Ms. Marquez reminded members that a detailed environmental analysis will be conducted and mitigation measures would be discussed during the CEQA process.

Ms. Giacoma asked about the composition of soil conditioners. Mr. Finney said the products DCA is considering are environmentally-friendly rather than petroleum-based. The soil conditioners under consideration are foaming agents comprised of long-chain sugars. Our environmental review indicates that the materials safety data sheets just say to avoid putting the product directly in your eye, but are otherwise safe for the environment, air, etc. Ms. Giacoma asked if SEC members could have a list of the actual product names. Mr. Finney said a list can be provided, but to keep in mind manufacturers do develop new products.

Ms. Swenson asked how many launch shaft pads are being proposed? Do soil conditioners need to be removed from the soil before it is reused? How do you analyze the cumulative effects of existing chemicals combined with new chemicals introduced into the environment by the project? How is the safety of the soil determined? Mr. Finney said the environmental team includes human health and ecological health risk assessors. Typically, they identify exposure scenarios and then determine if any soil used is safe for the types of scenarios that may occur, such as a home gardening scenario for sites planned for residential use.

Ms. Swenson asked if barge and rail trips could be included as round trips. Mr. Finney noted the preference and indicated the main point was to demonstrate the relative comparison that the same number of segments that take 25 trucks to deliver could instead be delivered by 1 barge or 1 rail car.

Dr. Lytle asked about the concept of tunneling and noted Ms. Mallon was a great tunneller in New York, but has there been anywhere a tunneling project with this magnitude, soil condition, length, etc. has ever been performed? Mr. Finney said there is a list of major tunnel projects that can be provided to SEC members. There are soils unique to this area, but mixed alluvial soils at the tunnel depth are very common in tunneling projects. DCA also conducted an independent technical review from the foremost North American and Japanese contractors who analyzed a balance of schedule, cost and length.

Dr. Lytle said soil conditioners can be a proprietary mix and may contain other ingredients besides just the long-chain sugars. The 2014 studies on RTM indicated there are lot of questions about the quality of the RTM. RTM is a misnomer and “spoils” is more appropriate because it isn’t certain that the excavated soil can be reused. If the soil contains cadmium or arsenic, it can’t be dealt with. The salinity of groundwater is also being overlooked. The groundwater beneath the Delta is saline to highly saline. What is done with saltwater that is brought to the surface? This discussion can’t be blown over because it is an inherently difficult issue to deal with; it has to be addressed, even without considering the concept of environmental impacts. How is this going to be feasible? DCA is proposing a launch shaft site directly upstream of the Stockton intake structure and DCA needs to be aware of Stockton’s sensitivities.

Dr. Lytle noted the NOP mentioned launch shaft sites would be elevated 45 ft on an island, which is a very significant issue. Being able to construct a site like that is very difficult from an engineering standpoint. Stockton’s intake pump station settled over two feet because of muck

soils. During construction, a telephone pole moved outside of their facility moved 13ft overnight. Levees protecting the launch sites, as well as logistical access to them, must also be considered or the entire project could be put in jeopardy.

Mr. Cosio asked if RTM is subject to waste discharge requirements. Even putting this material on the back of a levee creates a situation because the Water Board assumes every drop of water underground is drinking quality. Regardless of what is in soil or water, it will be hard to comply with their requirements. Do you plan to rehabilitate the levees at launch sites and to what level in order to protect construction operations? What goes on between the launch shafts? The original project had dewatering along the pipelines in addition to construction.

In regards to the waste discharge question, Ms. Marquez said the environmental review process will determine what type of permitting will be required. Part of those permits would include a robust sampling program such as the example provided by Mr. Finney.

Mr. Cosio asked if that information would be received because dredge materials haven't been able to be certified for usage on levees. Mr. Finney said the RTM is coming from over 100ft down.

Ms. Tayaba asked if DWR has started consulting with tribes? Launch shafts siting, staging area and levees are very concerning to tribes. Ms. Marquez said that AB 52 consultation letters and other notices were sent out to tribes when the NOP was released. Requests have been received and DWR is currently in the process of setting up those meetings.

Ms. Martinez noted that some of the rich discussion involved comments appropriate for DWR's scoping and encouraged members to submit them in that forum. Questions or comments about alternatives and things that should be studied are scoping comments and need to be submitted to DWR through their scoping process. There are DWR scoping meetings currently in progress. Upcoming scooping meetings include Stockton on February 13th, Clarksburg on February 19th, Brentwood on February 20th and Redding on March 2nd. SEC meetings are focused on construction and construction effects.

Mr. Moran said SEC members have been receiving some information and comments from people but the source is not always clear, such as one that was entitled "Western Delta Intake Concept." How should this information be treated? Mr. Nelson said the information provided was from a member of the public and should be treated as a public comment.

Ms. Keegan recessed for a short break, noting there was food available for the SEC members and then the public is welcome to partake as well.

c. Launch Shaft Siting

Ms. Palmer reconvened the meeting and introduced Mr. Ryan for the launch shaft siting discussion.

Mr. Ryan provided a short orientation to the information provided about logistics and explained to members how to use the Logistics Lookup Tables provided in their packets. As a reminder, there's a substantial construction area required at tunnel launch shaft sites and RTM will be

stock piled. There is also a potential loading and hauling at the site, as well as liner segments being hauled and moved around the site.

One of the factors in determining the sites is transportation logistics. Utilizing rail or barge would divert a substantial amount of traffic off of the roads. One train delivery could deliver as many segments as 25 trucks. As a reminder, the length and diameter of the tunnel dictates the number of liners needed as well as the amount of RTM produced.

A 6,000cfs tunnel moves at about 2 miles per year. The engineering team is looking at drives that are within the 10- to 15-mile range. The total length of the tunnel is about 40 miles from end to end. For that length, there will be 3-4 tunnel drives and 2-3 launch shaft sites needed. The reason the number of launch shaft sites needed is less than the total number of tunnel drives is because one of the launch shaft sites could be used to tunnel in both directions. The information presented is for one launch shaft site. If there is a launch shaft site where there is tunneling in both directions, the information would be doubled for that site. There will also be 2-3 retrieval shafts for taking the TBM back out. Those facilities could be combined as well.

SEC members were provided with logistics lookup tables and an example of one of the tables is also printed on foam board and displayed in the meeting room. There is a table for each of the capacity alternatives: 3,000cfs, 4,500cfs, 6,000cfs and 7,500cfs. Most of what is discussed in the meeting is the proposed project of 6,000cfs. This is preliminary information that provides the tunnel diameter, the speed of tunnel boring, the round trips generated for liner deliver trucks, RTM production, area needed for stock piling at various depths and the transport trips required to haul the RTM away. The transportation calculations are based on trucking, rail or barge. Please note that each of these calculations reflect the number of round trips that would be required if ONLY that mode of transportation was used exclusively and not in combination with other transportation modes. The tables were distributed at the January meeting and the tables distributed at this meeting have been updated. Information is preliminary and will change again because they are updated as more info is available and refined.

Internal diameter is a function of flow. The external diameter is a function of the internal diameter and the thickness of the liners. The speed of tunneling is also tied to the diameter; larger tunnels move more slowly than smaller tunnels. The distance per year is based on two ten-hour shifts, five days per week. Segment deliveries indicate the daily number of segments required based on the diameter and speed. Larger tunnels require larger segments and therefore less of them may fit on a truck. The criteria of deliveries are shown on the table, such as the assumptions trucks would be hauling 10 hours per day at 24 tons per load. Flatbed rail cars are estimated at 100 tons per car, and there are 2,000-ton barges that can go pretty much any location under consideration.

The tables also show RTM production storage and hauling estimates, which also vary based on the capacity of the tunnel and speed of boring. The height at which RTM is piled determines how much land would be needed for stock piling and that is reflected in the tables. If RTM is hauled offsite, there are estimates based off of using 16 cubic yard trucks at roughly 24 tons, or 65 cubic yards per rail car at 100 tons or a 2,000-ton barge at roughly 1,300 cubic yards.

Launch Shaft Logistics Maps were also provided to show areas with favorable access. On the first map, the green areas show areas that are more favorable because they are accessible by at

least two modes of transportation: a road and either a train or a barge. These are sites that have been determined as suitable for launch shafts because they have multiple access.

There is also a map that indicates roads suitable for heavy traffic, even though some road improvements may be needed. Another map shows areas that are reachable by barge. The other map shows the location of railroads and where it's possible to put railroad access. There is an additional map available but not provided that shows barge landing locations.

Ms. Palmer explained that questions would be taken at the end of the next technical presentation in the interest of time.

Mr. Bradner introduced himself and explained the approach and methodology on analyzing potential launch shaft sites. All of the maps and backup data are included in the printed materials in the SEC member packets and made available to the public. DCA would like committee member input on both the approach and results of the analysis at the next meeting's roundtable discussion.

A handout provided and printed as a display board in the meeting room helps explain the siting methodology. There are four major criteria categories: construction considerations, geotechnical/geologic information, property and land use considerations and existing infrastructure. Within each major category there are several sub-criteria. Along with these criteria, there is an importance factor. The criteria rankings are multiplied by the importance factor to provide a total score for each site based on engineering considerations. This is a work in progress and DCA welcomes SCE member input on the importance factors, the criteria and the ranking process.

Ms. Mallon noted that the rankings are just design and construction considerations. Environmental considerations will absolutely be included as well, but DCA's specific task is confined to the design and construction-related criteria.

Mr. Bradner first discussed the Central Alignment. There are a couple of fixed points displayed on the map provided: the intakes on the north end and the Southern Forebay on the south end. The Central Alignment connects those two points together within the NOP corridor. There are some key constraints that inform the process. The sections in grey- Staten Island, Mandeville Island, Venice Island and Bacon Island- are difficult to access. These are areas that don't have barge or access in addition to good quality roads. Since these sites are not being considered, we look at the remaining available areas. There is a potential 5 to 10-mile drive zone between the area north of between Staten Island and the intakes (Launch Site A) and a 10 to 15-mile potential drive zone between the area north of Staten Island to near Bouldin Island (Launch Site B). It is assumed that a launch shaft would not be constructed at the intakes, so driving from Launch Site A to the intakes is the only conceptual option for the Central Alignment. For the tunnel between Launch Site A and B The difference between the two sites is that on Bouldin Island the tunnel drive could go in either direction; the tunnel could be bored from the north down to Bouldin, or from Bouldin up to the north. Down at the Southern Forebay the tunnel could be driven north up to Bouldin, which would require a launch site down near Clifton Forebay that would generate a lot of potential material that could be used for construction of the Southern Forebay embankments. One advantage of Launch Site A is its close proximity to the rail line that is just on the other side of I-5. One advantage of Launch Site B is that driving

up from the area of the Southern Forebay would provide the opportunity to potentially use 100% of the RTM.

The site rankings were then presented for the Central Corridor's Launch Site A and Launch Site B. A map of Launch Site A was shown with a color-coded depiction of roughly 250-acre plots of land within the NOP corridor ranked according to the main criteria and sub-criteria and weighted by the importance factors. Grey areas represent areas not under consideration because they did not pass initial criteria. Green represents more favorable areas that scored between 4-5 according to the ranking criteria, yellow represents acceptable areas that scored a 3 and orange represents less favorable areas that scored a 1 or 2. Each land block was screened and scored using this method. For example, on Launch Site A, all the sites are colored orange on the criteria for Proximity to Barge Routes. Proximity to Existing High Voltage Substation and/or Existing High Voltage Transmission Lines are also orange and not a differentiating factor for the blocks of land within Launch Site A. What is a factor in this case is proximity to road and proximity to rail. Both criteria are heavily weighted in the ranking process, as indicated by the importance factor.

As noted in the ranking table with an NA in the Importance Factor column, there was a pass/fail criterion applied for Access Suitability for Driveshaft Construction. If the site did not meet that initial criterion, it was not screened for further suitability. There are other pass/fail criteria within the property and land use category, such as conservation land, refuges, preserves and critical habitat. Any blocks landing on those types of land uses were removed from consideration and were excluded from the scoring and depicted in grey on the map. Only the sites ranked for consideration are shown; sites that are grey on the map are therefore not shown on the ranking chart.

With this methodology and ranking applied, Bouldin Island in Launch Site B is not ranking any sites in green for the final ranking because of geotechnical data and the different modes of access are not as readily available.

In regards to the Eastern Corridor, the major constraints are also on the corridor map. There are greyed out areas showing Cosumnes River Preserve and Rindge Tract. Rindge Tract doesn't meet the criteria for access or requirements for a large construction project. Considering the drive distances, a 10 to 15-mile drive puts a potential Launch Site A south of the Cosumnes Preserve down through Canal Ranch near the bottom of Brack Tract. Launch Site B is down on Lower Roberts Island and a little bit into Jones Island, and is about a 10 to 13-mile drive zone both from Launch Site A and the Southern Forebay. Similar to the Central Corridor, there is an option of tunneling north from Launch Site B, generating more material at Launch Site B, or tunneling south from Launch Site A, generating more material at Launch Site A. The tunneling from the Southern Forebay would progress from south to north, as would the tunneling from Launch Site A to the intakes.

Mr. Bradner reviewed the color-coded ranking maps for the Eastern Corridor. For Launch Site A, road access and firmer ground conditions influenced the final rankings in the Eastern Corridor.

Eastern Corridor Launch Site B has rail access and existing infrastructure that rates some areas as more favorable, but the geological/geotechnical conditions indicate there is some degradation of the soil in that area.

Ms. Palmer asked if there were questions.

Ms. Barrigan-Parrilla asked who is responsible for the weekly spoils reporting during construction. Ms. Marquez said what was mentioned earlier was an example of a type of sample program that would be implemented. The permitting process and environmental process will determine the actual time frame for sampling and submission of the data. DWR will be owner and operator of the project and will be responsible for compliance with the permits.

Ms. Barrigan-Parrilla asked if DWR would be putting up the data for the public to see. Ms. Marquez reiterated that the reporting program has not been determined yet, but suggestions or questions regarding this matter should be submitted as a scoping comment. Ms. Barrigan-Parrilla said she has had to submit a PRA to obtain data owned by DWR presently. The data was not made available upon request to Region 5 of the Central Valley Regional Water Control Board. A specific answer about harmful algal blooms (HABs) data accessibility to the public and frequency of reporting is requested. Not getting access to this data causes skepticism in the community.

Ms. Mallon said that legally-allowed data will be made available. Environmental tests come in hundreds of lines of "ND," but DCA will do what it can to make that data available during construction, but that is years down the road. Ms. Barrigan-Parrilla asked that data would be reported out for ease of accessibility. Ms. Mallon said this is the kind of thing as an SEC we could consider. Ms. Barrigan-Parrilla suggested an ombudsperson who makes the data accessible in real time so community groups do not have to go through a PRA and so there is proper oversight.

Ms. Barrigan-Parrilla asked how many miles it is from the Eastern Corridor's Launch Site B to the Port of Stockton. Mr. Bradner estimated it is about 3-4 miles away.

Mr. Barrigan-Parrilla asked if there has been any analysis on how far away the top end of Launch Site B is from urban housing to the east and north. Mr. Bradner said the screening process did consider sphere of influence maps published by each of the cities, but the analysis was at a pretty high level. Ms. Barrigan-Parrilla said anything this massive that lines up on the Eastern Corridor should be made available.

Ms. Swenson asked if the project is a 20-year build because the tunneling speed is 2.2 miles per year and the tunnel is about 40 miles long. Mr. Ryan said there are 4 tunnel drives and the longest potential tunnel reach is 15 miles, so the tunneling time would be 7.5 years. There would be more than one TBM running at the same time on each of the reaches. Ms. Swenson asked if members would be getting a cumulative analysis of noise, air, water, etc. for multiple TBM's running at the same time. Ms. Mallon said a cumulative analysis would be possible once the components are sited and it is determined whether materials are coming by road, rail or barge.

Ms. Swenson asked if conveyor belts will be moving RTM across farmland to the drying areas. Mr. Ryan said sites have not been selected yet, but conveyors may be considered for some of the sites to move material from the site to a rail siding, for example.

Ms. Palmer asked if a there would be two TBMs going in opposite directions from the same launch shaft at the same time, or if the machines would bore one after the other. Ms. Mallon said they would go both directions, but one after the other (i.e. not start at the same time).

Ms. Swenson asked if the build is still anticipated to be 13 years. Mr. Ryan said that is still the approximate estimate.

Mr. Robertson asked what is the anticipated labor load for each shift and the plan for caring and feeding. Ms. Mallon said data will be provided to answer this question, but personally she thinks food needs to come to them, but that will all be part of the detailed logistics plans.

Mr. Cox asked how close this construction is to residential areas and raised the point of noise for 20 hours per day from truck traffic and construction, leaving only four hours per day that nothing is going on. Mr. Ryan said that the two 10-hour shifts is only for tunnel drives and not at the surface facilities, which will likely be one 10-hour shift.

Ms. Mann said for 15 years it's going to be miserable.

Mr. Hsia noted that when barges go through, bridges need to open. Is it feasible to use barges at all, since opening the bridges stops the traffic in both directions? Mr. Bradner said that bridge crossings are a factor for consideration when discussing barges.

Mr. Wallace asked if new rail siding would be needed on existing rail lines if rail is used, or will DCA build a spur to the launch sites? Mr. Ryan said probably both. The way the railroad company wants to work is to leave cars on the siding and then construction contractors have their own mini-railroads where they pull the cars off and either empty or fill them and return to siding, and then the railroad picks them up on the siding and takes them away.

Mr. Wallace asserted that the project will be subject to the Federal Railroad Administration (FRA) if spurs are built, meaning it is subject to NEPA and can be discussed by the SEC because it is not CEQA. Ms. Marquez said that, as noted in the NOP, the project will need to go through the NEPA process. Once the lead agency has identified, it will be initiated with a Notice of Intent. Mr. Wallace said FRA has its own NEPA requirements that aren't necessarily the same as the Bureau of Reclamation or the USACE or USDFW.

Ms. Mann asked if tunnel boring would be in a straight line and asked about natural gas and water pockets. How are those avoided? What happens if you accidentally pierce one? What effect does that have on the employees underground? Mr. Bradner indicated in the siting study there are considerations for existing gas wells and gas production zones with the intent to rank and evaluate all known information. Mr. Finney said there will be an exploration program that determines and detects if there are buried or abandoned wells for water, natural gas and oil before tunneling takes place so they can be removed ahead of time. Natural gas is down thousands and thousands of feet, but wells are an important part of risk mitigation.

Mr. Moran asked about ventilation in the tunnel. Mr. Ryan said ventilation primarily comes through the main shaft, but the next SEC will discuss maintenance shafts.

Mr. Moran asked if the top of the tunnel is about 100 ft below surface, will these depths still be in the range of human habitation considering the deposition of the Delta over the years and sea level rise?

Mr. Cosio said on Central Corridor Launch Site A would impact permanent crops in Glanville Tract and New Hope Tract, whereas on Staten Island there aren't permanent crops and there's a levee that needs a lot of dirt. That's one area where the RTM could actually be taken from the shaft to the levee and there is a favorable landowner there that could probably use a lot of your RTM.

Mr. Wallace asked how first responders would be informed of all the construction. How would volunteer fire departments in Courtland and Hood respond to something that happens 190ft. underground? Ms. Marquez said the CEQA process will evaluate different public services throughout the Delta. Mr. Ryan said that because of the lengths of the drives, contractors will hire first responders that will be on site as a part of the office complex. Ms. Mallon said there are requirements in the Independent Technical Review (ITR) report for response time. If first responders can't be provided within a certain time frame, first responders are required on site. Depending on which site is selected and its access corridor, there is a possibility that has to be maintained on site.

Dr. Lytle said it would be helpful to understand how tunneling operates in regards to potential for seismic issues due to the tunneling and the motion of the drives. What is the subsidence potential for hitting various unknowns such as sand lenses? It would be helpful to understand what tunneling does in an unconsolidated soil type. Also, what is the seismic vulnerability of the tunnel itself? The Delta is a highly susceptible seismic area. How is the lining of the tunnel rated on seismic strength?

Mr. Wirth said this process provided a geography from which the SEC members were asked to work, but can the SEC members provide the criteria they find important and have DCA perform additional studies to determine how that geography might change through refinement or by shifting the priority levels? Ms. Mallon said it's exactly what DCA is looking for.

Ms. Mallon reviewed some topics that are for SEC consideration. The engineering planning process is to come up with a set of criteria for evaluating options and alternatives and then apply those criteria to those options, and that is what DCA has done. The process has been very transparent as to the methodology, how it was applied and the results. SEC members are invited to look at DCA's process and provide input on the methodology. If members have insight into other criteria, weighting factors, how the criteria was measured or the ranking process, please provide input. If DCA can use feedback to rescore, we can look at it and provide updates based on your input. Please also take a look at the color-coded results of the analysis and determine if it makes sense to you in terms of how you think about siting facilities. The logistics tables provide considerations such as how the height of the stock piles affects the amount of space needed, or how driving the tunnel in two directions at once from the same launch site would double the requirements. We've provided all the tools DCA uses to conduct

assessments and we would like your feedback. If you need help on developing your analysis, please send in your questions and we'll respond as quickly as possible.

Ms. Marquez noted that the information provided is a preliminary screening of launch shaft site locations and there is a full environmental analysis that will be conducted and may shift the exact location. In order to do the environmental analysis, it is necessary to narrow down the areas under consideration.

Ms. Swenson said she has flash drives of the meeting videos and can provide the file to anyone in the Delta who needs them since the internet in the Delta can make it difficult to view the meetings.

Ms. Mann asked if the committee should also be considering different sites for the intakes. Ms. Marquez reminded members the scoping process is currently underway. If there are suggestions related to alternatives such as alternative locations for the intakes, that comment can be submitted as a scoping comment. There are quite a few constraints that determined what intakes were listed in NOP.

Ms. Barrigan-Parrilla asked for the sphere of influence studies that DCA used in order to do this work. Mr. Bradner said DCA was able to obtain those maps from cities including Stockton, Traci, Lodi and Elk Grove. They are publicly available. Ms. Barrigan-Parrilla said to never mind the request since the studies were the sphere of influence of those cities and not of the project.

Ms. Giacoma asked for the ITR assessment results. Ms. Mallon said results are on next DCA Board meeting agenda and will she will ensure the report makes its way into the SEC meetings.

Ms. Palmer opened public comment for agenda items.

Osha Meserve, Local Agencies of the North Delta, said the answers being provided in the question tracking log are not accurate. Question 40 discusses availability of geotechnical data and said the Administrative Record for WaterFix was prepared, insinuating that material is available. However, the WaterFix Administrative Record was never completed and the litigants only received an index. The information is public and should be provided if SEC members are requesting it.

Additionally, an answer provided says that well data is private information, but DWR keeps a database of well data. There may be certain parts that are private, but there is a database it was required by SGMA that it be made public.

Question 52 says that the screens are designed to exclude smelt. This answer doesn't disclose that the project would take or kill smelt, and that is misleading. It also says that they can't have screens at the south Delta facility. This answer fails to recognize that the biological opinions actually include studies that need to be prepared in order to minimize or reduce takes in the South Delta. It may not be screens, but there are other measures that are available.

Question 59 says intakes are being designed for gravity flow, but that doesn't seem correct because there are pumps at the south end.

There was a question about the potential for the intakes to control floods. If there are to be some local benefits to this project, that should be up for discussion in this committee about whether it might be possible to help control flooding with intakes.

Matt Conover, RD 1002 and John McCormack Company, said there are 5,000 acres and 52 land owners in the area where the Launch Site is being considered, which will cause social and economic impacts. The Cosumnes River is the last undamned river in California and environmentalists have prevented a flood-control damn higher in the canyon. In 1996, it flooded 15 feet deep and lasted for months in the area where you want to have a staging area. You need to build high levees. We currently have 18 ft. levees and the instrumentation gauges forecasted up to 20 feet a few years ago which would have washed any cars over the top in two feet of water. If you're going to have big launch shafts with bore holes 50 feet wide, the design needs to include flood gate doors over the top of the shaft in case the levees break as they've been rumored to do three times. There were three evacuations in one season. The Nature Conservancy has told the Delta Stewardship Council that their plan is to break down our levees and flood us out all the way up to Delta Shores Mall by south Sacramento.

5. PUBLIC COMMENT – NON-AGENDA ITEMS

Ms. Keegan opened public comment for non-agenda items.

Robert Swenson, Agricultural Intern and junior at Delta High School, said he has lived in Clarksburg since the fifth grade and the Delta is his home. Friends, neighbors and the community helped shape him into the adult he is becoming. Members of the community created a youth group to promote honesty, hard work and integrity. The people of Clarksburg are there in times of need and that the world is not a lonely one.

Mr. Swenson would like future generations to have the same experiences he had as a child; a nurturing community that helps positively shape children at critical times. Plans to create the tunnels would deter members of the community from being able to remain here. It would destroy the bond the people of Clarksburg and the people of the Delta have with one another by creating unlivable conditions, dewatering, increased air pollution, increased construction traffic, increased noise pollution and loss of prime agricultural land. Not only has this community been supportive, but it has taught so much.

Mr. Swenson shared that he has interned for local intergenerational farmers that have taught him about farming in the Delta. Knowledge of the farmers is unbelievable and is the result of generations of family farming here. The wisdom they bestowed was once bestowed upon them by their mentors, bosses or family members. However, Mr. Swenson said his generation could be the last generation with a personal connection to farming in the Delta because of this project. Delta farmers cannot continue their livelihoods if they are impacted by building process for 13 years. That is a long time to expect farmers to wait to come back to their historic land. The Delta's young people are at a serious risk of losing the opportunity to learn from the farmers and continue the honorable tradition of family farming in the Delta. Alternatives to taking away prime farmland should be considered.

Tim Newhearth, local resident, thanked the chair for the opportunity for community members to provide input. Regarding the SEC's purpose, for stakeholders to provide technical and engineering

input related to DCA's current activities. Any technical endeavor has to include a cost analysis, but cost has not been discussed tonight or any time. A figure of $12 billion was mentioned the other night at a different meeting, but that seems like a ridiculously low figure. What are you considering for cost? We have seen a multitude of different aspects of the project considered here tonight, and that's just a drop in the bucket. We've talked about roads, boring shafts, pads, dewatering, etc. Just how much will each of these aspects cost? Who has done a study of cost overruns general amount to in the state of CA? We have the High-Speed Rail that has gone astronomically over budget and time, the Bay Bridge is now tenfold over original cost. Feasibility studies have to include cost analysis that are reasonable and consider overruns because of the general nature of overruns on large construction projects.

Malinda Terry, Central Valley Flood Control Association, said she is skeptical about whether the input provided here actually changes the design, but appreciates the opportunity to provide input. Methodology and criteria should include looking at land owned by DWR and Metropolitan Water District. Seismic issues could be a big issue with a boring machine, pile driving for more than 20 locations, dewatering and truck traffic that creates vibrations. There are cumulative impacts of construction. Even if we are confident levees will hold during an earthquake, construction is an extended period.

6. FUTURE AGENDA ITEMS

Ms. Palmer provided an overview of the next SEC meeting. We will have a member roundtable on tonight's presentation and discuss Retrieval and Maintenance Shafts.

Ms. Martinez reminded SEC members about prompts for the next meeting's roundtable discussion and reminded members that staff is always available between meetings to answer questions.

Ms. Palmer noted the SEC member input was very much appreciated.

The next SEC meeting will be Wednesday, February 26, 2020 at 3pm at Belle Vie Vineyards, 19900 Sherman Island Cross Rd., Rio Vista, CA 94571.

7. ADJOURNMENT

Ms. Keegan adjourned the meeting at 6:08pm.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING
Wednesday, February 26, 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 at Belle Vie Vineyards, 19900 Sherman Island Cross Rd., Rio Vista, CA 94571 at 3:01pm.

Barbara Keegan acknowledged special guest VJ Chue, Field Representative for California Assemblymember Jim Frazier, District 11. She welcomed SEC members and the public to the meeting, acknowledging the hard work and time given to participation. She thanked the venue hosts and acknowledged the work of staff to prepare for the meeting. This meeting facility accommodates meeting size and allows for live streaming during the meeting.

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, Jim Wallace, James Cox, Karen Mann, Lindsey Liebig, Malissa Tayaba, Dr. Mel Lytle, Mike Hardesty and Peter Robertson. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance. Tribal representative alternate Jesus Tarango also attended.

Committee members not present included Philip Merlo and Sean Wirth.

DCA Board Member in attendance was Director Barbara Keegan (Vice Chair). In addition, DCA and DWR staff members in attendance were Kathryn Mallon, Valerie Martinez, Joshua Nelson, Phil Ryan, Andrew Finney, Graham Bradner and Carrie Buckman.

Ms. Martinez reviewed housekeeping items. Members should sign in for accurate record-keeping. Members of the public can fill out and submit speaker cards in order to speak during the public comment period. Meeting is being filmed and webcast live and will be posted on the website following the meeting. Members are asked to speak into microphones so their comments can be heard and recorded. Please be mindful of cameras and walk behind them if leaving the meeting. Emergency exits were reviewed.

Ms. Martinez provided an overview of materials provided to SEC members and members of the public. Documents were printed and provided on flash drives for SEC members. These documents included the current meeting agenda, meeting minutes from last meeting, question tracking packet, meeting presentation and replacement pages, siting methodology, copy of an Independent Technical Review report and DCA's response, and two maps provided in response to member requests- one showing schools, hospitals and emergency services, the other showing public boat launches, marinas, wildlife refuges and habitats.

Ms. Martinez reviewed meeting guidelines and norms. 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 as the process moves forward. 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.

The meeting agenda was reviewed. There will be a roundtable discussion to follow-up on the presentation from the February 12th SEC meeting, a presentation about maintenance and retrieval shaft basics and a presentation about siting maintenance and retrieval shafts.

Ms. Mallon noted that in response to Mr. Cosio's comment from last meeting regarding his previous testimony in the WaterFix proceedings, the question tracking log has been updated to reflect that dewatering will be a topic for future discussion. Engineering issues raised in this testimony will be treated as SEC member questions, and a response will be provided. Mr. Cosio said his main concern was a lot of engineering issues were brought up that may or may not have been answered, and it would be nice if the committee got to hear the actual answers. Ms. Mallon agreed and said that is why it was added to the log of questions and comments that are tracked and provided to the committee. Based on discussions at each meeting, items are added to the agendas for future meetings, so the DCA will address key issues regarding dewatering and levee stability.

3. MINUTES REVIEW: February 12, 2020 Regular SEC Meeting

Ms. Keegan asked if there were any comments on the minutes, which were distributed to members, provided as hard copies at the meeting and posted on the website. Changes made after the minutes were posted on Friday, February 7 are not reflected in the printed copies, but

all changes will be implemented and posted to the website when the meeting materials are posted. Any changes can be reported to Jasmine Runquist. No objections or changes were reported.

4. DISCUSSION ITEMS/PRESENTATIONS

a. Follow-up and Roundtable on February 12, 2020 SEC Meeting

Ms. Mallon said she was thinking about the SEC members when putting together the questions for the roundtable discussion. She would like to focus members' attention on the input that would be most helpful to the engineering team as they try to determine where to place facilities on the alignments. DCA is sensitive and empathetic to the difficulty members may encounter in providing input and perhaps feeling that they are trading one neighbor for another, or recreational boaters for truck traffic. No one is looking forward to increased truck traffic in their area or barges on recreational waterways, but hopefully collaboration between the SEC members and the engineering team can help balance all the interests and find the most responsible alignments that can be put together in the NOP corridors. The DCA team is also focused on the quality of life, ecological considerations and recreational uses. The maps provided to the SEC committee members are constantly referenced for these sensitivities.

The facilities have to be located somewhere and there are going to be effects. The hope is work collectively with SEC members to find ways to make this the project as responsible to the Delta as possible. Members are in a challenging position; participation in this process is very much appreciated.

Ms. Martinez opened up the member roundtable to discuss the February 12, 2020 meeting and other general input about outreach conducted or community feedback received. In refining the roundtable process, a questionnaire was provided to members after the last meeting in an effort to elicit more specific feedback. The questionnaire was lengthy and the goal was to set the tone for the type of information DCA needs from members. DCA is involved with design and construction and thus far has provided information about intakes and launch shafts. The input sought from SEC members is regarding siting the launch shafts and preference ranking of the three intake sites deemed most suitable. DCA would like this information in order to move forward with planning and design in a community-focused way.

The questionnaire included a map showing intakes C-E-2, C-E-3 and C-E-5. In regards to these intakes, SEC members were asked to rank them in order of preference from most to least preferred. Members are also encouraged to provide any site-specific information that may be helpful to the engineering team.

Ms. Giacoma said she has attended numerous scoping meeting the question is repeatedly asked if alternatives are being considered. The answer is always that a decision has not yet been made. Where are the alternatives to the intake sites that will be presented to the SEC?

Ms. Buckman clarified that alternatives are developed by the CEQA process. Scoping comments will help inform the development of alternatives. Alternatives will be developed at the close of scoping. Thus far, DWR has only asked DCA to evaluate the proposed project corridors specified in the NOP. Because it is more cost-effective to evaluate different flow capacities at one time,

DCA has been asked to evaluate three different flow capacities as alternatives. However, it is not a commitment that the alternate flow capacities will be alternatives.

Ms. Liebig asked if the alternatives that come out of the CEQA process based off of scoping comments will be given the same consideration as the options being presented to the SEC. It would be a huge disservice to not give as much consideration to the alternatives suggested by local residents as is being given to the plans discussed in SEC meetings. Ms. Buckman said all alternatives suggested during scoping will be analyzed for their ability to meet the project objectives and/or reduce environmental effects, which determines which alternatives will move forward for further analysis in the EIR. An entire suite of alternatives has already been proposed through scoping comments. Those alternatives suggestions will be narrowed down through the analysis process and included in the EIR for analysis at a similar level of detail.

Ms. Mallon added that DCA will go through this same process with SEC members for any alternatives that move forward for inclusion in the EIR.

Ms. Barrigan-Parrilla said the Independent Technical Review (ITR) report that was released in December said the Central Alignment shouldn't be studied any further. The ITR also says the preferred route is adjacent to Stockton. Ms. Buckman clarified that it the ITR report is not developed in consideration of any environmental factors. The ITR is information taken as a point of consideration, but does not represent a conclusion about how to consider the two options in the NOP.

Ms. Barrigan-Parrilla said the ITR may not consider environmental factors, but it did include engineering recommendations. It is problematic that the questionnaire asks information from citizen groups requires deep level, detailed thinking. This is coming from a group that has never written or answered a comment letter off the top of our heads. Contrary to the label of a "bumper sticker campaign," every question answered has been researched. When subject matters beyond our capability were involved, we have consulted with experts because we don't believe people should take on roles in which they have no expertise. In order to respond to the questionnaire in the right way in regards to siting facilities, experts would need to be obtained who are capable of doing a deep level analysis in order to provide an accurate and critical answer. Otherwise, it feels like playing a game of Sims. If members are supposed to look at things at a theoretical level but there is also a suite of alternatives possible, there is concern that there will be a preferred engineering alignment that is adjacent to Stockton that we are not spending the time analyzing.

Ms. Barrigan-Parrilla said it is troubling that recommendations from the ITR were not discussed more in the NOP or presented to committee members. The team is working hard and seem to care, but the SEC members see things one way and DCA sees them another. It's not about people not working with integrity or not working hard. It is getting harder and harder because this process has been separated from CEQA. Working on the questionnaire creates nervousness because of there is not enough time to do an in-depth analysis, it's not possible to provide the best information as a community member. If the Central Corridor really isn't feasible engineering wise, is it really worth this committee's time? It would be better just to get a list of impacts and work with the committee to mitigate them.

Ms. Mallon clarified the ITR was from a group of contractors, and the focus was on drive lengths and the type of Tunnel Boring Machine (TBM). As part of the ITR team's analysis, they took a bus tour around the Delta. As contractors, their perspective is about ease of access to locations, how to get workers and equipment to possible siting locations, as well as rescues in case of emergency. From this standpoint, Stockton looks great. DCA's first reaction to that, however, is that there are environmental justice (EJ) and air quality issues. DCA could have told the ITR team that they went outside their purview in remarking on the corridors, but instead their recommendation was included in the report and made transparent to SEC members. DCA is making the effort to make all information used by the engineering staff available to SEC members as well.

Central Corridor has challenges in terms of access. The DCA staff has struggled internally with some of the islands for example, that have one-lane bridges. The staff is trying to think about the same things as SEC members.
Ms. Buckman said the issues identified with the Central Corridor are considerations that are important to contractors. The considerations in the environmental analysis may be completely different. The recommendations in the ITR are not necessarily determining factors for the overall project, and it is too early in the process to know whether or not those recommendations will be used to make ultimate decisions. The ITR is one piece of information in a large process that will include a lot of other pieces of information. The ITR is useful to help understand the logistical challenges of the Central Corridor and helps bring greater understanding to what would need to be done in order to resolve the logistics issues, but the ITR recommendation is in no way a screening out of the Central Corridor. Information from the ITR was not included in the NOP because the ITR report was completed after the NOP was released.

Ms. Barrigan-Parrilla said it would be good practice to inform the SEC members immediately when there is a technical report coming. Ms. Mallon said the team will be obtaining independent technical reviews of the key technical work that the DCA staff does. All ITR's will be publicly presented at DCA Board meetings with the DCA responses to the ITR recommendations. All ITRs will be available to the public.

Ms. Keegan asked if Ms. Mallon could respond to the comment about not having enough technical expertise to respond to the questionnaire. Ms. Mallon said that the criteria used to screen sites was intended to be in a way that was understandable to a non-technical person. If not, members are welcome to meet with DCA staff to review further. Ms. Barrigan-Parrilla said it is about making decisions on full, accurate information and being able to be accurate in the response. Ms. Mallon said DCA is trying to make all information available to SEC members that is available to engineers. This is why multiple maps were provided to SEC members. Staff will provide multiple means of helping SEC members have the information needed, such as interactive maps, field trips, consultation with independent analysts. DCA encourages members to provide their ideas about how to better facilitate the conversation.

Ms. Keegan added that SEC members opinions and input may evolve or change as more information becomes available. Ms. Mallon said the same is true for the engineering staff. This is a very iterative process. Staff is working to lay out the project in a way that has the fewest shafts and the least amount of effects possible.

Ms. Swenson said she came into the SEC process in good faith and with an open mind. The ITR report that DCA received on December 20th stated that RTM is not recyclable, yet the committee spent six weeks talking about recycled tunnel muck. She feels like DCA has wasted her time and has been hiding the ball. She has had conversations with community members and told them DCA is putting their best foot forward, but the ITR report received in December says tunnel material is not recommended for recycling and that "labor and construction safety costs regardless of improvements are too uncertain to price due to the location and distance of any shafts." The proposed project is irresponsible to tax payers. The report also said there are no active fault crossings in the Delta conveyance alignment and that seismic demands are not extreme compared to other projects, and the DCA indicated it agreed on that statement. Why are we building tunnels if seismic issues are not a concern? [Editor's Comment: The full ITR report & DCA response is available at https://www.dcdca.org/pdf/2020-02-26-IndependentTechnicalReviewResponse.pdf]

Ms. Swenson said she feels like DCA has not been honest with her or the people who came to the scoping meetings because the presentation was not even 1/100th of the information that has been provided to the SEC members. DCA violated trust by not sharing this information to the public. This project was supposed to be new and different. How can this process be done right if the ITR is something members have to dig up off the internet?

Ms. Mallon said it is disingenuous to say that DCA hid the ball on the ITR; it was presented publicly at the last DCA Board meeting. DCA plans to use RTM for the embankments of the proposed Southern Forebay. There has been testing done on the soil that shows it can be used for structural fill, and DCA stands by that testing. There will be another ITR conducted in the future once additional data is available to demonstrate the performance of that material. The ITR team comments regarding the alignments were heavily focused on logistics, which is only one aspect of how an alignment is selected, but a big part of what contractors think about. There is a not a time that comes to mind when the DCA has not been forthcoming about information.

Ms. Swenson said the ITR team used the word "impractical" in the recommendation regarding the Central Corridor. Members should have been informed about the ITR's recommendations before spending so much time looking at and discussing RTM and the Central Corridor with others. Instead of receiving the ITR from the DCA, it was shared by a landowner.

Ms. Mallon said on every ITR, there will be a group of people who come together for about a week to look at information, discuss it and then write a report about their recommendations. DCA will agree with some recommendations and disagree with others. This process happens on every value engineering and every ITR committee process.

Ms. Keegan noted that there may be a misconception that ITR recommendations are definitive decisions. Rather, ITR's are from a group of people that make advisory comments. The challenge of making all of the information available to everyone is that there will be statements made that the general public may find shocking, while the recommendations are just a very preliminary type of report that is only focused on one aspect of the project. There are other aspects that determine how project decisions are made, including the environmental analysis.

Ms. Mallon said that editing the recommendations in the report would have been unethical, but that is not what happened.

Ms. Barrigan-Parrilla said that things will change because we are going through a process. The report was received after release of the NOP. When things come to public awareness that seem out of order, it raises concerns. It seemed that the ITR was contradictory to the NOP. Ms. Buckman clarified that the ITR panel was convened before the NOP was released and some of the there was some awareness of the possible recommendations. However, there were not yet responses from DCA. Having experience on multiple projects, it is usually the case that the ITR has access to less information than does the project team who is working on the project day to day. For that reason, the responses from the project team are just as important as the ITR recommendations themselves in order to understand how to characterize and consider the ITR recommendations. Having the ITR recommendation about tunnel material based on those contractors' prior experience working on different projects was one piece of information, but it was just as important and critical to have the technical experts from the project team who are more familiar with this particular project address why that particular recommendation was not applicable to this project.

Ms. Buckman responded to the comment about scoping meetings not sharing the same level of detailed information as has been shared with SEC members. The presentation provided at scoping meetings is a very brief overview because scoping meetings are about using the time to listen to commenters. Scoping meetings are not a broad sharing of information, but if community members have interest in hearing more, DWR is happy to arrange more in-depth presentations to those groups.

Mr. Cosio said he agrees with Ms. Mallon that the ITR is mostly focused on logistics, but members are being asked to come up with their own logistics on the questionnaire, when that is what the experts have already done in this report. When the SEC members say the traffic is going to be a problem and then the ITR team says there are many one-lane bridges, this means there will be hundreds of cars sitting and waiting as a couple of trucks go through.

A lot of projects say they will fix problems with a lot of money, such as building more roads. Money is one component, but time is more important than money when you build a road in the Delta because of the soils that have to move and heave before a road can be finished. Five years CalTrans wanted to widen Highway 12 through Bouldin Island. It took about five years to build the road because they overloaded it about 4-5 feet. The plan was to scoop off about 800 thousand tons once it settled, but it settled past the starting point and more material had to be brought in to raise the road to where it needed to be.

Ms. Mallon said that the engineering work they are trying to do to resolve the logistics challenges on the Central Corridor have demonstrated that point. This is less of an issue on the Eastern Corridor because of the soil conditions, which was included on one of the maps that has been provided to the SEC. The map shows where the deep layers of peat are located. Further east the peat becomes shallower and less prevalent.

Ms. Keegan thanked Mr. Cosio for sharing past experiences. Member input is important because the construction parameters in the Delta are different than they may be elsewhere.

Mr. Hsia said the questionnaire asked what kind of factors should be added to the evaluation matrix for launch shaft siting. Tribal and historic sites should be added. Regarding the ITR, constituents who are well versed found the report agreeable, especially in regards to the favorability of the Eastern Corridor.

Mr. Wallace suggested that the term "least worst" should be used to categorize the ranking options on siting the project. Regarding the intakes, choosing one over the other is like Sophie's Choice. In looking at the project as if it were his and he had to do it, Mr. Wallace said he would try to shorten up the logistics by eliminating C-E-2 and choosing sites C-E-3 and C-E-5. However, C-E-5 would probably take out the orchard where his daughter was married and the house that is his grandson's heritage. These are the kinds of personal and professional issues that have to be juggled when looking at preferred sites.

Mr. Wallace said he spoke at length with Ms. Martinez about how to respond to the questionnaire. It takes a huge effort in order to provide a comment that is important enough to include, and members need more than anecdotal stories to justify their decisions.

Mr. Wallace indicated that perhaps the process is backwards. Maybe the DCA should first propose a design, and then ask the community what benefits DCA could provide to them. That approach may be a better use of the SEC members' time. Ms. Mallon said once we have SEC input on siting the alignment through both corridors, the next step is to determine how to optimize the sites, create dual benefits and deal with effects in meaningful and creative ways. The process is not over once facilities are sited; the DCA plans to continue consulting with the SEC.

Ms. Keegan asked Ms. Buckman to elaborate on how the community benefits discussion fits into the CEQA process. Ms. Buckman said that the CEQA process will be looking at community benefits of mitigating impacts of the proposed project.

Mr. Wallace said he is talking about the community benefits discussion that goes beyond the CEQA process. Ms. Buckman said it is a process order issue; there needs to be a project to analyze before the community benefits of that project can be considered. It is agreed that community benefits should be given some thought now and not solely at the conclusion of the process.

Ms. Keegan requested that a time frame for the community benefits discussion be provided at the next meeting.

Ms. Mann said the ITR report was fascinating to read and seemed very well thought-out. The questionnaire asks members to give feedback on the intakes without having seen it or having the opportunity to touch the dirt. For members that don't live in the area of the intakes, providing feedback seems like appraising something without being able to see it. Members who do not live in that area of the intakes don't have the same understanding. Could members have a tour of the proposed intake sites in order to better understand where the facilities would be sited?

Ms. Mallon said DCA can add a tour of the proposed intake sites to the list of tours DCA staff is currently arranging. The maps that have been provided to members that show the suitability

could be used as a reference during the tours. Visiting the actual potential sites in the proposed project can be very helpful.

Ms. Mann said at the last meeting, a letter from a member was shared that said the intakes at these locations could not be approved by the State Water Resources Control Board and Delta Stewardship Council during the WaterFix project. What has changed since the previous project to make the proposed intake sites viable?

Ms. Buckman said that there was no determination made about water rights. Because the WaterFix project stopped moving forward, the DWR's Change in Place of Diversion and Water Rights hearing petition was withdrawn. Therefore, there was no finding about whether the project was acceptable or not acceptable because the process to make that determination was not finished. In regards to the Delta Stewardship Council, DWR submitted a Certification of Consistency. There were appeals to that certification, and the Delta Stewardship Council staff found that DWR's certification did not include substantial evidence in the record to document consistency on four of those appeals. Those four appeals were remanded to DWR. It wasn't a finding that the intakes would never be consistent with the Delta Plan, but rather that DWR had not provided substantial evidence that they were.

Mr. Gloski said he would revert to the locals regarding the siting of intakes because they know the area. It is important to tie together the ultimate use of the property at the end of the project. He would like to see this as a destination for boaters, a park, recreation center or education center. If it's a park, there could be vendors. Having this type of location near downtown could help local businesses. The potential end use for sites should be considered in the ranking.

The weighting in the methodology for ranking land for launch shaft siting suitability was mostly focused on design and construction. Ms. Mallon explained that DCA is trying to stay focused on design and construction with the environmental analysis being done by DWR.

Mr. Gloski said heritage would be an important factor to add to the siting ranking criteria. In one of the previous meetings a comment was made about staying out of environmental considerations. How can at least some high-level aspects of environmental considerations be completely disregarded in the ranking of potential sites? Regarding the ITR, SEC members rely on the DCA staff to deliver context as to what various reports mean. It would be helpful to provide a notification to SEC members about reports or board meetings that may be of significance to SEC members and the community.

Ms. Keegan noted it would be important to put into context, as well, such as how the ITR is the opinion of one group of people. Ms. Mallon said that was her oversight and that she should have included that in the meeting packet.

Ms. Keegan said we learn as we move forward and thanked the committee members for their feedback.

Dr. Lytle said he appreciated that the ITR was provided. ITR's provide a gut-check on the concepts a project team is considering. The people brought in to conduct the ITR were major experts on very difficult projects. Warner Berger is tunneling beneath the Alps. The team at

McMillen Jacobs are the ones who engineered the third intake on Lake Mead that was so dangerous and controversial. The things they said should not be discounted. The ITR didn't just address logistics. Drive length and TBM maintenance was also addressed. They also addressed posed questions for consideration such as how to respond if the TBM gets stuck. Their input should be very seriously considered, and it was no accident who DCA brought in to participate in the process. The team even included the firm who was in charge of the Alaska Way Viaduct, where the 57-foot TBM "Big Bertha" got stuck underneath the city and it took 2-3 years to figure out how to resolve the problem.

The proposed project is a 40-foot diameter TBM that is tunneling 40 miles. There may be four TBM's, but the process is the same. What happens if the TBM gets stuck? What about safety in the tunnels? These questions raised by the ITR team really need to be expounded upon. Logistics, worker safety, tunneling through a gassy area, etc. are all important considerations. The ITR was a watershed moment for SEC members because it raised a lot of important issues that there have been questions about.

In regards to RTM, the conversation will continue for some time because the soil has been tested that are thought to make up the muck. Once the material is run through a TBM, lots of other things are in that muck that comes out.

Will the ITR's recommended adjustments to the corridors as specified in the NOP be considered as an alternative? Ms. Buckman said the ITR team's recommendation will be considered as an alternative in the same way that other alternative suggestions from public scoping are considered. DWR looks for alternatives that will reduce impacts and there are anticipated impacts with the adjustments suggested. It will be analyzed further before any decision is made about whether to include it in the EIR for further evaluation.

Mr. Tarango said he is honored to speak on behalf of tribal communities in the state. He read a statement on behalf of tribes addressing the historical and current importance of the Delta rivers to Miwok and Nisenan communities. The Cosumnes River is based on the Miwok language and means "The Place of the Salmon," the native communities still see themselves as the ancestral stewards of these lands. Indigenous peoples of the Delta are concerned about the further disruption of their sacred sites, burial grounds and village sites that will be inevitable during the drilling. They also share concerns about potential destruction of water ways that provide drinking water, fish and medicines used in prayer and traditional practices.

Mr. Tarango said tribes are also concerned about the lack of response sent requesting AB 52 tribal consultation and the lack of information and consideration regarding the possibility of desalination, its cost and other possible alternatives. It is irresponsible and anti-ethical to the promises made by California's government to continue this project without more robust consultation. With a failure rate of 64% of this plan, tribes are forced to wonder what their future will hold for tribes and all communities 5, 20 and 30 years from now. What economics effects will we see if those people reliant on the Delta lose its use? Why are the tribes being forced to sit idly by while they watch the destruction of land that we once called home to our ancestors and remain the final resting place for so many? These questions are true to our concerns, our lives as traditional people and true for those who reside in and rely on the Delta.

Mr. Tarango said tribes also wanted to express understanding to the other SEC members' struggles and hope we can come together as one to do the best thing. The proposed project impacts everyone who inhabits the Delta now as well as the people who have been here. In regards to the question about siting the intakes, all 3 intakes are highly sensitive to the Miwok and include several village sites and more than 5 burial grounds. Mr. Tarango said he understands trying to indicate which site may be least sensitive or which would be the most tolerable for siting the intakes. It hurts to provide that input as a tribal person who knows what is there, but if a site must be selected to move forward, for tribes it would be C-E-5. However, all three intake sites are burial grounds and well-known village sites. The specifics cannot be shared in this meeting but could be shared in confidence with the project team.

Ms. Tayaba said that the questionnaire was difficult for tribes because not all of the tribes were present and each tribe has different knowledge about the various locations. The questionnaire would need to be a part of the consultation with DWR that the tribes are still awaiting. Also, it may be worth considering hiring tribes as consultants to assist with project needs.

Ms. Keegan thanked Mr. Tarango and Ms. Tayaba for their comments and noted the sensitivities with impacting resources that affect the tribal communities so deeply.

Mr. Cox said he doesn't know any property owners in the area of the intakes, so the questionnaire input he received is mostly from fishermen and fishing clubs. Intakes and fish screens are most important to those groups. While there are many questions about the screens, one primary question is regarding the ability of Delta smelt and salmon fry to swim against the flow of water into the intakes given the length. How long would it take a salmon fry to move past ¼ mile of intakes and how many times would that fry have to swim back out of the flow? Is it possible that the outgoing tide at the lower end of the screen will be full of dead fish that didn't have the stamina to continue swimming for the entire length of the intake, and how has that been factored into the design? Mr. Ryan said some information is available regarding fish passage times but he does not know it off the top of his head. It depends on the speed of the river flow, as fish generally move with the river. However, a fish biologist will be needed to fully understand fish swimming patterns in front of the screens. The intake design is considering fish refugia, which is a designated place for fish to rest. The environmental team and regulatory agencies will be evaluating the different measures and mitigations to provide fish a better chance of getting past the intakes because of the lengthy exposure time.

Ms. Keegan asked when more information could be provided. Mr. Ryan said that as an engineer he could provide a calculation about how much time it takes to get swept downstream past the screens at various flow rates. When it comes to concerns about the fish behavior around the screens, however, that would be part of the environmental analysis.

Ms. Keegan noted that fish survival is important to the tribal representatives, recreational fishermen, recreational boaters and The Nature Conservancy.

Mr. Moran said it was enlightening that folks were questioning if they were qualified to provide input on the questionnaire. SEC members are all qualified to respond based on their respective interests. DCA, as the design and construction team, has a certain limit to their point of view about what may be important and relevant impacts on the operation of a construction site. The

strength of SEC member input is that they are not engineers but can offer information that goes beyond what the DCA could practically glean from a project.

Ms. Whaley asked if the Department of Fish and Wildlife (DFW) completed a CEQA process for their decision for the WaterFix project as to where the intakes would go? Ms. Buckman said there was a siting study to consider intake locations. DWR led the CEQA effort as the lead agency. DFW completed an incidental take permit related to that application, but all of these have been withdrawn at this point.

Is there an option to have more intakes with a smaller capacity? Ms. Buckman said it should be suggested as a scoping comment.

Mr. Robertson shared that a few years ago the Port of Stockton was considering constructing a low walk bridge that recreational boaters would not be able to go under. The City of Stockton conducted an analysis to determine the financial impact of recreational boaters, whose primary activity is fishing, regardless of boat size. The study determined that each boat that went to Stockton for the weekend added $306/day to the Stockton economy. The idea of putting in a park or pier could make this process smoother. Recreational boaters like to fish and would like to do it through this project, should it prevail.

Ms. Mann asked why the tunnel needs to go 40 miles when it looks like there is a straight shot from around Antioch to Clifton Forebay? It seems like it would mitigate more problems, the land seems more stable, there are hills and it is not all necessarily residential areas. It feels restrictive to only be able to choose between the intake sites listed in the NOP. If the goal is to get water to other parts of the state, a shorter tunnel from Antioch to Clifton Forebay would cost less to taxpayers and could potentially be more environmentally sensitive to tribal concerns along the river. Ms. Buckman encouraged Ms. Mann to submit the comment as a CEQA scoping comment.

Ms. Mallon addressed a number of tours that are currently being coordinated for members. DCA has identified an active tunneling project in the Redwood City area that is amendable to providing a tour of their launch shaft site in the first or second week of March. It is a 20-foot diameter tunnel with segment lining, and members would be able to go down into the tunnel, see the face of the TBM and get a sense of the activities that take place on an active launch site.

DCA is also coordinating a tour of the 2,500 cfs capacity Red Bluff intake and of the ISI fish screen manufacturing facility, currently the only manufacturer of cylindrical “T” screens.

DCA will also arrange a ½ or full day tour of each corridor with stops to look at some of the areas considered for siting facilities.

Any SEC members interested in these tours should contact Ms. Martinez and provide availability and preference regarding weekday or weekend. The DCA can provide bus transportation or meet members at the location.

b. Basics of Retrieval and Maintenance Shafts

Ms. Mallon explained the team left the last meeting trying to find the best places for the launch shafts and then trying to place the maintenance and retrieval shafts along those identified routes. To the point Dr. Lytle made, it was very beneficial that the ITR addressed advances to TBM's. Advances in manufacturing have made it possible to do much more repair inside the machines, enabling longer tunnel drives such as those suggested at the last meeting. It is an iterative process between where the launch shafts are and then placing the maintenance/retrieval shafts every 4-5 miles. In some cases, a particular launch shaft site would seem to work, but then placing the other facilities didn't quite work out as well. In the Central Corridor it was a struggle to identify good access to some of the islands that are in between the drive shafts in order to site maintenance shafts. The process entailed adding new roads and bridges in order to keep heavy construction traffic off of the levee roads. As Mr. Cosio noted, planning a road is easier than the realities of constructing the road.

Today's presentation will demonstrate the team's thinking around where launch shafts are placed and therefore were retrieval and maintenance shafts could go. Mr. Finney will discuss the basics of maintenance and retrieval shafts and Mr. Bradner will discuss the siting analysis.

Mr. Finney started the presentation with an illustrated schematic of launch, maintenance and retrieval shafts that showed their diameter and explained their purpose. A similar illustration was shown at the last meeting. Since that time, the project team has performed additional engineering that led to a slight increase in the diameter of the maintenance shafts.

Mr. Finney noted that the presentation slides have lots of words and descriptions so that SEC members can take the information to share with their respective communities.

Maintenance shafts provide an opportunity to conduct inspections and repairs on the TBM. Even though a lot of TBM maintenance can be conducted from inside the tunnel, repair to the cutter head must be conducted externally. Planning maintenance shafts along the tunnel drive is a proactive way to ensure the drive can be completed without stoppages, excessive wear or break-downs. If only the TBM cutterhead needs to be access, the maintenance shaft diameter can be smaller. Maintenance shafts can also serve as emergency egress and fresh air ventilation.

The purpose of Retrieval Shafts is to recover the TBM at the end of the drive. At this location the TBM is disassembled and removed from the ground. Retrieval Shafts can receive a TBM coming from either direction, and a launch shaft can also be used as a retrieval shaft for a TBM coming from the opposite direction.

A conceptual rendering of a retrieval shaft was provided to demonstrate typical size as well as the components typically included on a maintenance/retrieval shaft site. These sites are much smaller than launch shafts and are around 10 acres in size. There would be some additional soil stock piles, but not the large-scale storage areas required for RTM storage at launch shaft sites.

A cross-section conceptual rendering of a retrieval shaft was shown, demonstrating how the TBM could be disassembled and lifted out of the shaft piece by piece, starting with the TBM and followed by its trailing gear.

A cross-section schematic of a maintenance shaft shows how the TBM cutter head could be lifted out of the shaft for inspection, maintenance or replacement. The TBM would then continue tunneling through the maintenance shaft to the other side.

Mr. Finney showed a French Metro construction project video featuring a TBM entering a maintenance shaft to provide an idea of the TBM's cutter head and how it is accessed for maintenance. The video showed an entry portal, or "soft eye", which is a shaft with no steel reinforcement to allow the TBM to enter. The video also showed how maintenance and inspection is conducted on the cutter head in the maintenance shaft before launching through the shaft to the other side in order to continue tunneling.

The construction sequence of a maintenance shaft was shared. At the end of the first six months of construction, the raised shaft pad is completed. At the 18-month mark the shaft construction would be taking place. At two and a half years into construction, tunneling would be occurring and very little work would be taking place at the surface. Past the third year, the TBM would be pulled into the shaft for inspection, maintenance, cutter-head replacement or TBM retrieval. Ultimately the shaft would be capped at the end of the project.

A slide was shared that showed anticipated construction activities, truck trips per day and employee trips per day throughout the length of construction. Early during shaft construction there would be a higher amount of truck traffic. Once the pad and shaft are completed, there is almost no traffic, but then there is some traffic again during the TBM maintenance or recovery period.

Mr. Gloski asked if tunnel segments would still be lowered into the tunnel from launch shafts even if there was a maintenance shaft available. Mr. Finney explained that tunnel segments would be entering the tunnel from the launch shaft in order to keep the maintenance shaft sites small. There is infrastructure needed in order to deliver tunnel segments via rail or barge, space needed at the site to lay the segments out and the heavy gantry crane to lift them down the shaft and either rubber-tired vehicles or locomotives that run the segments down the length of the tunnel and deliver them to the segment erector.

What is the power source for the tunnel cutter head? Mr. Finney said the TBM is electrically powered, and the power demands are beyond what a generator can provide. Part of the infrastructure needed at the launch shaft site is dedicated high-voltage power supply.

Ms. Giacoma asked if any of the images or videos shared showed tunneling through peat soils. Mr. Finney said the demonstrations shown did not show peat soils. Peat soils are not anticipated at the tunnel horizons; they are at the surface. The tunnel is over a hundred feet below the surface and peat is not found at those depths.

Ms. Giacoma asked how the project team knows about the soil composition at the depths of the tunnel, which is over 100 feet below the surface. Mr. Finney explained that the geotechnical team has collated data from soil borings conducted not only for the prior project but from other construction projects across the Delta, such as roads, bridges and levee maintenance. Based on these data, there is a reasonable understanding of the depth of the competent soils. While there is still some information that needs to be obtained, it is certain

the project will not be constructed in peat. If peat is found at 100 feet below the surface, the tunnel will be deeper.

Ms. Mann asked what happens if a levee surrounding a shaft site breaks, since the shafts will be built on islands that are lower that the surrounding levees? The Delta has critters that chew through levees and cause them to break. How will the shafts not fill with water if a surrounding levee fails? Mr. Finney said there are some minimal elevation levels required for the shaft pads to protect against sunny day levee breaks. The engineering team is currently working to determine the exact elevation.

Ms. Mann said when a levee breaks you assume the water level that is on the other side of the levee. Mr. Finney noted that the water levels fluctuate depending on the time of year, and there are other considerations as well, such as King Tides. All of those factors are being considered by the engineering team. The easy answer would be to make the construction elevation the final elevation, but the DCA is trying to consider the trade-offs of the impacts that would be created by having to import soil to raise the pad levels and considering lower pad heights during construction.

Ms. Mann said the islands are not stable and seem to be sinking due to alluvial soil. If heavy concrete is put on top of these soils, how will the sites be stable? Getting to some of the islands that have no bridges is only possible by ferry. In the past there was a cement truck travelling by ferry and it fell off into the waterway. There are many engineering considerations necessary if the shafts are constructed in conditions where the ground is sinking at the same time that burrowing animals could potentially cause breaks to the surrounding levees.

Mr. Finney said the shaft construction itself includes a diaphragm or concrete shell that is founded below the tunnel horizon where there are more competent soils and is therefore not expected to settle. However, the soil around the pad sites will settle which would cause the shaft's concrete shell to protrude from the surface without a way to get into it. Therefore, some form of ground improvement may be required to stabilize the shaft pad.

In terms of access to the islands, Mr. Bradner's portion of the meeting presentation will focus on access logistics. There is much less equipment required at the maintenance and retrieval shafts sites than at the launch shaft sites. The infrastructure to get onto the islands is not as great as the infrastructure requirements for the launch sites, but it is still a concern and was factored into the screening criteria for potential siting. In terms of heavy equipment on levee roads, the project team is trying to avoid levee roads because they are fragile.

Ms. Mann asked if the project includes plans to eliminate the critters that eat away at the levees. Mr. Finney said the project team is charged with understanding the risk that a particular island's levee system imposes to the project. The team must analyze levee height and the likelihood of erosion, seepage or a sunny day levee failure to determine possible effects on construction and to what extent coordination with Reclamation Districts will be necessary to address additional risk.

Ms. Hsia asked are if the maintenance and retrieval shafts are being kept after construction of the project. Mr. Finney said decision about end use has not been made yet. There are many considerations currently being discussed, such as capping the shafts with concrete and keeping

the raised pads in order to avoid having to move the imported soil back off of the site. Another consideration is whether or not DWR would want to maintain an open maintenance shaft for accessing the tunnel after the project has been constructed. There are also questions as to whether or not the sites would be viable for agriculture after construction. All of these considerations will be evaluated by the project team. Ms. Mallon said member feedback in this regard would be valuable.

Ms. Barrigan-Parrilla asked what flood standard is being used to determine the height of the shaft pads compared to what DWR has analyzed in the fourth climate change assessment for storm surge and downstream flood risk? Mr. Finney said the height needed for construction may differ from the ultimate end use height necessary and reiterated that the team is trying to find the balance of reducing impacts caused from hauling away soils with maintaining an appropriate height. Ms. Buckman said there are two considerations information the height decisions; the 200-year flood event coupled with climate change and sea level rise. Based on the Ocean Protection Council's guidance for a project that is considered high risk, the most conservative scenario is a 10.2 feet sea level rise by 2100. There is not a requirement to design the project to that consideration, but rather to explain how DWR would adapt over time. For the permanent facilities, it is more of a consideration but for temporary facilities it is just being documented how the sea level rise is being addressed over time if the design is not addressing the full 10.2-foot rise up front.

Ms. Barrigan-Parrilla said she asked the question because the U.S. Army Corps of Engineer's flood standard is 200 years, but the flood maps currently being used by the San Joaquin COG are looking at 500-year storms down the San Joaquin River. For the amount of investment required for this project, a 200-year flood standard makes her nervous.

Ms. Swenson said it would be helpful if there was a map that could provide where all of the shafts would be located in order to understand how much prime ag land would be taken and rendered useless for the project. Soil test results have been previously requested and members are still waiting for those results. Members would like the data to see for themselves and not be told that the DCA disagrees with the results because they are from a different contractor than the one DCA wants to use. Borings have been taken for the past 7 years. Can members please have the soil analysis results from those borings? Can members also have a map with approximate locations of all the project components along the NOP corridors as well as the alignment suggested by the ITR team?

Ms. Keegan asked if that information is requested for both during and after construction, because those numbers will vary. Ms. Swenson said the main concern of the public is how many acres of farmland will be pulled out of production for this project. Members of the public had no way of knowing that there were multiple ways that the project would be affecting the land needed. The discussions have been very segmented, but members want to see the cumulative effects of the noise, the water pollution, the air pollution and the acres of farmland that will be pulled out of production and where those effects would be along the various corridors.

Mr. Moran asked if the slide showing truck trips per day reflected the number for one shaft or for multiple shafts? Mr. Finney said the data was shown for one maintenance/retrieval shaft site, but there might be multiple shafts in construction at the same time. These shafts are

typically spaced every five miles. As Ms. Mallon mentioned, part of the benefit of the ITR is that they indicated tunnel drives could go as long as 15 miles if there is periodic maintenance of the TBM via the maintenance shafts.

Mr. Moran asked if all of the shafts are constructed simultaneously or is their construction staggered? Mr. Finney said it is not yet known, but most likely at least two maintenance shafts would be constructed in the Delta simultaneously. Ms. Mallon said once it is determined where the sites will go, then it will be possible to determine the construction sequence. The longer drives will start first, then the shorter drives will be started. As the maintenance shaft schedule shows, the maintenance shaft construction needs to be completed at least one year before the TBM is expected to arrive to that shaft.

Mr. Moran asked if construction of the maintenance/retrieval shafts would utilize the same staging areas (parking lots, roads, etc.) as the launch shafts. Ms. Mallon confirmed that is accurate.

Dr. Lytle asked if the safe haven shafts are included as part of the planned components or if they are only created in case of emergency. Mr. Finney said a “safe haven” shaft is the same idea as the maintenance shaft. The maintenance shafts being shown to the committee are formalized safe haven shafts so that more than just cutter head inspection can be performed if necessary.

Dr. Lytle asked what happens if something happens between a launch shaft and a maintenance shaft? Ms. Mallon said that situation would necessitate an emergency shaft. Ms. Buckman asked if the maintenance shafts are being planned to prevent the necessity for emergency shafts. As an environmental planner, Ms. Buckman would like to make sure the complete project is analyzed and minimize surprises. Ms. Mallon explained that this is a vocabulary issue: maintenance shafts are the safe havens.

Dr. Lytle said the ITR report sought to determine if CEQA could have an approach for the unknowns. How can that comment be assimilated? The Big Bertha TBM used on the Alaska Way Viaduct got stuck 1,000ft. into the tunnel drive. How is that type of possibility going to be addressed from the engineering point of view?

Ms. Mallon said the ITR team and TBM manufacturers felt very comfortable that if full maintenance was performed every 4 to 5 miles along the drive, there would be no reason the TBM couldn’t make it to the next 5-mile maintenance shaft. Additionally, TBM technology is continually evolving and much of the maintenance is now possible within the tunnel. What is being discussed today may change significantly six or ten years from now. DCA is being conservative in planning full maintenance shafts every five miles in order to minimize the chance an emergency shaft will ever be needed.

Dr. Lytle said the Alaska Way Viaduct TBM got stuck 1,000 feet into the tunnel due to a main bearing failure caused by “gunk” in the system. When tunneling in the Delta, this type of scenario needs to be considered. Ms. Mallon said the ITR team documented one case of a main bearing being replaced from inside the tunnel. The tunneling team is keeping an eye on changing technology. Depending on the tunneling location, an emergency shaft can take some time. If repair from inside the tunnel is possible in order to minimize environmental analysis

and permitting delays, that would be the preference. The TBM manufacturers will be brought together for another ITR two or three years down the road as tunnel construction is closer. The technology is continuing to evolve due to projects like the tunneling in the Alps where emergency shafts are not possible. These advances are enabling more and more maintenance to be performed from within the tunnel.

Dr. Lytle said the NOP launch shaft elevations would be considered up to 45ft. from ground surface. Ms. Buckman said that height was specifically in regards to the some of the sited areas. Ms. Mallon explained the 45ft. height was in consideration of subsidence and a 200-year flood level, but the height will be different in every site that is selected.

Mr. Cosio said the current levee system has 1-2 ft. of free-board above the 100-year flood level. The shaft site pads and access roads to them will be as high as the levees. If the project proponents had helped get all of the money that was designated for Delta levees in Prop 1-E and Prop 1, there would be a lot less risk to these sites.

Ms. Liebig said this project in its entirety proposes to take out thousands of acres of prime ag land. Some of the project sites are deemed temporary, but once this land is taken out of production, it will not be brought back, especially not in a prime capacity to the degree of agriculture currently on these sites. In order to provide adequate comments on any questionnaires or proposed siting, we need actual maps and coordinates. Right now, community groups can only give input on siting for intakes because the intake longitude and latitude locations are actually provided.

The SEC conversations are mentioning ten acres here, one hundred acres there. That is a lot to Delta residents and farmers. That is millions of dollars taken out of this county's economy and all the five counties in the Delta. There is a ripple effect of impacts to a community. There will be catastrophic economic impacts to all of the economies in the Delta and all of the communities this area serves. Stakeholders primarily want to know if it the project comes through their property. The project seems very much in the wind as far as where facilities, components or haul roads will actually be located. It is difficult to comment when you don't know where these things will be. Ten acres in one direction or the other is a big difference in the Delta. The earlier members can have proposed sites, the better the input that can be provided. Taking out an orchard or taking out a row-crop field is a different economic impact. It's not that one is more important than another, but there is different level of impact and a different landowner that is affected. Everyone wants to know if it is their land that will be used for the project and members can't answer that question.

Ms. Keegan asked Ms. Liebig to expound on the difference between the economic impact of an orchard or a row crop. Ms. Liebig said there are different values on different commodities. Nut and fruit trees have a higher value right now than does wheat or corn. Vineyards are a different value as well.

Mr. Hsia asked for the compensation calculations for land owners displaced due to shaft construction or underground tunneling? Ms. Buckman said that information is not yet available. It is an aspect that is typically included in project implementation and is something DWR will work on once there is a better idea of where the project will be going.

Ms. Keegan recessed for a short break, noting there was food available for the SEC members and then the public is welcome to partake as well.

c. Siting Retrieval and Maintenance Shafts

Ms. Keegan reconvened the meeting.

Mr. Bradner introduced the retrieval and maintenance shaft siting discussion.

The siting analysis methodology for retrieval and maintenance shafts was similar to the approach taken for ranking the launch shaft sites. The main criteria were construction considerations, geotechnical/geological, property and land use and existing infrastructure. There are some differences in the sub-criteria because the maintenance and retrieval shafts only require approximately 10 acres compared to the launch shafts which may require several hundred acres depending on the area allocated for stockpiling of RTM. The smaller footprint does allow for more flexibility in the siting, and areas were pre-screened out if they did not fit the key criteria. The areas screened out of consideration were not evaluated or ranked further.

The only areas considered for further evaluation were lands that were within NOP corridors, within 1/8 mile of an existing road, 1/4 mile away from existing conservation land, refuges, preserves and vernal pool critical habitats, 1/4 mile away from existing residential structures, 1/2 mile away from schools or hospitals, or offset at least 300-feet from existing levees. . Areas not ruled out (i.e. outside of the gray areas) could still be considered for locating maintenance or retrieval shafts even if they are beyond 1/8 mile from existing public roads, but the siting study focused on those areas adjacent existing roads as a starting point.

The presentation will first review the Central Corridor siting options and then the Eastern Corridor alternatives. The first map of the Central Corridor shows the access roads in the area. The quality of access roads to the potential sites were ranked as either high (green), moderate (yellow) or low (orange). The intention is to avoid using orange roads and focus on roads that are higher quality when trying to screen and evaluate potential maintenance and retrieval shaft sites.

Ms. Mann asked if the access rating quality was based on the quality for Delta residents or for the construction vehicles. Mr. Bradner said that the ranking is a general ranking based on tight bends, turns and other factors.

Ms. Swenson asked where the road quality data came from. Mr. Bradner said the internal team conducted site visits, drove the routes and reviewed pavement ratings developed by cities and counties and compiled all of that information. Ms. Swenson asked what are Mr. Bradner's qualifications to accurately survey roads. Mr. Bradner said he is responsible for siting the shaft sites but there are others on the team who are qualified to survey roads. His charge was to evaluate sites within 1/8 mile adjacent to those roads in order to minimize new road construction. Some of the sites in the greyed-out areas on maps for the maintenance and retrieval shafts could still be considered for other uses, but these maps reflect the ranking process specific to these particular sites.

Ms. Mann pointed out the only middle school that serves the entire communities of Byron, Discovery Bay and the rural areas of Brentwood is located at the convergence of Highway 4

East and West and Byron Highway North and South. Mr. Bradner said that point is outside of the NOP corridor although they are located within the general Delta. There is no reason to consider placing maintenance or retrieval shafts in that area.

Ms. Mann said there has already been one child killed by a truck on that highway. Because there are no sidewalks in that area, students must either be transported by their parents or on buses, so the school traffic in the morning and afternoon would prevent trucks from being able to get through. Staff thanked Ms. Mann for the input.

Mr. Bradner said when looking at access limitations, there are a couple of places that are very difficult to get to, including Venice Island, Woodward and Rindge Tract. Those areas were greyed-out and removed from further consideration.

Ms. Swenson interjected that Clarksburg buses all students in. There are three schools in Clarksburg but the map only seems to show one school. Members should verify the schools in their areas are reflected on the map.

Mr. Bradner said the greyed-out areas on the map also include the preserves, wildlife habitats and conservations as well as a 1/4-mile buffer around those locations. Any areas with residential structures within a 1/4 mile were also avoided in the ranking process, as were areas within 1/2 mile of hospitals or schools or that had less than a 300-foot set back from existing levees.

Working within the remaining areas on the map, there are a couple of different drive lengths that will be reviewed in this presentation.

Using Central Launch Site A that was presented at the last meeting and tunneling north to Intake Sites 5 and 3, a map was shown demonstrating the favorable or acceptable areas in which the maintenance and retrieval shaft could be located. The first option (Drive C/E- 1a) features a Launch Shaft near Twin Cities and I-5 and tunneling 5 miles to a maintenance shaft at the back of Intake Site 5 and driving 2.3 miles to a retrieval shaft near Intake 3.

A different option (Drive C/E- 1b) going to Intake Sites 3 and 2 would entail the same Launch Shaft location, but would tunnel to the back of Intake 3. For this option, an additional maintenance shaft would be needed off of Lambert Road before tunneling north because the total distance between the Launch Shaft and Intake 3 would be greater than the 5-mile range recommended for maintenance shafts.

For the tunneling drive between Central Launch Site A and Central Launch Site B, the tunnel drive is maximized on the southern end to five miles between shafts. It is not possible to clear the Cosumnes Reserve and McCormick-Williamson Tract in a five mile drive from Central Launch Site A, so a maintenance shaft would be located near Walnut Grove short of five miles from the launch site. From there the TBM would tunnel five miles down to Staten Island to the next maintenance shaft, and then five miles further to Bouldin Island.

In the southern part of the Central Corridor is Launch Shaft Site B, with a launch shaft on Bouldin Island and a launch shaft at the Southern Forebay. Due to the long distance between these two points, the engineers are considering a retrieval shaft on Bacon Island. This option

would involve sites in the middle of Bacon and in the middle of Mandeville. There would be an effort to avoid using the existing public road along the levee crest on Bacon as construction access, so sites in the center are being considered, recognizing there would have to be new road construction and bridge modifications to get to those sites.

In the Eastern Corridor, the same criteria were used to rule out potential siting locations and those areas are greyed out on the map.

At the last meeting, an Eastern Corridor Launch Shaft Site A was identified as a possibility for tunneling north from Canal Ranch Tract to the potential intake sites. However, the siting of maintenance shafts along that drive (Drive E-1c) was resulting in multiple drive lengths less than five miles, especially if the drive goes all the way to Intake Site 2 (Drive E-1d). Therefore, the slide demonstrating how the facilities would need to be sited for this particular drive is shown crossed-out with a dashed red line to show that this option is preferred. The additional maintenance shafts that would be needed would increase construction and construction traffic in this area, so the team is still working on options for this drive.

Right now, the team is leaning towards using the same northward drive to the intakes for the Eastern Corridor as would be used for the Central Corridor (Drive C/E- 1a).

Ms. Mallon said that tunneling northward from Eastern Corridor Site A to the intakes would have added an additional one or two maintenance shafts that brought a lot more construction traffic to the Courtland and Walnut Grove areas, so making the shorter drive up north and moving the significantly-sized launch shaft site over towards I-5, taking advantage of the rail and minimizing the construction work taking place in the northern Delta seemed to have a lot less impact on a number of issues. While the initial thinking was to have a 10 to 15-mile drive on the Eastern Corridor, that ended up adding shafts rather than reducing them.

Mr. Bradner added that increasing the spacing on the shafts and didn't allow for 5-mile drives between maintenance shafts based on all of the constraints. Ms. Mallon said to Mr. Wallace's earlier point, you can get from a launch shift near I-5 to Intakes 5 and 3 without a maintenance shaft, but a maintenance shaft is needed to get to Intake 3 and then 2.

Mr. Bradner said the drive from Central Launch Shaft Site A in the north near Glanville Tract to Eastern Launch Site B near Lower Roberts is too long, so a retrieval shaft would be planned near Terminous Island, which has favorable accessibility. There is still the restriction that requires clearing the Cosumnes and checking on equipment before making the next push, and a maintenance shaft would be needed near West Peltier to inspect the equipment before completing the last 5 miles of the tunnel drive to Highway 12.

Starting at the south on Lower Roberts Tract, there would be tunneling northward 4 miles to a maintenance shaft before proceeding another 5 miles to the retrieval shaft near Highway 12.

At the lower end of the Eastern Corridor, between the Southern Forebay and Lower Roberts Tract, there could be a tunnel run 3.9 miles northwards to a maintenance shaft that would be near Highway 4 on Victoria Island and then a 5-mile drive to a maintenance shaft near the BNSF line with a potential reception shaft at Lower Roberts (Drive E-4).

Ms. Mallon said to the points raised by Ms. Swenson and Ms. Liebig, DCA will create full size drawings showing all of the plots from the last meeting as well as the points on the map presented in this meeting. Basically, these sites were chosen because they follow the roads, so that there isn't a need to construct more roads in these areas. Lot locations can be added and printed full-size paper maps can be provided upon request. Maps can also be provided digitally. If members feel that layering on with Google aerials, that can also be arranged. DCA will send maps to members so they can clearly understand what is being discussed.

The goal is to optimize and fine tune where these sites would be located, and the bus drive along the two proposed corridor options would probably be helpful in that regard.

Mr. Wallace asked if the railroads are just being considering for siding to off-load equipment and take muck south, or is the DCA still considering spurs? The purpose of the question is that the railroad parallels Franklin Blvd and the rail beds are about 8 or 9 feet higher than the road. It seems like it would take maybe a 2-mile spur to get off and get back on the main line. Ms. Mallon said at the next meeting DCA can show the SEC members what the team is considering. The advantage of using rail is to relieve truck traffic for transporting tunnel liner segments, especially on the I-5 and to be able to transport RTM to other places in the Delta where it may be needed or used. On the Central Alignment from the Southern Forebay up, there would be a shortage of RTM to go from the Southern Forebay up to Bacon, which is about 8 miles. About 16 miles worth of material is needed. Using the rail to transport that RTM could be beneficial. The thinking is that having a major launch shaft next to rail is going to provide a greater level of flexibility to reduce traffic impacts for transporting massive quantities of RTM.

Mr. Wallace said it is important to know because when you factor in rail and crossing Franklin Rd. and other issues, those impacts become very significant. At-grade crossings in California have been either discouraged or banned. This would create another issue with crossing roads that serve the Delta. Ms. Mallon said the team has an idea for this issue that can be shared with members at the next meeting.

Ms. Barrigan-Parrilla said there will need to be a drive route that her group can evaluate independently. SEC members need their own checklists for what to see and evaluate that is independent from the DCA, but there will be issues accessing certain places like Bouldin and Rindge Tract. Perhaps a bus tour or a led tour with a caravan is the answer, but it is essential to try to put the pieces together and would enable a better response. Google Maps aerial views can only take you so far; you have to see what's living out there.

In addition to a bus tour, Ms. Mann recommended the Rose Marie charter boat currently docked at Tower Park Marina. The top deck would enable views over the levees into the actual islands. That is all private land that hasn't yet been taken by imminent domain, so members would not be able to enter. Having accessors' parcel numbers on printed maps during the tour available would be helpful.

Ms. Liebig asked if the launch shafts are about 100 acres. Ms. Mallon said the drive length will determine the amount of acreage needed. Materials were provided to members that indicate the acreage needed depending on drive length.

Ms. Liebig asked if maintenance and retrieval shafts were about ten acres. Ms. Mallon said those sites would at most be about ten acres because there is much less activity occurring on them as compared to the launch shafts.

Ms. Mann asked about trestle bridges in the Delta that the trains cross. Has DCA determined if these trestle bridges would be a hazard for either the trains or the workers in the dig areas? Will the TBM be tunneling under the bridges? Ms. Mallon said future discussions will include much more detail about how rail and barging might be used. The amount of truck traffic is greatly reduced by using barge or rail. For the launch shaft that could be sited on Lower Roberts Tract, barging could be used to alleviate traffic off the roadways for delivering the concrete pre-cast liners. The liners will most likely be made in Stockton, as it is likely the closest location. Alternately, the liners could be made in Antioch. A map provided to members in the last meeting included the existing concrete batch plants. Members are encouraged to provide input on the use of barge, which is compelling to the project team because of its ability to take so many trucks off of roads like Highway 4. If 50% of the truck traffic could be reduced by using barge and rail, it seems that would be a benefit to the Delta.

Ms. Mann said if the barge is on the main river, such as Deep Water Channel on the San Joaquin, it would be less of a problem. The concern is about the simultaneous use of the waterways by barges and ships if barge traffic increases significantly. Where would barges be parked at nights and on weekends? Ms. Mallon said there is a barging specialist firm advising the team. Once the sites are settled on, the cumulative information on truck trips that SEC members have requested can be provided. Then, it can be considered how to reduce that truck traffic using rail and barge. The barging consultants would put together the details on how exactly the barging would work, and the same for rail; key experts would be brought in to determine how to make it work.

Ms. Mann said the key is to keep the barges off of the narrow sloughs. Ms. Mallon advised looking at the barging maps provided at the last meeting showing the primary barging waterways and secondary waterways where smaller barges could reach. Members are welcome to comment on those maps, as the team saw few places that major barges could actually access.

Ms. Swenson asked about the timing of the scoping meetings. A ton more scoping letters would have been received by residents from Locke and Walnut Grove if they were aware of not only the intakes but about all the other project components that are required. It feels like the scoping meetings are ill-timed compared with the information that is being given to people who are going to be directly affected. This presentation is helpful to amplify to the communities of Locke and Walnut Grove that it's not just the intakes or the impacts of that construction, but it's the cumulative impacts of launch shafts, maintenance shafts and reception shafts that are all going to directly affect residents for a very long time. The scoping meetings did not provide enough information about the realities of this project and impacts for anyone to be able to provide worthwhile scoping comments. If you really want to do this right, do the scoping meetings providing the actual information they need so that you are aware of what the impacts will be on the communities sitting in ground zero. Ms. Buckman said that scoping is often a frustrating process because it comes at the beginning of the project when not much is known. Scoping is required in order to publish and collect information at the up-front part of planning so as much of the information can be used as possible. Scoping is not the end

of opportunities to provide public input; there will be many continued opportunities. Scoping is the start of a process.

Ms. Swenson said that the information provided in this SEC meeting should have been provided at the scoping meeting because it was known at that time. It feels like you know what the plans are but have chosen to be very narrow about the scoping process and only give a limited amount of information out at a time. It is frustrating because the people who actually live there have an absolute, fundamental right to be given clear information and clear ideas about what you propose to do to their property, communities and long time, multi-generational farmland. There was no mention of launch shafts, maintenance shafts or retrieval shafts at scoping meetings. How can you do this process right if you are not disclosing this information up front?

Ms. Keegan asked Ms. Buckman if more information will be shared with the public as the CEQA process progresses.

Ms. Buckman said the shafts were mentioned in the NOP and this is not the first time that shafts are being discussed. The purpose of scoping meetings is to hear from people about their concerns. The SEC has had five 3-hour meetings in order to thoroughly review information and materials. It is difficult to convey 15 hours of information in a scoping meeting when the time is meant for listening to commenters.

Mr. Bradner mentioned that the maintenance and retrieval shafts shown on the backside of the intakes are actually attached to the intake structures. Mr. Ryan has been showing these shafts each time he has shown intakes; they are not new elements to the project.

Ms. Barrigan-Parrilla said as barge traffic is analyzed, be aware that there is a skulling center being proposed on Port property in the Deep Water Channel. There needs to be thought about what to do with people-powered boats.

Mr. Moran said that the Frank Tracts Futures Project with State Parks, located across the Deep Water Channel from the west side of Bouldin Island, is currently in in the planning process and coordination might be merited in regards to a barge landing in the area where boat traffic is being funneled. Also, the Delta National heritage area might have some overlapping areas or interests to help connect some dots along the way.

Ms. Keegan opened public comment for agenda items.

Osha Meserve, Local Agencies of the North Delta, said she agrees that there is lack of detail in the NOP which causes frustration when trying to provide meaningful responses. This is a huge project with many components and the public deserves to see all of these in the NOP. Any day levee failures are concerning, not just sunny day failures. Therefore, the JPA and DWR should be fully supporting Delta levee funding in the state budget and the upcoming resiliency bond.

Regarding the SEC Question Tracking Document, there were quite a few questions about groundwater, including questions 4.15 and 4.28 on pages 6 and 10. The JPA and SEC should be made aware that changes in river water levels are significant and unavoidable impacts in the prior review. This happens because when you lower the water level of the river, you lower the recharge. It is a huge issue for folks complying with SGMA.

Question 4.21 says DCA will coordinate with RD's. There has never been coordination. Some of these were cooperating agencies under NEPA, however there has never really been a track record of that. There should be follow-through on that issue.

Question 4.22 says it is difficult to compare the WaterFix with the new Delta Conveyance Plan. She had a map made showing the intake sites were the same, the answer does not do justice to the truth.

Ms. Meserve was surprised to see that the access road straight through Stone Lake Wildlife Refuge is indicated in green as high-quality access road. The Refuge and the Friends Group has been clear this is unacceptable. It goes right past the visitor center and right through a sensitive area, as well as through the town of Hood. It looks like there are also maintenance and reception shafts planned within the Refuge boundary that is designated by Congress from which the Official Wildlife Service can then purchase lands for conservation purposes. It doesn't look like the criteria has taken that into account.

5. PUBLIC COMMENT – NON-AGENDA ITEMS

Ms. Keegan opened public comment for agenda items.

Mr. Whaley said a private developer would not do the project in this way. First, it would be determined whether the Delta Stewardship Council would even certify a project, next, whether or not the State Water Resources Control Board would even allow it to be done. Thirdly, a conversation would be needed with Fish and Game to find out what is anticipated to be their statement that these intakes are not properly placed. The first thing a developer would do is determine the existing infrastructure of the Delta. There is an expected 10 years of construction and no sewer connection in Hood. Current day, at 7:30 am, 350 cars drive off of I-5 and take River Rd. to get to town. Has an updated traffic study been done to know what's going on? Now there is discussion about going through the town of Franklin. Going through the town of Franklin between 8:00 am and 3:00 pm is gridlocked with cars because of school traffic. If that's the plan, that study must be done, as well. In 1986, Hood Franklin Rd. was under three feet of water in heavy rain. It doesn't make sense to use that road as the major way to complete construction. If the existing levees are not maintained, there won't be a place to put this project. Money needs to be spent up front to make sure that the system that's there will function. One breech will destroy the $50 billion tunnel that supplies no water.

Mr. Gaston, Greater Delta School District, said there have been three prior state projects that were delayed and caused significant issues for schools. A power line was hit and caused power outages. The wind caused dirt and dust to go through the school. The noise from construction interfered with instruction and the kids could not go outside because they wouldn't be able to focus. Schools all run on well water, so everything pulled in and out of the ground causes issues to the drinking water and irrigation for landscapes. Napa recently tried to use recycled water and several thousand trees died due to salinity. Access points on property and adjacent properties were a huge concern, even though the school worked with the state to ensure no trucks came through their property. The schools had adjustment routes and time frames. It would have a huge impact considering the duration of the project. Transportation is a huge consideration. Buses are 104" wide and can't be on the road at the same time as a big rig. Buses go through

every side road and every levee road. Just repainting the bridge required the hiring of extra bus drivers and extra staff. Bus routes are in use all day from around 4:45am-6:00pm.

Mr. Keegan encouraged the comments be submitted in scoping for CEQA process.

Ms. Mallon stated DCA will follow up and try to access school bus routes in the Delta.

Dominick Gulli, Reclamation District Civil Engineer, said the alignment should take into consideration the McDonald-Diamond gas storage field on McDonald Island. Google "Red Adair" for more information.

6. FUTURE AGENDA ITEMS

Ms. Keegan provided an overview of the next SEC meeting. We will have a member roundtable on tonight's presentation and discuss tunnel alignment refinements and South Delta facilities siting and design.

Ms. Mallon noted maps will go out as soon as possible, as well as full size maps. The hope for the next meeting would be to pencil through the alignments some more. Once the launch shaft sites are identified and all that is left to do is determine the line to get to the next one, there are not many options, in terms of areas are that able to handle significant amount of construction traffic and use. As we look, we are not finding a lot of alternatives.

The next SEC meeting will be Wednesday, March 11, 2020 at 3:00 pm at Willow Ballroom, 10724 CA-160, Hood, CA.

7. ADJOURNMENT

Ms. Keegan adjourned the meeting at 6:06pm.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING
Wednesday, March 11, 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 at Willow Ballroom, 10724 CA-160, Hood, CA 95639 at 3:01pm.

Director Palmer explained that Ms. Keegan's absence was due to health precautions and reminded to try to keep as much distance from one another as possible.

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, Cecille Giacoma, David Gloski, Douglas Hsia, Isabella Gonzalez-Potter, Jim Wallace, Malissa Tayaba, Mike Hardesty Philip Merlo, Peter Robertson and Sean Wirth. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance. Tribal representative alternate Jesus Tarango also attended.

Committee members not present included Barbara Barrigan-Parrilla, James Cox, Karen Mann, Lindsey Liebig and Dr. Mel Lytle.

DCA Board Member in attendance was Director Sarah Palmer (Chair). In addition, DCA and DWR staff members in attendance were Kathryn Mallon, Valerie Martinez, Joshua Nelson, Phil Ryan, Andrew Finney, Graham Bradner and Carrie Buckman.

Ms. Palmer reviewed housekeeping items. Members should sign in for accurate record-keeping. Members of the public can fill out and submit speaker cards in order to speak during the public comment period. Meeting is being filmed and webcast live and will be posted on the website following the meeting. The meeting space has been rearranged to allow for additional space between workers and members. Due to the spaced-out nature of the meeting, some may not be captured on video while they are speaking. Members are asked to speak into microphones so their comments can be heard and recorded. Please be mindful of cameras and walk behind them if leaving the meeting. Emergency exits were reviewed.

Ms. Palmer provided an overview of materials provided to SEC members and members of the public. Documents were printed and provided on flash drives for SEC members. These documents included the current meeting agenda, meeting minutes from last meeting, question tracking packet, meeting presentation and a map book.

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.

The meeting agenda was reviewed.

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

Ms. Palmer asked if there were any comments on the minutes, which were distributed to members, provided as hard copies at the meeting and posted on the website. Any changes can be reported to Jasmine Runquist. No objections or changes were reported.

4. DISCUSSION ITEMS/PRESENTATIONS

[Editor's Note: Item 4 is a single discussion item. Subparts are listed for clarity.]

a. SEC Questions on Previous Technical Presentation

Ms. Mallon thanked members for their attendance, especially in light of the COVID-19 situation. The first agenda item is for members to ask any questions or provide feedback from constituents on the presentation from the last meeting. Comments are exclusive to the previous topic. Time has been reserved at the end of the meeting for non-agendized topics.

Ms. Mallon said a full conceptual alignment is being presented today and she wants to ensure enough time for questions to be asked. At the last meeting, the focus was on the maintenance shafts and retrieval shafts; it was on the heels of talking about the launch shafts. The tunnel alignments along both corridors are divided into four drives, which means there would be four TBMs tunneling about an average of 10 miles. That would be a 40-mile length on both proposed corridors. It was discussed there would be a maintenance shaft every four to five miles along the tunnel drive to allow for preventative maintenance on the machine. Retrieval

shafts at end of the drives will be used to pull the TBM out of the ground. Shaft sites are much smaller than the previously discussed launch shafts site at about five to 10 acres instead of 100 acres. At the last meeting, we also reviewed layouts and truck traffic, and also reviewed the process for screening and selecting facilities.

Ms. Mallon asked if there were any questions or comments on maintenance or retrieval shafts and noted that conversations that stray off-topic might be cut off.

Mr. Hsia said he visited an active launch shaft for a tunneling project along with three DCA staff. The site was in Santa Clara [editor's note: the site was actually located in Redwood City] and the project was for purposes of sewage. The launch shaft site sits on 4.5 acres and is tunneling for 3 + miles. Features that were noticed included the perimeter surrounded by a silt fence to prevent any water from breaching the construction site. There was muck management happening on the site. Trucks were entering and leaving site travelling to Tracy every day to deliver muck.

The noisiest equipment observed at the site was the water cooler and the ventilation. The sheet piling which was supposed to be silent, was not observed during visit. It had already been done when prior to the visit. There was an escape route for an endangered mouse, when they get to Bair Island. The tour also featured a visit to the tip of the TBM. When TBM tunnels, sound is not heard on surface.

Ms. Mallon asked if the tour was helpful in reference to the proposed project.

Ms. Hsia said the site he visited might not be proportional to the proposed project. Ms. Mallon said a larger site in Los Angeles could be visited but it is a longer trip. This site visit was the closest one. If folks would be interested in a tour at the Los Angeles site, please indicate your interest in an email.

Mr. Hardesty asked if the project sites will be seen from the freeway. Are the sites going to be recovered afterwards and not be an eye sore? What will shaft sites look like at end of project?

Ms. Mallon said that end use will be a topic for a future meeting. It may have to do with dual benefits that may be incorporated in the project. DCA plans to solicit SEC feedback. The goal is to leave the project as discreet and small as possible.

Mr. Hardesty asked what percentage of sites will be recovered. Ms. Mallon said this will be good discussion for a future meeting; to figure out what sites will look like at the end of construction.

Ms. Martinez asked if there are any further questions on this topic. She mentioned to the committee that this is the point where they'd like to gather as much information as possible as the process is moved forward.

Ms. Swenson said landowners have asked when DCA would contact them and by what process will land be taken. It didn't seem like even 3% of the people she has spoken to would willingly give up prime farmland for the project. When will landowners be notified that their properties are the targets and by what means does DCA intend to take their land?

Ms. Buckman said DWR sent all landowners within corridors (over 14,000) were sent scoping notices that asked them to weigh in during scoping . The process for real estate and ROW follows decisions about the project, so it is far away and will be a process undertaken by DWR.

Ms. Swenson asked what landowners should do if they didn't receive a scoping postcard. Things have been sent out that landowners never received. Ms. Buckman said landowners should please email DWR's general Delta Conveyance or scoping email address. If DWR receives a note sent to either address, DWR will respond and ensure the landowner is added to the mailing list.

Ms. Martinez asked if any other technical elements need discussion. A lot of information was shared at the last meeting. It would be appreciated to receive any sort of response or technical guidance. Members said that having a blank canvas during this exercise has been difficult, so we are trying to reverse the process and instead provide members with a conceptual layout on which they can provide feedback. The next part of the conversation should help with that.

b. Integrated Project Siting & Logistics: Central Corridor

Ms. Mallon said at the last meeting the suggestion was made to present proposed sites and then let members comment, rather than the open-ended approach. This led to today's presentation which includes conceptual sites for the necessary facilities along both the East and Central Alignments. This is what is provided in the map books distributed. The presentation and map books also include the logistics work being proposed, including road improvements, new roads in certain locations, bridges, bridge work, barge landings and rail. This is the precursor work needed to take place prior to initiating construction at the tunnel sites.

The information from today's meeting is also provided on a flash drive for each member. Proposed alignments and layout plans are provided in broad terms, but give sense of size and scale. Construction duration, logistics routes, rough truck traffic estimates are also provided. Mr. Ryan will be leading the presentation and members are encouraged to ask questions throughout the presentation. Some facilities in the South Delta will be shown for the first time and will be discussed in more detail at next meeting, but the whole system is being presented for this meeting so members can think holistically.

Mr. Ryan reminded members of the disclaimer that explains this information may change as the engineering team works with the environmental team. The presentation will first review the Central Corridor site plans, starting from the north and going south. The information shown is based on a 6,000cfs flow capacity, with two intakes that are 3,000cfs each. Site plans were shown for Intakes 2 and 3 and for Intakes 3 and 5. As a reminder, theses intake sites were selected because of their characteristics relative to the river, the developed community, and their proximity to other sites. Intake 2 is the shallowest and Intake 3 is the deepest. When the intake structures are actually designed, Intake 2 will be the longest and Intake 3 would be the shortest for the vertical plate screen option. The dashed blue line shows the tunnel between the intakes. Regarding access to the intake sites, the idea is to put a support site/park-and-ride lot at the I-5 interchange off of Hood Franklin Road for delivery consolidation, employee parking and a temporary batch plant. The employees would be bused from this lot to the intakes. There would also be trucks that travel between the batch plant and the intakes. Hood Franklin Road would be widened until just over the slough, and then a new haul road would be

developed at the base of the old railroad levee at the back of the fields up to each intake site. The concept is to alleviate traffic on Hood Franklin Road. Details have not yet been developed about whether there would be dedicated truck lanes on Hood Franklin Road, but the new haul roads would just be for construction traffic. Those roads could become permanent roads that are used for sediment removal after the project is constructed.

Because Intakes 2 & 3 result in a longer tunnel, an extra maintenance shaft is needed between the intakes and the Launch Shaft site. This maintenance shaft is shown placed at the edge of the Stone Lakes area where Lambert Road goes over. The concept is to develop a new interchange off of I-5 on Lambert Road. This interchange could also be used for the intake and tunnel support traffic. Lambert Road is currently not heavily used because there is no interchange from the freeway. Shown are the same haul roads that would allow serving the intakes and some of the facilities further south so that construction traffic would be reduced on the existing roads in the area.

Mr. Wallace asked if Hood Franklin would be widened or if a parallel haul road would be constructed. Mr. Ryan said Hood Franklin will be widened. Whether or not the new lane(s) is dedicated to construction traffic, or not, has not yet been determined. It could be a wider road for everyone that is shared.

Mr. Wallace said the Hood Franklin interchange is a clover leaf already and asked what kind of improvements are necessary to go over I-5? Mr. Ryan said it's mainly about how offramps interact with roads to make it more efficient for traffic coming out of the consolidation center (Support Site). A member of the team who is specializing in roadwork could provide more information.

Mr. Wallace said east of I-5 on Hood Franklin is a busy road because it dumps into the school right there in Franklin and may create a bottle neck going east, unless that road is also improved. Mr. Ryan said that is good feedback that the team will record.

Mr. Wallace said haul roads have a specific purpose and are usually just designed for a project. Would the proposed new haul roads be removed and reclaimed at the end of the project? Mr. Ryan said the post-construction plans for new haul roads will vary depending on feedback and other analysis throughout the process about how to remove sediment from sites. The amount of sediment trucks required will vary with conditions and have not yet been quantified. This topic will be discussed more at a future meeting once the calculations have been better refined. The thinking is to keep the haul roads that are developed in the north after construction rather than using Hwy 160. The post-construction plans for the roads further south may be different, and the plan may also vary if Intake 5 is used.

Mr. Wallace asked if the sediment trucks Mr. Ryan was referencing are the trucks that are hauling muck out of shafts during construction or trucks that are removing sediment during operations. Mr. Ryan said that he was referencing the trucks that would be needed to remove dried sediment from the sediment basins at the intake sites. The calculations on the estimated quantity of sediment that will need to be removed will be developed later in the process. DWR will first need to perform the modeling on how the project will function to determine the amount of water flowing through the intakes.

Mr. Wallace asked if there would be a lot of trucks running on the roads once the project is built. Mr. Ryan said there will be trucks that are removing sediment. The amount of trucks will likely be higher in the summer, and the number of trucks will be higher in some years than others. The river sediment load is a lot worse some years than others.

Mr. Wallace said he is just trying to make the point that once the project is done, there will still be truck traffic.

Ms. Palmer asked if the truck traffic during maintenance would be a lot less than during construction. Mr. Ryan said the discussion would be more appropriate at a future meeting when more data is available.

Mr. Gloski asked where is the launch shaft. Mr. Ryan said the launch shaft will be discussed shortly, but noted that if Intakes 2 & 3 were selected for the proposed project, Intake 3 would include a maintenance shaft and Intake 2 would include a reception shaft. The prior WaterFix project planned for the launch shafts to be at the intake sites, but that is not being considered in the new conceptual plans.

Mr. Ryan then reviewed the conceptual site plans and logistics if Intakes 3 and 5 are selected. These two intakes would have the same road coming in and the same consolidation center (Support Site) at Hood Franklin Road, except the road going north would only feed Intake 3 and then there would be roads south. The presentation slide shows more than one road, but not all roads may be used because the team is still evaluating the options.

Ms. Mallon said it would help to hear from members about the Support Site being considered. The Support Site would contain all employee parking in order to prevent worker traffic to the intake sites. The idea is for employees to park there and take an electric bus to the intake sites in order to reduce traffic on the roads. Deliveries could also come to the Support Site and then timed to be delivered to the intake sites during low traffic periods. These are the ideas incorporated to reduce traffic effects, but the Support Site does create a footprint. Feedback from members in this regard would be helpful.

Mr. Wallace said there is a currently a temporary construction site at the corner of Hood Franklin and 1-5 that is possibly owned by CalTrans. Hood Franklin is a heavily travelled road and is everyone's way into Elk Grove from Courtland, Hood and all over.

Ms. Swenson said instead of prioritizing a construction lane, there should be a dedicated road for residents and for moving farm equipment. The construction traffic should be timed to be most advantageous for the people of the Delta. There should not be an assumption that the construction project has priority.

Mr. Moran asked if there could possibly be two roads to the intake sites that could be alternated. Mr. Ryan said that's the idea of having Lambert and Hood Franklin. Mr. Moran asked if there would be traffic on both roads every day, or if the truck traffic would be on one of the roads on certain days and on the other road on the other days. Mr. Ryan said various options would be considered, such as choosing the lowest traffic windows. It may be better if the route is I-5 to Lambert Road, especially if Intake 5 is selected. The traffic could also be divided by intake, if Intakes 3 & 5 are selected. Mr. Moran said he's thinking about minimizing

impact and showing there is a lighter day and a heavier day so that local folks can make a choice on which route to take.

Ms. Whaley asked if there has been investigation into extending Elk Grove Blvd. instead of using Hood Franklin Road. Mr. Ryan said an analysis was done on the existing roads, but if a road goes through Stone Lakes Wildlife Refuge, it will not be considered.

Mr. Ryan introduced the slide for Glanville Tract Launch Shaft Site. A launch shaft siting analysis was conducted and this site was selected because the access at I-5 means most of the traffic can be confined to a small area adjacent to the freeway and the shaft site. There will be some impacts to Twin Cities Road, Franklin and Diersson, but the impact was much less than with some other options for moving trucks off the freeway. The main site would be for segment delivery, concrete batching, employee parking and RTM storage. The shaft site is across the freeway.

One of the big advantages of this location is the ability to make bulk deliveries by rail via the Union Pacific and a depot that would be developed. The conceptual site footprint shows the area that would be needed for all the activity that goes on at the site. As a reminder, the sites can require up to 400 acres.

Ms. Swenson asked how many acres are depicted on the presentation slide for the Glanville Launch Shaft Site footprint and how many acres are specifically for RTM storage. Will the RTM storage be on the site long term, or only during drying? When will the land used for RTM storage be relinquished from the project and allowed to go back in production, if possible? Mr. Ryan said the drive site itself is around 20 acres. Mr. Bradner said the area labeled RTM storage area is about 200 acres; the area to the south of Diersson is about 300 acres. In regards to duration, it will be based on ultimate decisions about RTM and how it could potentially be beneficially reused. Mr. Ryan said later in the presentation there will be slides regarding construction activities by year. When the shaft is active, the RTM area will also be active. What is ultimately done with the RTM will determine whether the site remains as an RTM storage area or if the RTM is moved to another area.

Mr. Gloski asked if there would be a conveyor belt going from the launch shaft to the RTM storage area. Mr. Ryan said there would be a conveyor taking materials from the launch shaft to the RTM storage area. (Note: This is now shown on the corrected drawings.)

Mr. Cosio said there is no levee on the east side of the proposed RTM storage area. It floods quite a bit and is called Franklin Pond. Is DCA going to build a levee there? The Glanville Reclamation District relies on the railroad embankment as a levee, even though it leaks when the water comes up. Mr. Bradner said DCA is working to understand the issue and understands that it's a complex mechanism. There's not an upstream levee to block the flow and it flanks around the top of the Cosumnes River levees. At this stage, DCA is working on a perimeter berm to ensure RTM is contained and isn't able to travel during a flood. Details are still being worked out and DCA intends to be coordinating with the Reclamation District (RD) and any others who have interest.

Mr. Wallace asked how high the RTM storage elevation and the perimeter berm would be, because the airport there would have Part 77 airport space restrictions for penetration. Mr.

Bradner said the perimeter levees themselves would probably be at most 10 feet tall, but the height of RTM storage depends on the tunnel size. The height of stockpiles isn't yet known but estimates could be as high as 20 feet for maximum production and if RTM was contained in the storage area. The project will need to account for FAA restrictions on take-offs, landings, orientations, etc.

Mr. Ryan said moving south from the Glanville Tract Launch Shaft Site there is a maintenance shaft shown at New Hope Tract. As a reminder, TBM comes in at a maintenance shaft, gets tested, parts are replaced as necessary and maintenance is performed that requires access to the face of the TBM. Maintenance shafts are an important feature of the project to ensure proper care of the TBM's as they continue on their long drives. Maintenance shafts are relatively small sites and the acreage depends on their elevation. The largest maintenance shaft is about twenty acres, but most maintenance shaft sites are approximately 10-15 acres. If the Central Corridor is selected, improvements would be needed to Walnut Grove Road because it would be used for accessing New Hope Tract Maintenance Shaft and for getting to the next shaft on Staten Island. There would also be road improvements to Vail Road and Lauffer Rd, and a new haul road would be needed at the very end to get to the site.

Mr. Hsia asked why West Walnut Grove Road would need to be extended from the railroad to Mokelumne River. Mr. Ryan said the road would be extended because it would provide access to the next shaft, which is on Staten Island and will be discussed momentarily.

Mr. Ryan said going south from the New Hope Tract Maintenance Shaft, the next site would be the Staten Island Maintenance Shaft Site. This site would be accessed using Walnut Grove Road and the existing bridge to Staten Island Road. Developing maintenance shafts generates a relatively low number of trucks for which the existing bridge is expected to be suitable. Road improvements would consist of pavement overlays all the way down to Staten Island Road. The portions of Staten Island Road that are dirt will be paved to minimize dust generation.

The next stop going south is the Bouldin Island Launch Shaft Site, which is a fairly big complex. As was mentioned in the siting studies, the goal is to have two modes of transport to all launch sites. Bouldin Island has been evaluated quite a bit and this launch shaft site was chosen mainly because of the geotechnical issues on Bouldin Island. A new barge landing would be built in Potato Slough where some of the segments and bulk deliveries will come by barge. It is close to the San Joaquin Deep Water Ship Channel, which is already an industrial ship channel. A new interchange would be built on Hwy 12 to minimize disruption of trucks trying to get off Hwy 12 onto the island. There would be improvements to bridge over Little Potato Slough and road-widening and surface improvements all the way back to the freeway, including some work on the off-ramps on Hwy 12 at the freeway.

Mr. Bradner said DCA is currently determining improvements to existing levees on the launch shaft sites. Construction will be taking place at these sites for several years and it does seem appropriate to look at improving those existing levees as a risk-reduction measure. This is being considered rather than the ring levee concept.

Ms. Swenson asked if DCA is only considering levee work for Bouldin, or also for levees across from them. It's an interconnected system and when one area is improved but another isn't, that area can be put at risk. Mr. Bradner said risk transfer will be part of the analysis and

evaluation moving forward. At the moment, the effort is to understand the conditions of the Bouldin Island levees and evaluating the potential impact on the tunnel drive site.

Ms. Swenson asked how many acres is the Staten Island Maintenance Shaft. Mr. Ryan said all of the maintenance shafts are in the 10 to 20-acre range, and most are 10 to 15 acres.

Ms. Swenson asked how many acres of the Bouldin Island Launch Shaft Site would be used for RTM storage. Mr. Bradner said the site is about 250 acres or so.

Ms. Swenson asked if DCA is working with the Reclamation Districts to ensure there is great data, experience and all the goodness that Reclamation Districts can bring. Mr. Bradner said the DCA is working with Reclamation Districts.

Mr. Ryan said moving south from Bouldin Island is the Mandeville Maintenance Shaft Site. The presentation slide shown is an overview that shows the Mandeville Maintenance Shaft and the Bacon Island Reception Shaft. These islands are relatively hard to access, so this slide shows the whole system for how these sites would be accessed. Coming up from Hwy 4, there would be a new bridge over the EBMUD Mokelumne Aqueduct and the railroad. There would be improvements to the road along the railroad. A new bridge would be built to get onto Bacon Island because the current bridge and configuration would not be sufficient for the traffic. To avoid driving on the levee roads, a new road would be developed on the interior of Bacon Island with access to the reception shaft, and then continuing north to a new bridge onto Mandeville Island. There would be a road through Mandeville Island up to the maintenance shaft site. Ms. Mallon noted that the slide has a mistake and should say Mandeville Island Maintenance Shaft instead of Mandeville Island Reception Shaft.

Mr. Moran asked if the proposed new barge site on Bouldin Island would be used to transport RTM once it is tested, dried, etc. Mr. Ryan said it hasn't been determined yet what the RTM will be used for, but barges could potentially be used to transport RTM from this area. Barge would be the best way to get RTM off of this island.

Mr. Hsia asked what is the sequence of the construction of all the shafts. Mr. Ryan said he will be discussing construction sequencing in detail later in the meeting.

Mr. Hardesty asked if the new bridges constructed for the project would be permanent or temporary. Mr. Ryan said the idea would be for the bridges to be permanent, but if there was opposition to that idea it could be discussed further. However, DWR will most likely need to be able to access these shafts. There will need to be something left, but it is not yet known how robust that access needs to be.

Mr. Gloski asked if the proposed new barge landing on Bouldin Island is on the south side of the island because it is more barge accessible than the north side. It would be closer to Hwy 12 if it was on the north side. Mr. Ryan said the preference would be to have the barge landing closer to the shaft than closer to Hwy 12. Mr. Bradner said having access from the barge site to the shaft would help avoid the use of Hwy 12 because the barge site would be used for major material loading and off-loading. DCA wants to avoid crossing Hwy 12. Mr. Ryan said barging up the Mokelumne River is much more challenging as well and would be more disruptive to the people in the marina.

Mr. Gloski said one thing to consider about the location of the proposed new barge site is that the area is popular for weekend boaters. The series of little islands in that area is referred to as "the bedrooms" and there will be a lot of boats out there every weekend. When it comes time to site the barge landing, it will be important to visit the site and perhaps talk to some of the people who recreate in that area. Ms. Mallon asked if a weekend barging restriction would be helpful, and Mr. Gloski said yes. Ms. Mallon asked how the area looks during weekdays in the summer. Mr. Gloski said it depends on whether the Tiburon Yacht Club is there or not.

Mr. Robertson said the bedrooms are a cornerstone event for Delta boaters. The area gets packed frequently, and on long weekends especially. North Delta people and Bay Area visitors visit this area and it gets a lot of use.

Mr. Gloski said there are also some commercial interests there, as many visitors head to the area restaurants in the morning. Because the location is very natural, there could be some aesthetics considerations in placing a barge landing there.

Ms. Mallon asked if this site was considered for Reclamation Districts to pick up access material to use for their own needs, would RD's want to conduct those pick-ups on weekdays? Mr. Cosio said yes.

Mr. Hsia said when barges move through Walnut Grove, the bridges have to open up, which holds up traffic on the local roads. Barges are very disruptive. Mr. Ryan said the logistics routes have been planned carefully concerning barges and have intentionally avoided barge routes that cross bridges. Right now, there are only two areas where barging is being considered.

Mr. Gloski said DCA might consider getting the barge landing right out on the San Joaquin River, west of where it is currently shown on the conceptual site plan map. Ms. Buckman said DWR is considering the need to incorporate habitat mitigation efforts as part of the project and doing that close to an area where RTM is located would be helpful as part of that mitigation. The idea was to leave that corner on the San Joaquin River open because it would be suitable for habitat restoration. This is part of the reason it was avoided for a barge landing.

Mr. Gloski said there is currently a lot of habitat restoration going on in Franks Tract. Ms. Buckman said separate mitigation efforts will be needed for the expected impacts of the Delta Conveyance project. Other ongoing habitat restoration efforts do not count towards the additional mitigation that will be required for this project.

Mr. Gloski said that most people will associate the two since the projects will be occurring in a parallel manner.

Mr. Swenson said Delta bridges are part of the Delta's appeal. How is the historic value of a bridge retained if a bridge is upgraded to a modern level? Who is involved in the process of determining which bridge will receive an update and how the upgrade will be done? Will DCA invite stakeholders from the community to have input? Ms. Buckman said it will be evaluated in the CEQA process.

Mr. Wallace asked if the aggressive amount of infrastructure on Bouldin Island has anything to do with who owns the island. Ms. Mallon said Bouldin Island was selected because of the constraints around drive lengths. With 10 to 15-mile drive lengths and trying to avoid Staten Island for a major launch site, Bouldin becomes the only option with major road and barge access. Bouldin Island is right along Hwy 12 and the San Joaquin River Deep Water Ship Channel. When DCA was looking at the criteria for launch shafts, which are the major centers for construction of the tunnel project, Bouldin Island had some features that made it suitable. There isn't another island in the Central Delta alignment that has those features. Mr. Ryan added that Venice Island, immediately to the south of Bouldin, is completely inaccessible.

Mr. Ryan showed a close up of the Mandeville Maintenance Shaft Site and then a close up of the Bacon Island Reception Shaft Site. The existing bridge for Bacon Island would be kept open while a new bridge is built. As a reminder, all of this information is still conceptual and more detail and definition is still being developed.

Mr. Gloski asked if new bridges would be built to certain height specifications in consideration of boaters. There will be an advantage if boaters are not waiting for bridges. Mr. Ryan said new bridges will be built high enough for boaters to pass under. Ms. Mallon noted that construction trucks will also not want to wait for bridges to lower in order to get across.

Mr. Ryan showed the last maintenance shaft on the Central Corridor, the Byron Tract Maintenance Shaft Site. It is adjacent to Discovery Bay. Since it is a maintenance shaft, it is not a major worksite. As a reminder, this is where the TBM will be serviced as it approaches. A new road is depicted coming up from Hwy 4. Because the frequency of traffic is less in this area, there isn't a sophisticated interchange needed, but there will probably be some turn pockets. Please note that the slide mistakenly labeled the road south of Hwy 4 as a New Haul Road, but it should have actually labeled it as a New Access Road, as it will be used to access the Southern Complex.

Mr. Ryan then showed the conceptual site plan for the Southern Forebay Facilities, which Ms. Mallon mentioned will be discussed in detail at the next meeting. This planning work for this is a little more developed, so some nice graphics will be available for the next meeting. The tunnel terminates at the Pump Station at the north end of the Southern Forebay. The Southern Forebay Site was selected through analysis of sites in the area and will be discussed in greater detail at the next meeting. The tunnels terminate in a shaft that can overflow under certain conditions, but normally they would feed into the pump station, and the pump station would lift the flow into the reservoir and then through a series of conveyance features that feed the state pumps. There is a Launch Shaft Site depicted, and the overall site is large in order to accommodate the Forebay, which is approximately 750 acres of water surface. The site would also contain RTM and peat storage areas. DCA intends to use RTM to build the forebay embankments. RTM processing and managing will generally be conducted inside the footprint of the reservoir. There will also be segment storage to feed the tunnel drive. A similar area will be included in the southern end of the forebay site to feed the southern tunnel drive. There would be a double tunnel between the Southern Launch Shafts and South Delta Conveyance Facilities because the project's capacity is to deliver to water to the Southern Forebay, and then match the capacity of the state pumps, which is about 10,500cfs.

Mr. Ryan said there is a lot going on in this area. The intent is to extend rail from the existing UP line to bring RTM from the north since not enough will be generated from the launch shaft in this area. RTM will be picked up from the railroad near Glanville and brought to the Southern Forebay Facilities Site. Because of the railway configuration and how it crosses Byron Highway and State's consideration of developing Hwy 239, DCA is consolidating development or the area with those plans to accommodate the railroad. The slide depicts the railroad coming up into the site and there are several sidings for loading and unloading segments and RTM. Byron Hwy would be re-routed, and the old highway bed would be used as an access road to the site, coming off the existing highway, especially early in the project. A bridge would be needed to clear the railroad. A new access road would be developed in a fairly unpopulated area to connect the facilities to the existing Banks Channel, and there are two control structure there, one for the new project, and one to allow both the new and existing project to be operated together.

Ms. Swenson asked if there are historic railroads, would DCA build a parallel railroad? If RTM can't be reused, what would DCA do with the RTM and how would the project supplement the materials needed for the project? Is there any plan to upgrade the aqueduct that connects with the project since it is currently subsiding, is at a very heavy earthquake risk and is losing 30% of its water because it is not enclosed? Is there any plan for this project to correct that so we aren't building a multi-million dollar plumbing system and then putting it in a sieve?

Mr. Ryan said to his knowledge the conceptual plans are not adjacent to any historic railroads and clarified that the project would be off to the side of the railroad beds along Stone Lake rather than on them. The railroad in the Southern Forebay area is not a historic railroad.

Mr. Ryan said the aqueduct downstream is a separate state action. Ms. Buckman said the state is looking at infrastructure throughout the State Water Project and identifying necessary improvements.

Regarding Ms. Swenson's questions about RTM, Mr. Ryan reminded members that the team that studied the ITR did not study the RTM to the extent that it has been studied by the team working on the project. Mr. Bradner said there was follow-up presentation to the DCA board in which the ITR representative leading the effort said that the RTM could potentially be used for the purposes proposed. The ITR was referring to structural fill, but in follow-up conversations about what was intended for the project, the ITR representative was starting to contemplate that it could potentially be reused. From a geotechnical perspective, DCA is confident that the material meets specifications. Further evaluation will be conducted to determine if RTM does in fact meet all the requirements for embankment fill, but based on the work that has been performed to date, it does appear to meet all the geotechnical requirements. There is some additional study going on for metals content and other effects of the conditioners that will be used in the tunneling operation to ensure that it is truly appropriate, but indications are that the tunnel material will be reusable. The team is heading in that direction but will keep vetting it out.

Ms. Swenson asked if there would be a third-party verification of RTM's usability so the public knows it's not DWR's sole decision and that it's a decision based on the realities of science and research. Ms. Mallon said there will be documents to support the conclusions when the geotechnical work is completed.

Mr. Merlo said there is strong Spanish and Anglo evidence from the early 19th century that the area portrayed on the slide as the spoils area near the Southern Forebay was once heavily populated with Delta Yokuts. What type of archeological studies will take place in this area? Ms. Buckman those studies will take place primarily through the CEQA process. DWR is conducting AB 52 consultation as well as consulting under DWR's tribal policies with tribes that may not be listed under AB 52. There is an extensive outreach process to obtain as much information as possible.

Mr. Robertson asked if the project's workdays would be five days with double shifts. Will barges or other commercial vehicles be moved on the weekends? Ms. Mallon said DCA can make those restrictions on construction barges; these are the types of comments needed from SEC members. Mr. Robertson asked for weekend barging restrictions to be considered.

Ms. Mallon clarified that tunneling is planned for five days per week, but there is maintenance planned on Saturdays, so it would be a very light day with no tunnel boring. No work is currently planned for Sundays.

Mr. Gloski said he won't be able to attend the next meeting when the Southern Delta facilities are discussed in detail. There is currently a problem with algae in the South Delta during the summer. Could the project perhaps help address the bad water and algae, either through its design or through mitigation efforts, by taking some of the water and flushing it back into the Delta if there is a challenge there? Ms. Buckman said the issue can be considered when mitigation is discussed, but the process is not there yet.

Mr. Wallace asked if the Southern Forebay is an above ground facility, and if so, how tall is the levee that will create the forebay? Mr. Bradner said the top elevation currently in consideration is 28 ft. For comparison, Clifton Court has a reservoir rim of about 15 ft. In terms of natural ground surfaces in that area, they range from a minimum of about -8 along the eastern side up to 13 on the embankment on the western side of the Forebay.

Mr. Wallace asked if the Forebay would be subject to the Division of Safety of Dams (DSOD) codes. Mr. Bradner said the Southern Forebay would be a DSOD jurisdictional facility.

Mr. Wirth asked to discuss the slide with Intakes 2 and 3 in the area near Stone Lakes Wildlife Refuge, which is one of the most threatened wildlife refuges in the country. Part of it is constrained by urban development to the east and north. Putting in the haul roads as currently configured would add impacts to the west and south, further threatening the area for sensitive species. On the Staten Island Maintenance Shaft map, a maintenance shaft is depicted in a pinch point to the east of Staten Island Road. That area has been a very successful roost site for the Greater Sandhill Crane over a great number of years. Sandhill Cranes require very long sight lines in order to consider using a roost site. It would be much better to find a spot for the maintenance shaft where the island is a lot wider. Keeping it in the place it is shown on the map would mean it is no longer available for a roost site. A lot of the cranes use Tyler Island because it is a very good placement for a roosting pond. Ms. Mallon asked Mr. Wirth where on the map would be a great spot for the maintenance shaft. Placement of maintenance shafts is pretty flexible. Mr. Wirth said it would be better if it were placed further south because the island is wider further south, but then it would not be on the tunnel as depicted in the map. Ms. Mallon

said the tunnel would be moved to that shaft. Mr. Ryan said placing the maintenance shaft at the widest part of the island would be a little too close to the drive shaft, but the team can definitely look at it. Ms. Mallon asked if it would help to get further off the road. The intent was to go along the corridor of the road to minimize adding new roads, but if adding a new haul road would help access a better spot, it could definitely be considered. This is one reason Mr. Wirth is on the committee; to help with siting facilities in light of the concerns of terrestrial species. Mr. Wirth said he can discuss it further. Further south the island is wider, significantly better and won't have as much impact on the roost sites long term. The northern end of the island tends to be a flood zone to create roost sites because it is so close to Tyler Island, a good foraging area for the cranes. It should be discussed in greater detail.

Ms. Swenson asked what kind of studies have been done to ensure that the noise and vibrations from tunnel boring won't affect the cranes? How do we know that the cranes will stay? Mr. Wirth said there were studies performed in the last project. Ms. Swenson said she'd request that this be studied because the cranes are a highlight of the Delta. Ms. Buckman said this will be studied in CEQA but members are encouraged to submit scoping comments requesting specific analyses.

Mr. Tarango said that he appreciates Mr. Merlo's comments about the Yokuts and Mr. Wirth's concerns for the cranes. It is disturbing to see that the project would consider other options on behalf of the cranes when tribes have already expressed that the intake locations affect sacred, religious sites. Why are the intakes not being moved for tribal people? All three intake sites are highly sensitive. Tribes are still waiting for responses to their AB 52 consultation requests. While there is appreciation for being part of the process by serving on the SEC, it is hard to participate when it seems DCA is more in tune with boating and fishing concerns than with the concerns of indigenous people. The Miwok and Nisenan people still consider themselves stewards of the Delta along with the other members of the SEC. Tribes hope to hear more from DWR about the AB 52 consultation. It hurts to sit here when it seems we are quick to jump on nature, but not for tribes. A road would not be placed through Stone Lakes because it is protected, so why isn't the same respect given to my ancestors? Hopefully there is an effort to move faster to respond to tribes who are asking for that information.

Ms. Tayaba said that tribes are still waiting for their AB 52 consultation. There are huge concerns with where the intakes are going and with the new roads. Those areas are all very important issues that tribes are waiting to discuss and adjust in their meetings with DWR. This project is painful to watch. The cranes mean a lot to native people. Why is a 40-mile tunnel being planned through the biggest estuary on the west coast? The locations of the intakes are so sensitive to tribes, that it is unclear why they are even an option. The project wouldn't be built through someone else's cemetery. Besides the pipelines, there are other factors. Why haven't these factors been considered? The Northern tribes have been having this fight. We need our salmon back. No one is talking about salmon or the animals. Native peoples have a direct relationship with the animals, land and water. Tribes are waiting for their meetings and have a lot of concerns.

Mr. Ryan said in order to construct the site plans as shown for the Central Corridor, there is a series of construction projects. The slide showing all these projects also shows the tunnel as a dashed blue line, but as a reminder, the tunnel will be 150 feet underground and will not be seen on the surface. Ms. Mallon said the next part of the presentation will show all the projects

from the previous slides in one integrated map. Mr. Ryan will review the 16-year construction period to show where the active construction sites are year by year. Feedback from members at the last meeting expressed the desire to understand holistically what's going on throughout the Delta year-to-year. Year by year the projects will be displayed when they are being constructed, and as they are completed, they will disappear from the map. Obviously, logistics will be displayed early and then will not be displayed once those logistics projects are completed and the larger feature sites will start to appear on the map. The estimated volume of truck traffic in the construction areas will also be shown, with light yellow representing light construction traffic and dark yellow and orange representing heavier traffic. The goal was to find a user-friendly way of describing the construction schedule year-to-year so members can track how long a particular site is in construction from the time that it is displayed to the time it is not. The top of the slide shows the year of construction. There shouldn't be anything on these drawings that you didn't see in the previous slides in terms of projects that are needed to complete the proposed Delta Conveyance Project. Mr. Ryan added that the slides show the construction on the roads, but not the use of the roads.

Mr. Ryan said year one would start with some of the early work needed to get access to the sites such as at the intakes area near Hood Franklin Rd., the main drive site at the Glanville Launch Shaft Site, the Bouldin Island facilities, and some of the stuff to rearrange traffic and get access in the South Delta. All of that traffic is relatively light. They are sophisticated projects so the duration is somewhat lengthy, so the traffic is spread out over the whole year.

In the second year, the development of some of the roads- such as Hood Franklin Road- would be completed, so they are no longer showing on the slide, but other projects would begin, such as the barge landing and the rail spurs. The traffic for these projects will create similar traffic loads because they are longer term projects.

In year three, launch shaft construction begins for some of the longer drives. The Glanville Launch Shaft would be started because it is the longest drive. The bridge over the Mokelumne, Aqueducts and railroad would be started that eventually feeds the road into Bacon and Mandeville. The map depicts more construction traffic density for what seems like a smaller project, the New Hope Tract Overlays and Access Road. The concept is to minimize the length of the impact, so some of the projects are planned as "fast burns". Their construction would take less than a year, but there would be intense traffic during the several weeks it takes to complete the project.

In year 4, some of the roads are finished and work begins on some of the shafts. The southern shaft begins in this year, as does the Byron Tract Maintenance Shaft and Intake 5. Some of the roads are completed to get to maintenance and other shafts. The bridge over the railroad is still being developed in this year. The Byron Tract Maintenance Shaft Access Road and Staten Island Overlay projects show higher traffic density because they are fast burn projects.

In year 5, tunneling begins on Bouldin Island and at Glanville Tract, and the pump station is started. Intake 3 is also started. The in-water work for the intakes is being staggered. In their second year, the intakes have a fair amount of construction traffic. Some of the major launch sites also start to have a fair amount of truck traffic.

Moving into year 7, the Southern Forebay is started because RTM is being generated and needs to be transported down to that area. The shafts are beginning to appear so that the TBM can move through them. The traffic again shows that the intakes are some of the highest trafficked areas.

In year 8, the south reception shaft appears because there is a tunnel out of the Southern Forebay that moves down. What is shown is that in years 7 and 8, there are a lot of active construction sites. This is the peak of the activities.

Year 9 is similar; it is mostly adding projects in the southern Delta and a few maintenance shafts. Again, the activity is high in the major work sites.

In year 10, some of the sites are completed, to they are not displayed on the construction map. The reception sites are still there because they will eventually receive the TBM's. There will still be work at the major shaft sites, but Intake 5 is completed by year 9, and Intake 3 is still under construction.

In year 12, a number of projects fall off. The important thing to note is that as the project nears completion, there is a fair amount of work at the tunnel shafts and they are being lined, things are being moved and the sites are being demobilized.

By year 13, construction is complete except for demobilization. However, there are still three years left on the schedule. It takes a year to line and get out of the two shafts at the Glanville Tract Site.

In years 15 and 16, all the main mechanical features are shown again on the map because now the project would be commissioned. There is very light traffic during this period, but it does take a couple of years to test the system, shake out the bugs and do the warranty work. The project is completed after year 16. The schedule will be refined over time. This is the schedule that exists today and won't be the final schedule. Mr. Ryan said he would personally hope the project could be completed in less time.

Ms. Swenson asked for a post-construction map that represents the truck traffic, activity and noise that will be present during operations. Mr. Ryan said that is something the team could provide.

Mr. Gloski said it was great to see the layout of the construction and asked if it would be possible at some point to develop an overlay of the benefits such as parks and other facilities that might be developed. Ms. Mallon said DCA will be working with members soon on those benefits.

Ms. Martinez said laying the features on the map seemed like a better way to get feedback from the SEC members. This same process will be repeated for the Eastern Corridor in the next portion of the presentation, which will be after the break.

Ms. Martinez announced that the refreshments would be served by staff instead of being self-serve in order to minimize the sharing of communal serving utensils.

Ms. Palmer recessed the meeting for a break.

Ms. Palmer reconvened the meeting.

c. Integrated Project Logistics

Mr. Ryan reviewed the information for the Eastern Corridor. The information in the North Delta and the South Delta is identical for both Corridors, so those portions of the presentation can move more quickly. As can be seen on the NOP map, the Corridors start together in the north, then they split and then they come back together in the south. The main focus will be to show the differences between the two Corridors.

The information for Intakes 2 and 3 is the same for the Eastern Corridor as it was for the Central Corridor. Again, if Intakes 2 and 3 are selected, there is an additional maintenance shaft needed (Lambert Maintenance Shaft). If Intakes 3 and 5 are selected, there is one less shaft. Ms. Mallon said she is assuming it is preferable to folks in the North Delta to have one less shaft that has to be constructed and used as part of the project, and noted that members were agreeing by nodding their heads. Mr. Ryan said only difference between the Central Corridor and the Eastern Corridor from the Glanville Tract Launch Shaft Site is a slight angle difference in the tunneling. Regardless of corridor selected, there would be tunneling in both directions; toward the intakes and toward the southern facilities.

Ms. Mallon noted that compared to the last project, switching to a tunnel drive from this location eliminated the truck traffic needed to deliver liners to the intake location, thus reducing truck traffic into the Hood area. It also allows all of the RTM to be concentrated in that area where it is more easily transported. As long as the project is along the rail, there is flexibility in where that RTM can be moved. This placement is seen as a significant reduction in truck traffic coming off of the I-5 and into the inner Delta. Mr. Ryan said it also allows the intakes to be completed for the most part while the tunnel is being driven so the TBM is just pulled out at the intakes and there isn't a big tunneling operation taking place there.

Mr. Bradner said there is a mistake on the Eastern Corridor's New Hope Tract Maintenance Shaft slide. The slide shown was the configuration for the Central Corridor and mistakenly was not updated for the Eastern Corridor. For the Eastern Corridor, the maintenance shaft is positioned further to the east. The presentation will be fixed before it is posted online.

Mr. Moran asked if it was the same latitude but closer to I-5. Mr. Ryan noted it is correct on the previous slide, which shows the site encircled by a green rectangle.

Mr. Bradner said there are different preserves and areas that DCA is trying to avoid and set-back from, so this is a very constrained area as members may recall from looking at the area on the Central Corridor. For the Eastern Corridor, the New Hope Tract Maintenance Shaft was placed further to the east and a little further south than it was for the Central Corridor option. A corrected map will be provided.

Mr. Ryan proceeded to show the remaining conceptual siting for the Eastern Corridor alignment. The next location is the Brack Track Maintenance Shaft site, which would be accessed off of Woodbridge Road. A new haul road would be needed up to the maintenance

shaft. An overlay would be used for Woodbridge Road and then a new road would be built to the shaft.

Moving south, the next site is the Terminous Tract Reception Shaft. The TBM goes in at Glanville Tract and comes out at Terminous Tract Reception Shaft, which will receive a TBM from each direction. This shaft is right along Hwy 12. The road improvements needed here are different than if Bouldin Island was used. There would simply be an overlay on Hwy 12 to ensure the pavement is not damaged, but the interchange would not be improved and the road would not be widened because the truck traffic is considerably less. Reception and maintenance shaft construction traffic is almost identical. When the TBM is pulled out at the reception shaft at the end of the tunnel drive, the TBM is broken down and hauled away in trucks, so there is a bit more activity at the end, but there isn't as much traffic as in the beginning. That's why there would only be road improvements in the Eastern Corridor option, but road widening in the Central Corridor option.

Next is the King Island Maintenance Shaft, which would be accessed via Eight Mile Road. Due to the low amount of traffic, the existing bridge would be used as-is. The bridge does not appear to need improvements for the amount of traffic anticipated to the maintenance shaft, but an overlay would be used on the road to get there.

The next facility going south is the Lower Roberts Island Launch Shaft, which is another major site. Quite a bit of work has gone into the conceptual planning of this site. At this site there is the opportunity to develop road, rail and barge, but the likelihood is that only rail or barge would be selected. This will depend on conversations with the Port of Stockton and other entities. There is an existing new entrance to Rough and Ready Island in the Port of Stockton area. A new access road would be constructed along the railroad line, and then two new bridges would be built: one for rail and one for road. Once the bridges were in, rail and road would be extended to the site. The other opportunity is to have a barge landing along the Ship Channel. DCA could contemplate the use of an existing very small barge landing that is adjacent to the site, but it doesn't seem to be big enough for the project, but it might be a feature that could be incorporated. As members may recall from the siting studies that were shared at the last meeting, this area on Lower Roberts was proposed because of the proximity to logistical access. Mr. Bradner said this site's levee approach would be similar to Bouldin Island. The note on the slide is incorrect: instead of saying ring levees, it should say evaluation of existing levees. DCA is particularly looking around Turner Cut and will be coordinating further with the Reclamation District.

Ms. Swenson asked how the new access road would be connected to I-5. Mr. Ryan said the new access road shown would be served from the existing major port access road. Ms. Swenson asked if the maps could be revised to show how the roads connect to I-5. Mr. Ryan said the intent is to show an overall traffic flow. The maps show is the things that will be built as part of the project, but it is understood that SEC members would be interested in the actual direction traffic is expected to move.

Mr. Ryan said next is the Lower Jones Tract Maintenance Shaft. It is along the same area being considered for access to Bacon and Mandeville, but this is a smaller version that doesn't go as far. There would be a bridge over the Mokelumne River Aqueducts and the railroad, and the road would be improved from the bridge to the maintenance shaft.

Further south is the Victoria Island Maintenance Shaft, which is right off of Hwy 4 near the Old River Bridge. There would be a new haul road over the canal.

Next is the Southern Forebay which is identical regardless of Corridor option, except that the tunnel comes in at different angle.

Mr. Ryan noted said that members are probably able to see that the access roads are simpler and there are less bridges needed for the Eastern Corridor option as opposed to the Central Corridor option. Additionally, there is not as much peat ground in the Eastern Corridor because it is closer to edges of the Delta. From an engineering perspective, the ground is more stable. The Eastern Corridor is a longer route, but some of these aspects are trade-offs from an engineering perspective. The Eastern Corridor is easier to get to because it's closer to I-5. It is also less of an imposition on the San Joaquin River than the barge landing proposed near "the bedrooms". The impacts are shifted more towards the I-5 corridor on slightly better ground, and is further away from the Sandhill Crane.

Mr. Ryan reviewed the year-by-year schedule for the Eastern Corridor. The map displayed shows all of the projects that were presented on the previous slides. Only Intakes 3 and 5 are shown on the map, but the process would be similar if Intake 2 was selected. As a review, the main drive site will tunnel from Glanville Tract north to the intakes and south to Terminous Island. The Lower Roberts Launch Shaft site will drive north to Terminous Island, and the Southern Forebay Launch Shaft site will tunnel north to the Lower Roberts Launch Shaft Site. There is a small, shorter double tunnel at the southern end.

Year 1 of the construction and truck traffic overview is nearly identical to what was shown for the Central Corridor option, but the Hwy 12 improvements are much shorter and are less of a project because the road is just being overlaid instead of widened. However, work would be beginning at the Port of Stockton because that is the major access that would need to be developed on the Eastern Corridor. There are relatively low levels of traffic impacts in the beginning.

In year 2, the Consolidation Center/Support Site for the Glanville Launch Shaft begins. Railroad is being extended in the south and bridges are still under construction in the Stockton area. There are similar traffic levels as year 1.

In year 3, some roads are going in to the first maintenance shaft while other roads are being finished up. In this year the road is added that goes from Port of Stockton to the bridge. Some of the roads needed to relocate Byron Hwy are now finished. Again, some of the short projects have high traffic because it's just an overlay and a small road that would be completed in only a few weeks.

In year 4, shafts are starting to appear and Intake 5 is started. The two longest drives, Glanville and North Launch Shafts, are started because they need to get going early in the project. Those shafts are what drive the schedule. Some of the work required to get the North Launch site ready requires more trucks than the Glanville Launch Shaft because of the elevation and the need to move the fill around.

In year 5, some shafts and the second intake are started. The bridge is finished, so the railroad road begins and then the roads to the other shaft can start. The Pump Station and the Southern Launch Shaft are also started. Traffic starts to pick up pretty much everywhere throughout the project.

In year 6, more shafts are appearing to stay ahead of the tunneling. All the other major sites are still active. There is lots of activity at the main tunnel sites and intakes.

In year 7, there are more shafts. Now that tunneling has started, material is being generated and transported on railroad to begin constructing the Southern Forebay. The reception shaft for the Southern tunnel appears in this year as well. In this year, nearly the whole project has traffic.

In year 8, some of the nuances and shafts have been added in. A couple of the roads are completed. Traffic peaked in year 7, but it is still pretty high in the South Delta in year 8.

In year 9, the TBM will have passed some of the maintenance shafts, so they are no longer in use. The South Delta Conveyance Facilities are started near south end of Byron Hwy. Traffic is still heavy but is starting to disperse.

In year 10, a lot of shaft construction is finished. There may be a small amount of work at some of these shafts, but the construction projects to build them will be mostly finished. In year 10 there is still major work in the south as work on the pump station picks up and all the structures in the south. The traffic there is about the same level it is at intakes and the main drives.

In year 11, the facility sites are starting to drop off. Both intakes are still under construction and the construction in the south is still going. Traffic begins to lessen in this year, because the majority of traffic is from hauling dirt and concrete pours.

Year 12 is very similar to year 11 and has nearly the same traffic patterns.

In year 13, most construction projects are finished. The north drive is done and the tunnel has already been received. Work has been completed at the intakes, and the last TBM will be soon be arriving at Terminous. There will be some traffic generated for receiving the TBM.

In year 14 the shaft is finished. Traffic is relatively light, and work is finished in the south.

Commissioning begins in years 15 and traffic is light. During this time, the system will be tested and debugged. It takes quite a while to go through this process, especially for the large pumps.

In year 16 is the same as year 15, and then the project will be done.

d. SEC Clarifications on Item 4

Mr. Moran commented on the Southern Forebay Facility, although it is not within the footprint, it's reaching a pinch point with the coastal hills, migratory corridor for birds of prey, and strong cultural sites along this area, too. It's just outside of the footprint by the airport. The vernal pools are right near there, as well. Byron Hot Springs to the north; not sure what the

groundwater source is or if it would be impinged by the tunnel. There is constantly the idea of refurbishing the Byron Hot Springs Hotel & Resort.

Mr. Wallace noted relative years are reflected in the schedule. In a perfect world, what's the start date for construction year 1? When will construction on the project be started?

Ms. Buckman said they are looking at permitting by end of 2022, but there is a period between that and when construction starts that would be about three to five years. There is not a timeline identified for that yet. Ms. Buckman said she is nervous putting dates to it because there are still so many unknowns.

Ms. Mallon said the predecessor to beginning construction is getting the CEQA analysis completed, obtaining approval from the Delta Stewardship Council and getting change in point of diversion approvals. Then it would be some mitigation projects that need to take place before construction can start. Land acquisition can drag on in certain areas; Army Corps permits for intakes would also require mitigation. It is difficult to predict a start time.

Mr. Wallace said his prediction is sometime in the way, way future.

Mr. Merlo said the presentation underscored that the project is going to make a lot of people very mad in this area. Pretty much every demographic or cultural community is going to have a lot to say about this project. Whether you go through the center of the Delta, you're dealing with a lot of environmental impacts to ecosystems or along the sides of the Delta where you'd impact a lot of people in Stockton. What types of goodwill campaigns are you considering? Anybody in Stockton that looked at this would be very irritated because it's going to have a lot of impacts on us.

Ms. Mallon said as DCA works with the SEC and continues in this process, some upcoming meetings will look at dual-purpose for these facilities, leaving excess material for reclamation districts and help with levee maintenance. There is potential for creating some recreational spots (boating community is looking for more docking locations); there is a possibility of leaving the rail depot behind to benefit movement of agricultural goods; also, the environmental mitigation that DWR will propose as part of the project.

Ms. Buckman said mitigation work has not been done yet. There needs to be a project first to analyze potential impacts, then try to mitigate those impacts to reduce or avoid them. It's coming but we're not there yet.

Mr. Cosio asked what's the estimated cubic yards needed for the new forebay levees? What will go along the pipeline itself at the surface? Will those properties be impacted at all? Mr. Bradner said about 7 million cubic yards is required for the forebay and total expected is about 10 million cubic yards. Ms. Mallon clarified that this means 3 to 4 million cubic yards in excess.

Mr. Ryan said in between shafts, people who live along that alignment, other than ROW issues, probably wouldn't know they're there, unless an emergency were to happen. The whole idea of placing these maintenance shafts is to help minimize the chances of having those kinds of problems. Above the tunnel, shouldn't know it's down there.

Mr. Cosio said the last plan included dewatering along pipeline. Is that going to happen this time?

Mr. Ryan responded only what's necessary to build the actual shafts. Most of it gets built by D-walls which would result in minimal dewatering to build those sites.

Ms. Swenson said this project amazes her every meeting. She is shocked that for something that won't come online until 2043, they are proposing placing a financial burden on children for a benefit so far in the future. Thinking about the advancement of technology, in the 23 years between now and project completion, what all will come to light? DWR is being short-sighted and placing huge debt based on some guesses and processes that not everyone agrees on. Clearly, it will be destructive to Delta, to the multi-generational families and to the reclamation districts. She doesn't believe there is the right to place that financial burden on the children of California for their forever future. We read the technical report and the price tag keeps jumping. This debt is going to destroy historical lands, hurt Native Americans and so many people in California with such an extreme price tag based upon assumptions and outdated technology. Please think about the impact. Many people don't understand that the price of money gets more and more expensive as time goes on.

Ms. Martinez reminded that the scope of this meeting is engineering.

Mr. Moran said as far as the mitigation and goodwill effort, these things go in a sequence. Is there a way we can make that sequence public? That way folks can see there is that mitigation coming down the line and there could be some public benefit coming down the line. DCA could be talking to county's Habitat Conservancy Plans and other jurisdictions that might be eager to look at mitigation funding and projects where this takes place and have that discussion up front.

Ms. Mallon commented that she does not disagree.

Mr. Robertson said he's been talking about recreation, specifically bigger boats and other things on the Delta, but also wants to discuss foot recreation that happens on the Delta, which is huge. This includes family hiking, parks, shore fishing and non-powered crafts. We recognize and embrace this community. They need specific things, so when goodwill projects are discussed, DCA should keep those kinds of projects in mind. They're not expensive but the impact really goes a long way for those people.

Ms. Martinez reminded that we'll be rolling into the roundtable discussion and encouraged asking for clarification on the topic if necessary. Following that will be the discussion about tours.

Ms. Mallon said before we move on to tours, she would like to clarify some things and ask some questions to committee members.

Mr. Gloski commented that the construction sequence provided at this meeting was great. If it's possible to overlay the tunnel being built with a highlighted section, that would be interesting to see. Mr. Ryan said that was the goal, but it was too late with timing.

Mr. Gloski said it sounded like Mr. Ryan mentioned the Eastern Corridor alignment would be easier to engineer, yet the schedule looks like it's the same number of years for construction regardless of corridor. Is it the cost the same in each corridor? Does the "easiness" have anything to do with time and money?

Mr. Ryan said he cannot yet comment on cost because there is no cost estimate at this time and cost is not part of the CEQA process. Some drives are a little bit longer on the Eastern Corridor, but they can be scheduled in the same amount of time. The sequence shows a little more going on in year 14 in the Eastern Corridor than there was on Central.

Ms. Mallon said the schedule is driven by the longest drive with corresponding logistics and TBM removal. The longest drive on the Eastern Corridor is slightly longer than the longest drive on the Central Corridor which makes the overall schedule just slightly longer on the Eastern. Some of the logistics projects happen to be a bit easier on the Eastern because it's closer to I-5.

Mr. Hsia asked if it takes longer to build the Eastern alignment, is there any other reason not to go for the Eastern alignment?

Mr. Ryan said at this point in time, he's not judging the alignments. That is for the CEQA process to do. DCA will evaluate them both equally and let environmental analysis determine the better choice.

Mr. Cosio said the recent NOP described the finished product as a tunnel dual conveyance. Will the DCA work on timing and the improvements needed for levee stabilization along the pathway? Ms. Buckman responded that there are other programs that DWR can consider for Delta improvements.

Mr. Cosio commented that he is concerned how that will fit into the timing. Ms. Buckman said she is not sure, but she will follow up.

Ms. Giacoma said there was the allusion to using spoils to improve the ability to carry on agriculture in area, as a by-product of this project to make improvements in the Delta, but how can agriculture carry on when water is diverted out of the Delta? Species have suffered from over drafting of water. Now you're going to put three more separate intakes in addition to the through Delta water removal, how will you support species and agriculture when so much water is being removed. Mr. Ryan said this will be analyzed in detail by CEQA in the EIR. There are tradeoffs in where the water moves and where it comes out. Essentially, it's the same water on one side or the other. Ms. Buckman said this is a big part of the CEQA analysis, but the idea is to divert at high flow times to reduce effects on downstream species.

Ms. Martinez encouraged comments from the committee, especially if we haven't yet heard from you.

Mr. Hardesty said today's conversation clearly points out that the interests in Solano aren't necessarily going to be quite as acute as those along the alignments. However, the discussion did cover the impacts that might be occasioned by mitigations. To be clear, the Solano County region, particularly the North Delta region, and the Yolo Bypass are bearing an unusually heavy burden for supporting diversions to the State Water Project (SWP). This will be one of the

major issues that needs to be addressed with Solano County users. There are at least seven ongoing projects that potentially meet SWP obligations, for which there is no necessary benefit to Solano County. It has an impact on the agricultural community that has not been well discussed, nor addressed by the state.

Ms. Swenson commented she was expecting to see impacts on properties across from the intakes. Would like to see some more detail about what will happen to the levees, the homes, and the folks that are directly across from intakes. Can those levees be armored? Do homes need to be set back? Which properties could potentially be in that footprint of impact directly across from the intakes?

Ms. Mallon said one of the future topics, which is contingent upon levee studies, is to talk more thoroughly about how the existing levees will be addressed as part of the construction of this project. Some of the questions we will address stem from Gil's testimony. The plan is to bring that here so it's clearly understood. Some levee projects that we think may be necessary for this project haven't been shown yet, as we're not there yet, but we will be.

Mr. Wirth said his understanding is there is some flexibility in terms of the placement of the maintenance and the reception shafts, how would you bracket those on the map, in terms of the wiggle room north to south? Mr. Ryan responded that generally as long as shafts can stay within 5-ish miles of on another along the drive, that ensures the health of the TBM. Looking for sites that are not next to homes, refuges, preserves, etc. starts to focus you into certain areas; the options are limited due to those constraints. That is the challenge. Ms. Mallon said she'd look at placing maintenance shafts maybe every 4-5.5 miles. If you go 4 miles, an additional shaft may be needed, and it gets a bit iterative. That's the kind of wiggle room that DCA has been working into its analysis. Mr. Ryan mentioned the shafts don't have to be completely in a straight line. Mr. Bradner added that two weeks prior, the team presented figures to show configurations. On those maps, you can see which areas are excluded due to constraints. Those maps that were provided to members give a sense of how much flexibility is on those sites.

Ms. Mallon asked if anyone had any thoughts regarding the barge landing location on Deep Water Ship Channel on the Eastern Alignment. That is a central hub for construction, so there will be the need to move a lot of goods and materials there. Are there any comments on ideas of barges there vs. extending rail in that area?

Mr. Moran asked where the barges are coming from and where are they going to. If you're so close to rail, why would you have barges?

Ms. Mallon responded that it's likely one or the other that would be used to relieve truck trips. One of the advantages of barges is that there will be excess material generated there, and that could turn into an area where the material could easily be swung around the Delta using barges. One of the advantages of rail is the close proximity to Stockton for wheeling materials. Stockton has the capacity for concrete and liner manufacturers. A lot of these ideas are about removing tremendous amounts of traffic from the roads. Where we put the launch sites, we'd like that to also coincide with places where that material could either be wheeled around easily or used in that location.

Mr. Robertson said one of the hassles with barges is bridges. Delta bridges are extremely old. Is anyone tracking up and down time? Barges won't fit underneath; they'd have to open them up which screws up traffic on water and on land. For that reason, the preference is to use rail. We're going to have a bridge going out for about four months.

Ms. Mallon asked if there is bridge going up and down there on the Deep Water Ship Channel.

Mr. Robertson said no but when you come out of it, they do. The Sacramento Deep Water Channel has nothing until you get to the edge of Ryer Island.

Mr. Merlo asked if the RTM would go to Stockton for companies interested in using it for concrete. Ms. Mallon clarified that RTM would not be going from the Delta to Stockton, but tunnel liners from Stockton would be a major delivery to the launch sites. RTM could be carried to a lot of places on rail.

Mr. Hsia stated in Santa Clara muck was being shipped to Tracy. Does anyone know where in Tracy they're shipping to? Ms. Mallon said they heard it was being used for some sort of agricultural purpose, but they will follow up to get an answer.

Mr. Hardesty said the discussion needs further review because given that the work is being done in the Delta, soils that are competent for levee repair are valuable resources. Barges would be easier to use for levee improvement. Rail has single points of delivery. Barges could be valuable, and we shouldn't foreclose that option.

Mr. Merlo commented based on where that spur travels to in Stockton, mostly low-income areas will be affected by noise and traffic. Stockton hasn't invested in over or underpasses and at-grade crossings will cause bottlenecks south and west of downtown during heavy traffic. During heavy traffic times, there would be serious impacts.

Mr. Moran asked if material coming out of the Lower Roberts Launch Shaft Site need to go to the Southern Forebay. Mr. Bradner said that there will be material coming out of that site as the TBM drives north. It will depend on schedule and timing. If needed, it could be swung around like Ms. Mallon mentioned, from Twin Cities, down to the Southern Forebay. It'll come down to the schedule. Ms. Mallon said there is rail up there and they know they can swing rail around. Two and a half miles of tunnel material has to swing down there to balance out, which leaves excess material at the Lower Roberts Site.

Ms. Mallon said DCA is very sensitive about emergency access and how the project may impact the ability for emergency vehicles to get around. She asked Ms. Giacoma to spend some time pointing out areas of concern to ensure it gets addressed. An answer isn't needed right now and it may take some time to think about, but if there is information to offer, that would be helpful.

Ms. Giacoma said Hwy 12 and Hwy 160 and the connecting roads between them and I-5 are critical and very heavily trafficked. It would be difficult to get EMS through if more traffic was added to the existing traffic. There is a lot of shipping and a lot of semis that use those roads also. Ms. Mallon said DCA will spend some time considering how to address that concern, where it is through adding shouldering or widening the roads. Do emergency vehicles need to

be placed in certain areas to reduce effects? There is currently no plan for construction traffic to use for Hwy 160.

Ms. Giacoma said that Hwy 160 accesses the Delta from the west side. Ms. Mallon asked if there were concerns for any of the roads coming west off of I-5.

Mr. Wallace said it may be better to ask what is the current capacity of emergency services in the North Delta. Those services don't currently exist.

Ms. Giacoma said the existing roads are so crowded now, that it's likely new roads or highways would be needed. The existing situation is barely working now and there are constant accidents as a result. Ms. Mallon said it would be helpful if Ms. Giacoma could provide any ideas or areas of particular concern in her comments during meetings.

Ms. Mallon said discussions with rail consultants raised the idea of leaving behind the rail depot in the north after construction as a potential benefit to the Delta for agricultural purposes. The SEC agricultural representative is not present today, but the depot is an example of a potentially beneficial feature that could be left behind after the project is constructed. This is a question for SEC members to weigh in on.

Mr. Hsia said historically there was a railroad from Walnut Grove to Sacramento, but it is not currently being used.

Mr. Wallace said it has been a long time since there has been a railroad and agriculture has grown in the Delta. Leaving extra siding or tracks might not do anything given how long the project will take for the project to be constructed, and he thinks rail needs to be pulled out after construction.

e. Public Comment on Item 4

Ms. Palmer opened public comment on Item 4.

Barbara Daley, North Delta Cares, said she arrived late but thought she heard Ms. Buckman say that a goodwill campaign has not started yet, but then thought that it was mentioned that DCA was beginning to work at the Port of Stockton. Ms. Buckman clarified that Mr. Ryan may have mentioned working on ideas with the Port of Stockton, but there have definitely not been any Delta Conveyance projects started. The proposed project has to go through CEQA before the project is even considered, and then there are quite a few other associated environmental permits required. Also, in regards to "goodwill campaigns," Ms. Buckman said she is talking about mitigation options. After impacts are identified in CEQA, ideas are presented to reduce, avoid or offset the impacts identified through CEQA.

Osha Meserve, Friends of Stone Lake National Wildlife Refuge Association, said she has made some comments before but wanted to comment again about how the maps are coming together. Stone Lake National Wildlife Refuge has a boundary that is designated by Congress. It includes the entire area. On the maps shown, only the lands that have been purchased by the public is included or are under easement. It does not appear to be mapped properly. The entire boundary of the refuge must be included and anything through that area must be

considered part of a wildlife refuge area. Just because Fish & Wildlife Services hasn't purchased that property yet doesn't mean that it couldn't be purchased. There are also private lands within that same area that are in agriculture. Nothing would be purchased unless it was a willing seller with Fish & Wildlife Services, and that is one of the really good partnerships we have had with this area. Take a closer look at that area. Having Hood Franklin Road through the refuge and in front of the just finished Blue Heron Trail is where all the kids come to learn about wetlands and birds is not appropriate. There needs to be sensitivity towards a lot of different kinds of people and animals. Saying that Hood Franklin Road is going to be a main haul route is really unacceptable and it is surprising after everything that happened in the last round. With respect to the map that shows existing water infrastructure in the Delta, it doesn't include the thousands of agricultural and other intakes that are in the Delta. Perhaps it needs to be on a separate map, but it isn't correct to say that the municipal intakes are the only ones that exist in the Delta. There are thousands of intakes that we need to worry about and that the project should be planning around.

Dan Whaley, local resident, said the map over the extension from Elk Grove to first intake is shorter distance and less intrusive, but the City of Elk Grove has not been included in the process. The City has already approved a $1 Billion hospital and emergency center at I-5 and Elk Grove Blvd. How will the hospital be affected by the pile driving? The Kammerer Road Interchange that is going to go from Hwy 99 to the town of Franklin and eventually to I-5 affects everything DCA is talking about doing. It is not included and should be analyzed before the process moves forward. It looks like the map shows the railroad tracks at Freeport being covered. There is no real explanation as to why historical railroads are currently being covered by rock by DWR? If the ITR discussed at the last meeting is being disregarded and DCA has better ideas, how can we trust independent studies on muck materials and that DCA won't also ignore their ideas as well? If it cost $1 billion to fix the 1,700ft spillway at Oroville, how can you say this tunnel wouldn't cost at least $75 billion, and shouldn't we have a construction cost before we start a project?

5. Non-Agendized SEC Questions or Comments

Ms. Martinez said this is about outreach being conducted by members, questions that members want included on the Q & A packet or discussions for future meetings.
Ms. Palmer clarified that this is a time for members to discuss things that are not on the meeting agenda. Ms. Martinez reminded that the conversation still needs to be within the scope of the SEC committee.

Ms. Giacoma said she previously requested a list of the soil conditioners that will be used. The tracking packet said the request was responded to, but that list has not been received.

Mr. Wallace asked if it would be easier to just get BASF to provide material safety data sheets.
Ms. Mallon said some materials are proprietary to the driller. Conditioners available are constantly evolving, improving, changing and those in use currently might not be used in the future. DCA can provide info on the range of products available today, but those conditioners might not be what's used in future.

Ms. Martinez thanked Ms. Giacoma for bringing attention to the question since she felt it was not answered. Mistakes can be made and DCA appreciates the opportunity to correct them when they do occur.

Ms. Swenson said in regards to the ITR, she would like to see copies of all the documents that were provided to the ITR team and listed in the ITR report.

Ms. Swenson said the Delta Protection Commission (DPC) is pushing forward the National Heritage movement in the Delta and she is dismayed at the parallel processes in light of Ms. Mallon's comments that DCA is working with them. DCA needs to work with everyone existing in the Delta, because while DCA is planning, the DPC is implementing a plan that you might be dropping a feature on top of or DPC might be doing improvements on an area that might not exist after the project. The DPC's actions with the Delta's National Heritage status shouldn't be wasted on areas that won't be of significance or relevance due to the project. There has to be more collaboration and close collaboration. DWR and DPC are both state departments that should be talking to one another. Ms. Mallon said she and Ms. Buckman will be at their meeting on March 19th in Stockton.

Mr. Wallace said he met with the new consultants for the National Heritage Area. When the National Heritage Area was authorized, there was language in the legislation that said the status could not be used to stop the tunnel conveyance project. DPC right now is saying they are aware of the proposed conveyance project, but they are not really going to address it in the National Heritage Management Plan.

Mr. Gloski said the question tracking packet numbering was changed and it was difficult to find his earlier questions. He also asked for the Excel version of the table so he can filter his questions and track the status. Also, a "closed" status could be helpful to distinguish between questions that received a response but are still outstanding and questions that have been completely resolved. Ms. Mallon asked members to let us know which questions they deem to still be open. Ms. Martinez said DCA is working hard to build the relationship with SEC members and asked members to let staff know if there are questions that still need follow-up. It could be that the question wasn't fully understood, it was lost in translation or there is some other unintentional circumstance.

Mr. Moran reported on outreach being conducted in the Southwestern Delta. As far as the public is concerned, the Franks Tract Futures Project is tied very closely to this project. He will be speaking to the Municipal Advisory Committee about Franks Tract Futures so that folks who ask about this project can be directed to the correct sources of information.

Mr. Moran said he hosted a presentation on why tunnels are being proposed and there were about 15 attendees, including a representative from Senator Glazer's office. The presentation was very well received; a lot of confusion was generated. DCA's outreach efforts to non-classic Delta users is appreciated, such as to residents of cities, water users, etc. along the Pittsburg Antioch shoreline who don't even know that the Delta is there and what it provides for them. Members of the National Heritage Council showed up and reiterated that the tunnel project is not considered in their efforts.

Ms. Martinez provided information about the SEC tours planned for members. There are corridor tours planned for March 19 and March 24. Members signed up for the March 19 tour include Mr. Hsia and Ms. Barrigan-Parrilla. On March 24, members signed up include Mr. Cox, Ms. Swenson, Mr. Wirth and Ms. Mann. The final tour scheduled at this time in on April 14 and

covers two locations: fish screen manufacturing facility and Red Bluff Intakes. Members signed up include Ms. Hsia, Mr. Cox, Ms. Mann and Ms. Barrigan-Parrilla. Please let staff know if you need to change, cancel or sign up for the tour.

Ms. Swenson asked if the SEC members could invite guests to attend the tours. Mr. Nelson said the tours are not open to the public. DCA is ensuring less than quorum of the SEC attend so that the tours are not technically a meeting of the SEC. Ms. Swenson asked if members of the public could follow the tour vehicles. Mr. Nelson said he will follow up.

Ms. Swenson said the people who will be affected should be allowed to see where the project will be sited. Ms. Mallon said if Ms. Swenson would like for the DCA to consider arranging public tours, that can be submitted as a request. The first focus is the providing the tours to members as part of the SEC process.

Ms. Martinez said all members on the SEC for reason and represent certain constituents. DCA is making every effort to drill down to each member's respective specialty and has distributed a personalized questionnaire to each of them. Please look differently based on the unique perspective that put you on this committee.

6. PUBLIC COMMENT Non-Agendized Items

Ms. Palmer opened public comment for non-agenda items. There were no public comments.

7. NEXT MEETING

8. ADJOURNMENT

Ms. Palmer adjourned the meeting at 6:13pm.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING
Wednesday, April 22, 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 3:06pm.

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 N2920 in response to the COVID-19 State of Emergency.

Ms. Palmer wished everyone a happy Earth Day and noted she was part of gathering signatures 25 years ago to mark this special day.

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 Philip Merlo, Peter Robertson and Sean Wirth. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance. Tribal representative alternate Jesus Tarango also attended.

DCA Board Members in attendance were Director Sarah Palmer (Chair) and Barbara Keegan (Vice Chair) *[Editor's Note: Ms. Keegan joined the meeting after the roll call was taken]*. In addition, DCA and DWR staff members in attendance were Kathryn Mallon, Valerie Martinez,

Joshua Nelson, Phil Ryan, Graham Bradner, 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.

Ms. Palmer said that over the last few weeks, DCA has received comments from some SEC Members about how to proceed. Some have mentioned that they would like to pause SEC efforts until a later date, when the COVID-19 issue is over or relaxed. Others want deeper, more focused discussions now about specifics in the design process.

The DCA values the SEC. The state of California has never seen a process such as this, where we are working together to identify areas where we can find improvements, and even community benefits where possible, that the engineers can integrate into the design upfront. This collaboration sets a new bar for engagement, and the DCA is eager to continue the discussion.

That said, there are details that need attention prior to the committee weighing in on dates and topics for future meetings, including the fact that important infrastructure projects across the state, this one included, are not pausing. Frankly, choices about future committee meetings require a thorough discussion, with all members providing thoughtful input. For these reasons we have agendized this discussion as Item 5. By waiting until after the technical discussion, which is Item 4, we will be able to complete the deep dive into the Southern Complex Facilities, which will round out our system overview, wherein we've taken each of the components and reviewed their siting, construction logistics, and potential future benefits. At that point we can have an informed discussion about the timing, intent and opportunities for future meetings.

Ms. Palmer asked if there was consensus to first discuss the items as ordered on the agenda before discussing Item 5 and then asked Ms. Buckman to address the timing of the CEQA process and the related design.
Ms. Buckman said it was good to see all the committee members and that she hoped all members and their families are staying healthy. The scoping period closed last Friday, April 17, and DWR is working to process all 800 comments received. The next step is to develop the Scoping Summary Report, which will summarize the comments and feedback and provide copies of all the comments received. DWR intends to post the report on their website once it is finished, in about two months.

Ms. Buckman said she would also like to address another issue. Director Nemeth, Secretary Crowfoot and Governor Newsom received a number of letters requesting that planning for Delta Conveyance pause during the COVID-19 crisis. They have indicated it is important to them to continue critical water projects at this time, including Delta Conveyance. However, they also understand the difficulties of public interaction during this sensitive time and that staying healthy is everyone's priority. The public health situation is pushing for greater creativity in public involvement efforts. All methods of reaching the public are likely to be difficult for some people, so DWR is trying to use a broad range of options to reach as many people as possible. It is our hope that these methods will help improve communications and open new avenues for engagement. The next opportunity for formal review and comment as part of CEQA is unlikely to be sooner than 2021 and in the meantime, DWR is open to your public engagement ideas and input is welcome.

Ms. Martinez said that Ms. Palmer had indicated two options: discussing the future SEC meetings now or discussing later. Ms. Palmer was looking for consensus to discuss it later. Mr. Wirth and Ms. Barrigan-Parrilla have asked if we can discuss now instead of later in the agenda.

Ms. Martinez suggested a straw poll to determine how many committee members would like to move Agenda Item 5 for discussion at this time or proceed with the meeting agenda as originally ordered. Ms. Palmer suggested using the teleconference function to indicate "Yes" for continuing with the agenda as-is, or "No" for reordering Item 5 to be discussed first.

Ms. Mallon asked if all SEC microphones could be activated so that members could speak up as desired. She would like to make a few comments to follow-up on what Ms. Buckman said, but the meeting will not proceed until all SEC members have had the opportunity to speak.

Ms. Palmer asked Ms. Mallon to proceed with her comments and then the SEC members could resume discussion about reordering the agenda.

Ms. Mallon said DCA has been directed to continue engineering work and a lot has been done since the last SEC meeting. There is quite a bit to share with SEC members at this and future meetings, depending on how the committee decides to proceed. Regardless of how the SEC chooses to move forward during the sequestering period, DCA would like to continue to operate in a transparent and engaged manner. There are a number of ways in which engineering information can be released to the public for comment, including webcasts, videos on YouTube, live Q & A sessions and monthly board meetings. Presentations are typically given to the SEC first and then presented to the DCA board, but that process can be switched. The SEC is providing a service to the public that is extremely valuable and difficult to duplicate in

other forums. In this more intimate setting, it is possible to capture the exchange between the engineering presentations and the expertise and passion that SEC members have for the Delta. That exchange is made available to the broader community through the videotaped meetings. SEC members ask questions that members of the public likely would also want answered, and members' understanding of broader issues in the Delta help predict what each member's representative groups would be thinking about.

Ms. Mallon said there are only a few short months before DCA will be submitting its final documents to DWR so they can finalize their environmental analysis. That plan isn't changing, and Ms. Mallon said she agrees with the administration that this is an important project to the state. If SEC meetings are delayed, it only means there are less opportunities in this type of forum to capture SEC comments and ensure they are reflected in the documents submitted. The next main opportunity for commenting will be under the CEQA umbrella. During that CEQA comment period, SEC members will have quite a bit of time to conduct outreach to their constituencies, prepare thoughtful, comprehensive, written comments on the Draft EIR document, but there is a clear demarcation between SEC work and the work associated with CEQA.

Ms. Mallon said she did not want to leave SEC members with the impression that DCA is not listening or not responding to concerns expressed by many SEC members. To that point, the second meetings for April and May have been cancelled and DCA switched to a monthly cadence, rather than bi-monthly. Some members have commented that it is difficult to conduct outreach in their own communities. In this case, DCA can carry a much heavier load in supporting the outreach efforts of SEC members. DCA can host meetings, make engineers available and/or review materials that have been presented to date in smaller groups. DCA has just launched a Facebook page to begin broadening the tools used to solicit feedback. There is an opportunity to engage more people than in the past with some of the tools we are currently using. People are able to participate from home, which increases transparency.

Ms. Mallon said it has not escaped her that some of the calls for halts in the SEC meetings have been at meetings utilizing technology to share presentations, solicit public comment and express committee feedback, demonstrating that it can be done. Technological forms of communications were ubiquitous before the pandemic and are even more ubiquitous now. Technology has only accelerated in the current crisis, so it doesn't seem to be a limiting factor in the SEC's ability to communicate. There may not be a time in the near future where people want to assemble in large groups for public meetings and they'd perhaps rather watch and participate from home. However, for some SEC members, the government restrictions created huge personal commitments and stretches that make it difficult to participate, and DCA would like to provide help however is possible to facilitate continued participation. If members need to take a break, there are always meeting videos that can be watched at the SEC member's convenience until they are able to join the group. The hope is for SEC members to continue to give this process an opportunity to demonstrate effectiveness and that members will continue to share their insights with the broader Delta through this forum.

Ms. Martinez announced that the chat function on the video call is not an officially-recognized part of the discussion and asked SEC members who wished to speak to please use the "Raise Hand" function. The chat function poses a difficulty with Brown Act compliance.

Mr. Gloski said from his perspective, the agenda order is fine as-is and he would like to move on to the meeting presentation.

[Editor's Note: the following discussion about how to proceed as an SEC in light of COVID-19 social distancing orders was a topic agendized as Item 5.]

Mr. Wirth said the tours that were supposed to inform SEC members and their outreach, but they were cancelled because of the COVID-19 situation. There are concerns about SEC members being able to conduct sufficient outreach to their stakeholder groups. It is uncomfortable that there are people selected to represent their constituencies, but they are not able to provide the input they need to. For the Governor and other decisionmakers to want this to happen right now given all the limitations placed on people, it doesn't make sense. Many SEC members have worked on the proposed Conveyance project for decades or more; it is not a new project, per se. It is not clear how waiting would create a negative impact.

Ms. Giacoma said technology is not ubiquitous in the Delta. Many people do not have access to the internet, and those that do have difficulties because there is no broadband in the Delta. Holding meetings in person is the only way to reach the stakeholders Ms. Giacoma typically speaks to. It is questionable that the Governor wants DCA to move forward at this time, and a direct order from him is requested. In a recent DPC meeting, we were all represented as being in favor of going forward, and that is not true.

Ms. Martinez asked Ms. Buckman if there are documents that support the sentiment that state projects should move forward.

Ms. Buckman said there are letters from Director Nemeth as the representative of Secretary Crowfoot and Governor Newsom. The letter addresses the Delta Conveyance project. Ms. Mallon has said the future of the SEC is up to the SEC members themselves.

Ms. Martinez asked Ms. Mallon or Ms. Parvizi to address the expectation of SEC members to conduct outreach at this time, given the connectivity limitations Ms. Giacoma mentioned.

Ms. Mallon said some members will be able to conduct outreach more easily than others. DCA now has a Facebook page and there will be a post that links to a comment form for stakeholders to provide feedback. All presentations will be posted. There is an opportunity to get input from a broader group of people. While it's understood that there are restrictions, we either live with the restrictions or SEC meetings are not hosted. Hosting the meetings is the better of two challenging situations.

Ms. Giacoma said the meetings can wait until a time when everyone can participate. Technology is not ubiquitous in the Delta, as many people do not even have a computer or the internet and communicate solely in person or by phone. That is why they come in person to scoping meetings, because they can't go online and aren't on social media.

Ms. Barrigan-Parrilla said she is disappointed in Ms. Mallon's statements at the DCA meeting last week especially after giving comments and painting a picture of what is going on in terms of trying to reach the environmental justice community. You can't throw up a Facebook page and expect the community to engage, especially on a project that is so technically difficult.

Ms. Barrigan-Parrilla said she is not saying that the SEC should just stop; there is a happy medium. DCA has taken in a lot of materials, questions and recommendations from the committee. SEC members have not yet seen how that input has been reflected in DCA's work. There hasn't been a chart developed for each comment that indicates if the input was incorporate, not incorporated, modified, etc. If SEC members are stating that process is fine as-is, they are not talking to more than 8 or 10 people. Some of SEC members' organizations and groups talk to people in the hundreds and thousands right now. There are concerns about reaching those people. While DCA is incorporating feedback and once restrictions start to ease, SEC members could participate in self-guided (rather than bus) tours. Walkie-talkies could be used to communicate while maintaining proper social distancing. The visual visits are critically important to think things through, understand the conditions on the ground and go back to groups SEC members work with to envision the best option. Ms. Mallon said at the DCA Board meeting that comments could be taken any time later. Rather than conducting another meeting in one month, consider holding it in maybe six or eight weeks. After SEC members can participate in tours, DCA should provide them 6-7 weeks to safely conduct small group outreach in light of limited capacities and social distancing orders. SEC members will need to be creative in how to get information to the DCA, which can be done, but additional time will be needed.

Ms. Swenson said she take the responsibility as a SEC member very seriously. Right now, there isn't much outreach that can be conducted via the internet. Continuing as normal means the affluent will access information because of the inequality of no broadband in the Delta. Only the same people will get the information and other groups will be unable to get the information and provide input. The tours were definitely of interest and hopefully SEC members can still participate in them. What is the rush? DCA previously said they wanted to do the best job possible with input from people who will be directly affected. We have to be realistic about how we can engage with people during the COVID-19 situation. Ms. Swenson said she is willing to fully participate once all restrictions are lifted and at a measured rate as restrictions are eased, but right now many people don't have the internet capability to receive documents. Forwarding files from DCA would result in bounced emails because of lack of broadband. If Santa Clara was willing, it could provide internet service which would help kids in the Delta and directly benefit your cause.

Ms. Martinez asked Ms. Buckman to address the timeline for the proposed project.

Ms. Buckman said DWR is moving the schedule forward because they feel the project is important. It's important to know how the SEC wants to proceed in this planning effort.

Ms. Martinez said the next meeting is set for May 27 and the shelter-in-place orders are in force until May 15. However, the Governor has said it will be less like flipping a light switch and more like a dimmer. There are 96 participants in today's meeting, which is an impressive number.

Mr. Wallace said he understands what Ms. Barrigan-Parrilla and Ms. Swenson have said. There are broadband issues in Courtland, too. Is it for certain that this process will move forward whether or not the SEC remains engaged on the schedule that is currently in place? Will the DCA move ahead no matter what?

Ms. Mallon said that is correct.

Mr. Wallace said he doesn't want to be left behind nor does he want his stakeholder groups left behind. If this is the best we can do and it's 50% of great, that is okay and the process should continue.

Ms. Palmer said that there's no reason why some of the tours couldn't be arranged once some of the restrictions have been eased. The tours can be arranged for a later date to ensure the SEC members have an opportunity to participate.

Ms. Mallon said people may not want to take a bus tour, even once restrictions are listed. DCA could film each of the sites for presentation at the upcoming meeting. There are plans to determine the actual boundaries of the proposed project components and provide more detail to SEC members. People are free to drive and tour sites on their own, so there are a lot of things DCA can do. To be clear, if there are deadlines to hit and SEC work is paused, there are fewer SEC meetings to present information.

Ms. Martinez asked Ms. Mallon if there would be other outreach activities conducted if the SEC decides to pause their work.

Ms. Mallon said the same presentations that have been given to the SEC would be provided to the DCA Board. DCA will also work to provide additional YouTube videos. There is a backlog of information right now that DCA would like to get out there, and the SEC is currently used as that forum. There are other methods to get the word out besides the SEC, but the Delta loses in that because they don't have the benefit of the SEC member input into that conversation unless that can be facilitated at the DCA Board meetings.

Ms. Palmer said Mr. Wallace's comments about not wanting to be left behind are valid.

Ms. Mallon said DCA can facilitate mini-groups to help SEC engage their stakeholders, and she is open to any suggestions.

Mr. Merlo said it took him 40 minutes to get his internet strong enough to be able to function on the video conference meeting app through a Verizon Jet Pack since he doesn't have internet at his home on the Mokelumne River near Thornton. While there have been some directives to proceed with the engineering planning for this project, if the SEC is considered as an outreach opportunity for DWR to pursue engagement with people in the Delta and SEC members struggle with internet connectivity, continuing to hold meetings delegitimizes the SEC in the view of the public. When historians look back at this moment, they will consider it as another example of some parts of California treating the Delta as a colonial geography where they will listen to us if they can but they don't have to. The vast majority of people in the Delta will not be able to engage and there is an issue with political economy.

Mr. Moran said Ms. Barrigan-Parrilla's idea of self-guided tours was great and said it would be great to have a document or letter stating the tours were an essential function in the event law enforcement was concerned.

Mr. Hsia said the process should slow down because of the unique situation and he doesn't understand why SEC members are rushing themselves to keep up with the timetable.

Ms. Martinez said a few comments indicate there is a misunderstanding that DCA is controlling the timing of the design process. In fact, DCA is not determining the timetable but rather trying to ensure there is consistent information into the process. What happens if the SEC is meeting or not meeting is that the SEC has input or doesn't have input. Pausing the SEC will not pause the design process.

Ms. Mallon said input opportunities will still be provided at the DCA Board meetings if the SEC chooses not to continue meeting. There are also other avenues available and that are being utilized by lots of public organizations who are continuing to seek public comment. DCA's due date will not move. The question is whether or not the SEC will be used for engagement in addition to other tools such as the Facebook page or if DCA moves exclusively to other forums. It is up to SEC members how they want to continue, and Ms. Mallon said she can understand the situation and is fine with whatever the committee members decide.

Ms. Buckman said one of the results of the pandemic is awareness of the vulnerability of systems and how it is necessary to be prepared to address emergencies in any form. This is one of the reasons the state wants to take the appropriate steps to protect its water supplies and responsibly engage in efforts now instead of later. The underlying reasons for studying this project is the threat of sea level rise, climate change, and storms that will not pause for a pandemic. DWR is planning to forge ahead and would like to do so collaboratively in order to protect those resources.

Mr. Robertson said it is necessary to change how outreach is conducted because it is not possible right now to address large groups. If DCA can provide speakers to small meetings, how quickly can a speaker task force be assembled? What will their availability be? Can they have materials available in both electronic and printed format? A lot of the facilities used up until six weeks ago have now been locked down. It is difficult to find a space where you can have even a small group of people. Even when restrictions are lifted, people will be gun shy about getting together.

Ms. Mallon said there are team members who are local but there are also team members who work remotely. SEC members have 100% support from the DCA in order to address stakeholder groups so long as it can be done so safely and legally. Whatever members need, please let us know. DCA can host RingCentral calls, provide small-group presentations to spread-out audiences, or whatever else is legal under country rules.

Mr. Wirth asked what the deadline is that was mentioned earlier. In regards to Ms. Buckman's comment about addressing water issues during the pandemic, the proposed project is only one potential solution to those problems, and we aren't looking at any of the other potential solutions.

Ms. Barrigan-Parrilla asked when is the DCA's deadline. To Mr. Wallace's earlier comment, 50% is not good enough for the second largest and most expensive infrastructure project in California. Delta stakeholders have fought for years to be included in the process, and SEC members want to bring the community together to answer questions related to the project.

SEC members are not looking at a slow down without providing input, but there is a need for follow-through. The videos suggested are not the same as visiting the sites and being able to talk to a representative. If it takes eight weeks longer to do it right through the SEC, let's do it right.

Ms. Mallon said it appears this meeting is working right now and we should continue meeting to have as many SEC meetings as we can and then we will figure out how to do this tour. Perhaps SEC members drive their own cars and have headsets where they can hear from a staff member. There are lots of ways we can try to tackle this as long as we are complying with all county and state regulations.

Ms. Barrigan-Parrilla said SEC members just need time to do social distancing meetings after that point. Also, participation on the calls is likely less than it appears because some people call in and use their computers, too.

Ms. Martinez said it sounds like SEC members are not saying they don't want to do outreach but are asking how it can be done and how we can find creative ways to address the challenges efficiently, effectively and within an appropriate timeline. It doesn't sound like anyone is overtly saying to stop or pause the SEC, but are rather asking to engage DCA's toolkit of tactics to engage stakeholders in a different way. To summarize, DCA should look for new and innovative ways to push information out and receive input. DCA staff may want to connect with Ms. Barrigan-Parrilla on some of those tactics and to identify pockets of stakeholders for engagement using those methods. The SEC wants to continue and to provide input into the process. Is that correct?

Ms. Barrigan-Parrilla said she is 100% with it and that a rush to meet a deadline is just going to add more time onto the back end. Also, SEC members would really like to see how and where their feedback is being incorporated.

Ms. Martinez said there are some elements on today's presentation that address feedback received from the SEC members. It seems the discussion has come full circle and that everyone understands there's a need for stakeholder engagement discussions in a meaningful way, which this committee has been able to do. The SEC members would like to move forward with the DCA, ensuring their input is heard, but a greater level of creativity is needed in how information is shared and feedback is received. There is now a Facebook page and there may be webcasts and/or a speaker's bureau in the future.

Mr. Gloski said it looks like the deadline will not change. Ms. Mallon has made it clear there are deadlines and targets to hit and the process is moving forward. As a Delta resident, he'd like to have as much input into the project as possible. The DCA process is really good. Maybe it needs to evolve. Mr. Gloski said he has a Facebook page that he uses to disseminate information and share his opinion, and he is able to reach yacht clubs. Some of the participants on the call are there because of agenda items that are very important to them. They are texting to ask when the meeting will discuss the items they are on the call to hear about. The SEC should move forward, and this meeting is an example of using technology to get more participation from Delta residents that need to have their words heard.

Ms. Martinez said this was a nice way to end the conversation. DCA will contact SEC members to find new and creative ways to assist with outreach given the dynamic.

Ms. Mann said the actual dates of the deadlines have not been shared. How has SEC member input been enacted or considered? Perhaps there is a way DCA can help; if the Governor says the SEC can continue working, he should open up small businesses for work again.

Ms. Palmer said the discussion covered Agenda Item 5.

Ms. Palmer asked if there was any public comment for this item.

Deirdre Des Jardins, California Water Research, is concerned about the engineering schedule. Comments were submitted in June of 2019 expressing concern that DWR seemed to the keeping their original schedule for WaterFix to complete the design in three years. It is not enough time to consider new design information or to incorporate community feedback.

Ms. Martinez asked Ms. Mallon to address topics for future discussion.

Ms. Mallon said the Southern Facilities will be discussed today. The first substantive feedback was provided at the last meeting, when SEC members provided feedback about where to place components. There has been feedback about the location of the intakes, and DCA has shared its opinion that the intake locations are driven by regulatory requirements. Based on the comments from a couple SEC members, the DCA team will go back through all of the comments received to see which should be added to the next meeting presentation. At tonight's meeting there will be an opportunity to provide comments on the information received at the last meeting. At the next meeting, information will be presented on traffic modeling, air quality mapping and the final site boundaries, which will be a good companion to the driving tours. The June and July meetings were going to be based on going back through all the comments to ensure they've been captured. We will also go through all of the major facilities and cover the major impacts, then at the following meetings, all other issues recorded in the database will be addressed. There isn't a more specific agenda than that for the June and July meetings.

Ms. Martinez said if SEC members have some major engineering and design concerns, please email the DCA team so that information can hopefully be addressed as part of future meeting discussions.

Ms. Mallon said the team is able to answer most questions, but those requiring geotechnical data are causing a bit of a delay because that data is not available yet. Today's presentation will demonstrate the starting of the process of incorporating feedback.

3. MINUTES REVIEW: March 11, 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, but Ms. Martinez noted that Mr. Tarango would be providing some revisions separately. Ms. Barrigan-Parrilla provided written comments at last meeting that will be provided for this meeting's minutes.

4. DISCUSSION ITEMS/PRESENTATIONS

[Editor's Note: Item 4 is a single discussion item. Subparts are listed for clarity.]

a. SEC Questions on March 11th Presentation

Ms. Mallon said the last meeting reviewed all proposed sites along each corridor as well as the proposed routes to reach those sites. The comments provided during the meeting were captured, logged and provided to members in the SEC tracking package. If there are more comments on that meeting, they can be discussed at this time.

Substantial comments were received from Jan McCleary, a contact of Ms. Mann. DCA will be entering those questions into the database, following up with Ms. McCleary on the responses and sharing the responses to the SEC. Please limit comments to content of March meeting.

Mr. Gloski asked to discuss the proposed Bouldin Island Barge Landing.

Ms. Mallon indicated the topic would be addressed as part of this meeting's presentation.

b. DCA Response to Key SEC Siting Comments from March 11th Meeting

Ms. Mallon said tonight's presentation will review six of the ways the SEC feedback has been incorporated. These are not the only comments that DCA is responding to, but these are the topics that are best graphically presented rather than addressed in writing.

There was discussion at the last meeting about what would be left behind the Glanville Tract Launch Shaft Site. This is a major site and the DCA has provided some food for thought by showing the proposed utilization of the entire tract. The site was selected because of its proximity to a rail spur. Utilizing rail will enable the reduction of truck traffic on I-5 for tunnel liner segment delivery and also the delivery of RTM around the Delta. The launch shaft itself is depicted on the other side of I-5. The DCA team had the idea of a conveyor to link the production of material from the launch site over to Glanville site for sampling, processing, drying and storage. A lot of the material will be transported to the South Delta to build up the Southern Forebay embankments. As far as what is left behind, the launch shaft will stay as a DWR access point, and access roads to that shaft are shown on the slide. The land used for the RTM will have been disturbed during construction. DCA has received feedback from agricultural community that compaction and construction activities may remove the land from productive agricultural use. DCA welcomes advice from SEC members about what could be a desired leave-behind. For this site, SEC members expressed the opinion that leaving a rail spur behind would not provide a benefit to Delta industries. However, there is a significant need for Reclamation Districts (RD) to have RTM for levee work. This could be a site where RD's pick up borrow material, and only a portion of the initial overall site would be needed. The Port of Stockton runs a similar facility in the South Delta. SEC members can begin thinking about the leave-behinds at some of the affected sites and comments are welcome.

Mr. Gloski asked if there was any gateway to the Delta on the I-5, like a visitor's center. That is an idea of what could be done there.

Ms. Mann said Ken Shiedigger is trying to put a visitor center together at the corner of Hwy. 160 and Hwy. 12. Will the affected property owners get an easement or reimbursement for the land taken for construction and operations?

Ms. Mallon said the land would have to be purchased as part of the project and there are processes in place for that.

Ms. Mann asked if that has already started, and Ms. Mallon said that is a way down the road.

Ms. Barrigan-Parrilla said it would be great if there were smaller, satellite centers that could work in conjunction with the centers Mr. Shiedigger is planning. With many entry points to the Delta, there should be many points of access for visiting the Delta. Land cannot be returned to productive agricultural use, and that has to be accounted for in regards to lost revenue and property taxes to the county's tax base. As much of the land as possible should be turned back into habitat that is compatible with the natural Delta. Opportunities for biking and trails with that type of restoration would be a good feature to have at a visitor's center.

Mr. Hsia said only intakes 2, 3 and 5 are shown. What happened to intakes 1 and 4? Ms. Mallon said that the intake locations included in the NOP were intakes 2, 3 and 5. Intakes 1 and 4 from the previous analysis were not included in the NOP, and DCA is working off of the NOP boundary conditions.

Mr. Hsia said the entry point for the Delta should be Freeport at the Cosumnes.

Dr. Lytle asked if DCA has been able to determine flood control risk for the proposed site along Twin Cities Rd. and to the west of I-5. In the flood of 1986, the I-5 flooded at that location.

Ms. Mallon noted the ring levee depicted on the slide that is incorporated into the conceptual plans.

Ms. Swenson said there should be collaboration with the Delta Protection Commission to ensure any visitor center plan isn't a duplicated effort.

Ms. Mallon said there was a lot of feedback at the last meeting about the use of Hood Franklin Road. According to the NOP, two intake facilities are proposed; either Intakes 2 and 3 or Intakes 3 and 5. The DCA team has refined the proposed truck routes to the intakes, depending on which two intake locations are selected. For Intakes 2 and 3, Hood-Franklin Road would be used and a new north/south haul road would be constructed between the intakes. For Intakes 3 and 5, Lambert Road would be used and a new north/south haul road would be constructed between the intakes. The presentation slide shows these routes overlaid on the Stone Lakes National Wildlife Refuge so SEC members can see both at the same time. The various types of land in the Stone Lakes National Wildlife Refuge are color-coded based on the information available on their website.

Mr. Wirth said he spoke to the Friends of Stone Lakes and the Stone Lakes managers. The north/south roads are very environmentally damaging for the refuge. There are birds foraging on both sides of the entire length of that haul road. These roads would dramatically affect the ecosystem services of that preserve for listed species. The Hood-Franklin Road usage is not great but there is already an existing road. Having a dirt tract with lots of use inside the preserve is very damaging. It is already a very constrained refuge with other existing issues, and it would not be good to impact it any further.

Ms. Mallon asked if the haul routes proposed just outside the boundary are problematic, and Mr. Wirth confirmed.

Ms. Mallon asked if there is another route that could be taken to the intake sites that would be less impactful. Mr. Wirth said he doesn't, but there needs to be a way to address a rather extraordinary impact on a unique Delta preserve ecosystem.

Ms. Mallon said if the proposed haul routes are not used, that traffic would instead be on Hwy. 160. Mr. Wirth said the situation is that either the local residents are affected, or the wildlife species are affected. Ms. Mallon suggested splitting the traffic to reduce the effects on both sides. Mr. Wirth said anything to reduce the length of the roads would help, and splitting it would be better than nothing.

Ms. Mallon reviewed the factors driving the siting of the proposed Bouldin Island Barge Landing. The presentation slide shows the proposed Bouldin Island Launch shaft site and barge landing overlaid with a color-coded map showing proposed uses for the site that were presented at a Metropolitan Water District (MWD) Board meeting. MWD owns the site, and what is depicted was their potential plan for the island as part of WaterFix. The reason the barge landing was placed off of the San Joaquin River is because the area along the southwestern tip of the island was considered prime habit area and is a really great site for habitat mitigation as part of the program. The proposed barge landing was shifted inland to ensure that land was still available for that purpose.

Ms. Buckman reminded SEC members that none of the planning is finalized at this stage of the project, but DWR did consider the idea of using this land for tidal marsh habitat to mitigate effects elsewhere. Based on fish presence, the proposed tidal march habitat restoration couldn't be moved to another part of the island.

Mr. Gloski said it seems insane to destroy a very natural habitat and wildlife-rich area to do a habitat restoration mitigation project. A career barge operator on the San Joaquin said it isn't logical to go into the winding waterways of Little Potato Slough depending on the size of barges. Barges should be out on deeper water on the San Joaquin. Perhaps the Tidal Marsh area should be across the southern end of the island so that an avenue for barge landing access could be out on the main river. There has to be a way to move this around to make it work. Could the shaft be moved to the west a bit to make it closer to a barge on that side?

Ms. Mallon said it is not based on where the shaft is. The barge landing was placed as close to the San Joaquin as possible while avoiding the land marked as potentially viable for a Tidal

Marsh restoration area. The purpose was to show why that barge landing location was selected, but DCA will take Mr. Gloski's comments under advisement.

Mr. Gloski said it may be a good idea to add this area to a tour so that there is a clearer understanding of what is out there.

Ms. Swenson asked for an explanation for some of the terms used in the map legends, including "Regenerative Ag" on the Bouldin Island slide and the terms used on the intakes slide.

Ms. Mallon said the Stones Lake legend was taken from their website and Osha Meserve could probably be helpful in understanding the various land use terms Stone Lakes used. The purpose of the Bouldin Island map was to discuss the potential Tidal Marsh area. The rest of the areas on the island will be subject to change based on the final shaft location.

Ms. Barrigan-Parrilla said there is a lot of subsidence on Bouldin Island and a there's a lot of weight in the launch shaft area. There will need to be more details about flooding and how the land will hold up as the project planning progresses.

Ms. Mann said the waterway of the proposed barge landing is known as Little Potato Slough and it has been used for anchorage, fishing and other water sports by Delta families for several decades, so there will be a lot of very angry people. What happens on the landside of the barge landing?

Ms. Mallon said the purpose of the barge landing is to reduce the segment liner delivery truck traffic on Hwy. 12. On the land side there would be a crane that reaches over to extract the liners from the barge and put them onto trucks that would drive it to the launch shaft site where it will be stored and then shifted into the tunnel as the tunnel progresses.

Ms. Mann asked if a noise factor would be involved. Ms. Mallon said there will be noise from the barge and from the crane. Ms. Mann said noise is amplified on water. The residents of Korth's Pirate Lair Mobile Home Park would be subject to that noise. There are also homes along the San Joaquin river that will be affected by the noise. The area is referred to as The Bedrooms by recreational boaters and is used as anchorage by boaters who don't want to harm the environment. There is concern also about trucks driving on the levees.

Ms. Mallon said that the crane will be stationed on one side of the levee and the barge landing will be on the other, so the crane will be reaching over the levee. Traffic will not be on the levee itself. The liners will be barged in along the San Joaquin, the barge will pull up to the landing, and the cranes and lifting materials on the island will lift the liners up from the barge, over the levee, and onto the island.

Ms. Mann asked if the barge would stay there until another barge comes and picks it up.

Ms. Mallon said the number of barge trips will be presented in next month's presentation. That information is also in a meeting packet that was previously provided to SEC members. It is about 2 or 3 barge trips per week.

Ms. Mann asked if this site is only for the Central Corridor option and Ms. Mallon confirmed. Ms. Mann said the Central Corridor option should be scrapped. It is too close to recreational areas and DCA will make a lot of enemies. Ms. Mallon said the comment is noted and all of these factors will be considered as part of DWR's environmental analysis.

Ms. Giacoma asked when the biological surveys be completed for Bouldin Island and where will the burrow fill for the tunnel shaft be acquired. Ms. Mallon said material from the Glanville site would be transported here to help build the first pads that are needed.

Ms. Giacoma asked if team is aware that Bouldin Island is -17 feet elevation. Ms. Mallon said the team is aware. The elevation poses an immense challenge from an engineering perspective.

Ms. Giacoma said the levees on the south side are very fragile.

Mr. Cosio said the DCA might want to check on the volume of material that will be needed to raise the ground to reach the Tidal Marsh elevation. Likely several million yards of material will be needed. If seven million yards is needed for the forebay, there may not be enough material.

Ms. Mallon said Bouldin Island would be a launch shaft site heading to the south and Glanville Launch Shaft will be tunneling toward Bouldin Island. Both sites will be producing substantial amounts of RTM. Mr. Cosio said if 11 million yards of RTM are generated but 7 million yards is needed just for Bouldin Island, that doesn't leave enough material for the forebay levees.

Mr. Gloski asked if where the RTM would be going that is generated by the Bouldin Island Launch Shaft. Ms. Mallon said the DCA team is still working on the RTM balance and hopes to have an answer by the next meeting when the final footprint has been developed.

Mr. Gloski asked if the plan was to use it on the island to raise it up. Ms. Mallon said that was the plan. DCA is aware that more RTM material will be needed for the forebay to build the embankments because there won't be enough material from that tunnel drive heading north. DCA thinks it will be easier to swing material by rail from the Glanville Tract than to transport it by barge from the Bouldin Island site. The question then becomes what to do with any excess RTM generated at the Bouldin Island site. One of the ideas is that this site becomes a stockpile site for Reclamation Districts to take that material during construction, depending on how the numbers end up. It may have sunk during that time because that area has very soft soils. These are some of the issues that the engineers are still working through.

Mr. Gloski said he thinks that would be a great location because it is central, but that would also mean that the barge landing is used for more than just the tunnel segments. Ms. Mallon said if this became a stockpile site utilized by Reclamation Districts, they would likely use trucks on Hwy. 12 and the barge landing would be eliminated unless there was some reason why the community thought this was a good place for a permanent facility for people who use this area during boating. These are one of the things to think about in terms of what gets left behind on all these sites.

Ms. Mallon presented a slide addressing the comments from last meeting about bridges being raised for the barges. For the Central Alignment, the proposed Bouldin Island Barge Landing is shown, and for the Eastern Alignment, there is a proposed barge landing at the Lower Roberts Tract. The three areas where DCA could conceivably be purchasing the concrete linters from are the East Bay Area, Port of Stockton and Port of West Sacramento. Those three areas have existing concrete batch plants that could facilitate the kind of volume needed. Deliveries can reach both landings without any bridges needing to be raised if the liners come from East Bay or Port of Stockton. If the liner segments contract was awarded to a firm near the Port of West Sacramento, the Rio Vista Bridge and 3-Mile Slough Bridge would need to be raised for barges to and from Bouldin Island. It's possible the 3-Mile Slough Bridge could be avoided by going around Sherman Island.

Ms. Giacoma asked how exactly barges would go around Sherman Island. Ms. Mallon asked for input from the SEC.

Ms. Swenson have asked how many Reclamation Districts have signed up to take the RTM. Ms. Mallon said the point in the process where that feedback would be solicited has not yet occurred. The DCA engineers who work with a lot of Reclamation Districts say the RTM would be perfectly usable for the types of burrow materials that these RD's would use.

Ms. Cosio said RD's don't yet know how much material will be available. Both ports do dredging and stockpile material, but it is challenging for RD's to transport the materials in a cost-effective manner. The key will be how much it costs to transport the material to where it is needed. Twenty or 30 years from now, levee work may be completed. The demand is unknown and so is the distance required to transport the material.

Ms. Swenson said perhaps the RTM could be provided to RD's for free. Ms. Mallon said offering it for free is the intention. The issue isn't the cost of the material, but the cost and logistics of transporting it. It is DCA's understanding that RD's pick up material from the Port of Stockton and transport it to where it is needed.

Mr. Cox said going around Sherman Island would require crossing Sherman Lake, which is very shallow. Dredging would be required if barges went through on a regular basis.

Mr. Moran said going down the Sacramento River through 3-Mile Slough would mean going right by Brannan State Recreation Area which is a choke point for a lot of motorized and non-motorized recreation traffic. There would also be people on the beaches at 7-Mile Slough. Beyond that point is Sherman Lake State Wildlife Area. It seems like the next feasible area would be Broad Slough. Do any other members have any ideas about that?

Mr. Robertson said one of the issues is that the specs on the barges are unknown as far as length, width and spin.

Ms. Mallon said this information could be included in next month's presentation when the final transportation plans are reviewed.

Ms. Giacoma said the ITR stated the RTM was not reusable. Also, the barge depth will need to be compared to the channel depth if you intend to go around Sherman Island.

Ms. Martinez asked Ms. Mallon to clarify some of the confusion regarding the ITR.

Ms. Mallon said the ITR team did not have the documents containing the analysis of RTM from the previous report and its usability. The ITR commented on their experience on other projects in regards to the feasibility of material being used. It was not in their scope to comment on RTM, but the team expressed their experience from other projects. There will be additional work done to demonstrate that the RTM can be used. DCA engineers are confident that the material is appropriate to use for the forebay with proper drying.

Ms. Martinez noted that this information would be added to the Q & A tracking log to ensure it is clarified for SEC members.

Mr. Cox said there are barges that go through Broad Slough but it is uncertain what their drafts are. There isn't an actual channel there, but it is possible to go through there. However, it adds a lot of distance onto the route.

Mr. Moran said to keep in mind the drought barrier that is going in at False River and how that changes the flows and tidal actions coming down from 3-Mile Slough pretty dramatically. It's unknown when it will actually go in, but it is something to keep in consideration.

Mr. Mallon said there was a lot of feedback from the last meeting about where the maintenance shaft had been sited on Staten Island. This is a smaller site and where the tunnel could be accessed for routine maintenance on the TBM. Unlike Glanville, there would be no RTM produced at this site. The original proposed location was on a narrower part of the island. Mr. Wirth pointed out that it would be much better to locate it in a wider area of the island. Based on this feedback, the shaft was moved further north and placed it right along the road to keep the impact closer to the road.

Mr. Wirth said the benefit of this location is that it is located close to a house that has power lines. It would be the least evil place to put it on the island in terms of impacts to cranes.

Ms. Mallon said this site would only be used as part of the Central Alignment, not the Eastern Alignment.

Ms. Mallon said there was a lot of conversation around the impact to recreational facilities. The recreational map provided to SEC members earlier was overlaid with the systemwide maps that were presented at the last meeting. Circles are used to highlight the names of all the proposed facilities in both alignment options. By overlaying with the transportation routes, members can begin to see the impacts that could result from construction, traffic, noise or aesthetics. There is no information on those impacts yet, the purpose was just to present the information in an integrated way. If any SEC member would like a full-size print of the map or an 11x17 print, please email Jasmine Runquist and DCA will print and mail a copy to you. DCA is glad to produce any maps for SEC members.

Ms. Palmer said this map would be good to add to the big book of maps. Ms. Mallon said a recreation map was provided to SEC members earlier and was later supplemented with additional recreational sites, but this is the first map that shows that information layered with the proposed facility sites. It is presented at this meeting to start the conversation since recreational facilities are a topic brought up frequently in SEC meetings.

Ms. Mann said there are a couple of areas that she provided to the DCA staff that would be affected by the Central Route, but those don't appear to be reflected on the map.

Ms. Mallon said Karen Askeland updated the map with the information provided by Ms. Mann. Ms. Mann said the Mildred Anchorage Area is not noted and neither is Byron Elementary School. Ms. Mallon said schools are not shown on this particular map.

Ms. Mann said the only way in and out of Discovery Bay is on the river that this goes right under, and that is an issue. Ms. Mallon said for next meeting, the map for each site will be enlarged so it will be easier to see some of the areas that may not be showing up on this map. SEC members can send any comments about this map to Ms. Runquist. Feel free to copy Ms. Askeland and she will ensure that the map includes those comments. The map showing schools is called Sensitive Receptors and the team can overlay it with the systemwide map for Ms. Mann. Ms. Mann said she also emailed Ms. Mallon about the water treatment plant and sewage plant that serve the residents of Discovery Bay and Byron. The maintenance shaft looks very close to those facilities. That is the only drinking water for as many as 20,000 people.

Ms. Martinez said there were previously several comments about how SEC member comments are being addressed in the design, and hopefully this presentation began to address some of that. It may be time to start addressing the SEC member feedback in writing, perhaps by using a matrix as Ms. Barrigan-Parrilla suggested.

c. Southern Complex Facilities Discussion

Ms. Mallon said all the sites have been discussed and things were taken out of sequence for the March meeting in response to feedback from the SEC. The presentation was done on the overall site layout for the entire alignment, but not a deep dive into the Southern Complex. A reminder that in the next meeting in May, the maps for the facilities will be discussed.

Mr. Ryan said a lot of time the last few months have been spent on intakes, tunnels, siting, and shafts, but have yet to do a deep dive into the Southern end where the two corridors would come together. The water that had been diverted would be lifted out of the tunnel system and delivered into the State Water Project facilities. This presentation is all about those facilities: The Southern Complex.

This is a basic schematic where the flow comes in from the tunnel at the upper right part of the page, it goes through the final shaft which is the shaft that would be used to drive the tunnel to the north. It then flows into the pump station where it is lifted into the Forebay. The Forebay would have an outlet structure that also uses the tunnel shafts to take the water underneath Byron Highway, up the other side through the retrieval shafts. Then there

is a Flow Control Structure, that manages the flow coming out of the Forebay through the tunnels and then into the canal. Since we will be co-delivering into this canal from Clifton Court Forebay, a flow control structure is also needed in the existing canal just upstream on the Clifton Court Forebay side, where we would connect in. This is a 36-ft diameter tunnel. The pump station capacity is a 6,000 cfs for the proposed project. The Southern Forebay would store up to 9,000 cfs. That size is a 12-hour buffer capacity, which is 12 hours of normal peak pumping capacity of the Banks facility. The Banks facility is capable of pumping almost 11,000 cfs but they do not do that on a regular basis, its more typical maximum flow is around 9,000. That 9,000 cfs is approximately 9,000-acre feet, which is the operating volume and about 12 ½ feet of operating level which turns into a 750-acre water surface forebay. Coming out of the forebay, there are two roughly 40-ft diameter tunnels. The reason these are larger and there are two is because it must deliver 11,000 cfs, since that is the bank's flow capacity. These are pretty short tunnels.

Mr. Ryan introduced how the forebay was sited. We looked everywhere we could to site a facility in the vicinity of the delivery points, which is the California Aqueduct. We even looked at opportunities to split the reservoir into a couple pieces to make sure we checked out all the land areas. As you can see in the slides, sites 1, 3, 4, 6, and 7 were eliminated. They were either too small for what we needed to do, they had other environmental side effects, poor access, or poor compatibility. That resulted in two alternatives that we compared in additional detail. As you can see from the comparison, Alternative 2 came out better for the operational compatibility, since it is very close to the canal. It also came out better for land use, existing infrastructure, geotechnical conditions, and one of the big drivers, is the logistics. This forebay would also be where the tunnel drive would have to be and the ability to get to Union Island requires massive bridges. It is difficult to get any type of rail service or trucks onto that site, therefore Alt 2 was selected.

Mr. Ryan said he would be diving into the various parts of the facilities. It's divided up into three pieces on this graphic. The northern part is the pumping plant area, which is site A. Site B is the forebay area and Site C is the area across Byron Highway where the flow control structures are. Sites A and B together are almost 2,000 acres of constructed area. The 750-acre forebay is just the water surface. That's not even considering the size of embankments and other facilities. The final site is about 1,275 acres and the tunnels are about 8,000 ft long each. They end in Site C, which is 180 acres, with the final area at 120 acres.

Starting with area A, you can see the pumping plant and the two alignments are shown in blue. You don't really see the tunnel shaft here yet. We will take some of the topsoil and stockpile it up there at the top end. Some of the RTM that ends up leftover, we may end up with excess that we will stockpile in that area. Typical things that you would see for supporting work like this is the segment storage for tunneling, concrete batch plants, contractor laydown area for the pumping plant and the tunnel contractor. There will be offices and such in these areas. The two big red lines are rail access to help minimize truck traffic. The segments would be brought in by rail and so would the aggregate for the batch plant. The rail must have these long, straight lengths we can progressively unload the cars as they get dropped there, either the rail takes them back or refills them.

Mr. Ryan introduced the site of the pump station with a graphical rendering of what it might look like. It has some support features, including an electrical building at the back. The arrow

is pointing to those blue objects which are air conditioning units for the electrical heater. The electric substation is in the back which will feed the electric motors that run the pumps. There is an office building, and equipment storage and shops. The big, light grey object with the crane over it is the tunnel shaft that we use to transfer the water into the pump station, and also to be able to flow out into the forebay area.

This is the same rendering from an angle. You can see the crane at the upper right. The tunnel shaft is at the very right. Water would flow out of that tunnel shaft through the rectangular opening, into the wet well of the pump station. Water would flood into the bottom of that wet well. You can see the pump columns with the inlet bells down at the bottom, they hang inside a cylindrical well, which is similar to an agricultural well. The water would flow down that well, then up through the bell. On left you can see where it would come up through the pump and out behind the level control well. This is to control the head on the pumps that make the pumps function properly. That would mostly be submerged and then flow into the Southern Forebay, where you can see the arrows.

If you look inside the pump station, you can see the motors, which are the brownish things behind the columns. In the far back, towards the roof, you can see the crane that goes across. The concept is that vehicles can drive through the garage door, a tractor trailer rig could fit in there because it's pretty large. The crane could pick up the motor or pump components and set them on a tractor trailer rig set right in there for movement off, for whatever reason, maintenance or repair.

The substation is in the back, the electrical building behind the room, and the enclosure around the air conditioning units. In order to be able to isolate the pump station from the tunnel system for maintenance and safety of workers, there would be a large gate that would be slid down into those slots just on the left of the gantry crane. This crane would also be used to lower a temporary pump if we ever had to dewater the tunnel. A large pump would be lowered into the tunnel with the crane and the water would be pumped out into the forebay.

Mr. Ryan said the areas in green are permanent facility boundaries and the areas in yellow are construction boundaries. It gets a little complicated, there are some areas circled in yellow that we aren't touching at all, so there are yellow circles inside the yellow. That's primarily because they're underneath a large power corridor.

Mr. Ryan presented a more detailed version of the worksite for the forebay itself. The embankment is shown with the black line for simplicity. The concept here is that RTM will be coming out of the tunnel in the area up north, RTM Treatment, for drying and processing. Then, there is a stockpile in the middle that is also going to be RTM brought from Twin Cities Glanville shaft on the railroad. You can see another railroad segment here to deliver that RTM into the floor of the reservoir for use to construct the embankments. There is also the RTM Treatment area for the southern tunnels at the bottom. He said later he will go through a quick construction sequence.

There is a lot of peat in the upper horizons in this area that needs to be removed under the embankment areas. It would be removed and stockpiled at a peat storage area covered so it doesn't do greenhouse gas. You can also see the segment storage for the southern tunnels.

There is a little work area just to the south, where the outlet is on the reservoir by the bottom end for the contractor down there. There is a contractor area to the west of the main reservoir area, that is for the reservoir contractor. We're showing a heliport site here and a first responder site. We know we need to have this on site to support tunnel drives, they must be very close. We discussed with you that some of this might be enhanced first responder facilities in the area that can be shared with the community.

Mr. Ryan said that Mr. Bradner will be covering the forebay embankments.

Mr. Bradner said the first slide will show how the top of the embankment and the spillway level were established. We will also look from an external side. Beginning on the internal side, there is a typical foundation elevation of -8 ft and +2 ft. There is a maximum normal operating water surface elevation of 17.5 ft. Referencing back to what Mr. Ryan was explaining, that is the top of that normal operating band. Above that water surface, there is 3.5 ft for wind and wave runup, which is a broad reservoir. There could be wind there, we could push waves, so we want to ensure there is enough height above the water embankment, so waves don't splash out of the spillway. There is also the freeboard, which is essentially the same purpose, to provide the extra embankment height.

The spillway invert is the height that water would be able to flow over the spillway and the spillway ties directly into Italian Slough, just north of Clifton Court, and very close to the confluence. The spillway would only be for emergency situations where there's some sort of inflow into the reservoir, water levels are climbing and we must have a way for the water to be able to flow out to the natural water body, Italian Slough. That elevation is 21 ft and then we used a water surface with maximum spill height of 2.5 ft above the spillway invert. That is the maximum height the water would be spilling over the spillway. That's how the width of the spillway was set, by establishing that height. In that type of condition, if we were to have a spill with very high levels in the reservoir, we'd have to bring in the wind and wave runup to make sure there is enough embankment height to contain all the water that could splash against the side of the embankment.

The top of the embankment has what is called residual freeboard, which is a California Division of Safety of Dams requirement to have a 1.5 ft minimum above the maximum water level elevation. All of that adds up to a top elevation of 28 ft.

Mr. Bradner presented a 200-year flood elevation that includes sea level rise and climate change for year 2100, which is a water surface of elevation 20.8 ft, provided by DWR. Added to that is a freeboard height, which mainly comes from Title 23 of the California Code of Regulations, which dictates freeboard requirements for big bypasses and flood control systems. There is a maximum of 6 ft of freeboard, still exceeding that elevation.

Ms. Mann said a major concern regarding emergency medical assistance is that eastern Contra Costa County was reduced from nine fire stations down to one. It is located on Bixler Road. There is no longer a fire station on Bethel Island or in Byron, which is where this is pretty much at. As it is, there is only one engine unit to support all the homes that have been built out on Discovery Bay and Byron area. She said she wanted to make sure this was known.

Mr. Ryan said they were aware of the limitations and that's one of the things they were hoping to help supplement the community with a facility they would use.

Ms. Mann said they wouldn't have to supplement, they would need to put in a whole new station and the workers. If an emergency happened in the tunnel in that area, that would be the focus and that leaves about 20,000 homes and businesses that are unprotected. That is a real problem. The next station would be Brentwood, which is about eight or nine miles away and that is unacceptable.

Ms. Mann asked if the water goes over the freeboard and into the river, would the water level then increase and be dispersed to the north and the south?

Mr. Bradner responded yes it would be absorbed into the river system. There is still hydraulic modeling that needs to be done to evaluate the impacts of that, but yes, it's connecting to the broader water.

Ms. Mann asked if this occasion hypothetically would happen more towards the wintertime, summertime, or spring? The reason is because many, maybe 4,000 homes are actually waterfront sites and when the dams were released about 10 years ago, they all experienced incredible flooding in their homes. So, is this something they will need to be aware of for their own personal homes and businesses?

Mr. Bradner said the reservoir, which would be a California State regulated facility, would have natural water shed. A couple of different conditions were looked at to try to identify what the critical condition would be for siting. Most reservoirs in a natural water shed, there is water flowing in through the rivers and it has to be sized for precipitation. In this case, it is a fully contained system. It would take an event like the ones discussed, power outages, gate malfunctions, which have a very unlikely chance of occurring, but need to be considered when sizing the spillway. Flooding would be a very unlikely event. It would be very rare, but we could follow up more with additional details.

Ms. Mann said currently we are living through a very unlikely event. The odds of this flooding our properties are becoming more likely.

Mr. Ryan said another perspective is that the maximum flow that could ever spill out is 6,000 cfs, which compared to the flows of the old river, is maybe 1/20th of the maximum flows in there. There will be many levels of safeguards to prevent this from ever happening. It is an unlikely event, but if it were to occur, we don't want the reservoir to fill up and spill out over the embankment which would erode it and potentially cause it to fail. This is a place in the highly unlikely event to allow it to spill without destroying the facility. The embankment going out would be a bigger deal to worry about than water spilling over the spillway.

Mr. Gloski said he's glad to see Italian Slough will be utilized. He said at the last meeting that he would like to promote this as a dual benefit facility. With the issues going on with algae and health with the water down in the south Delta, there is a benefit to be able to take some of this water and flush it back into the Delta during times when there are problems. Have you thought about other plumbing? There might be other options than over a spillway.

Could there be a flow control device needed on one of the forebays into Italian Slough? He asked Carrie if there are plans to look at this as part of the CEQA process.

Ms. Buckman said they are not quite there yet. When it was discussed, they were considering it as a mitigation measure, but they haven't reached the point where the types of mitigation measures necessary have been identified. That would be further down the road. It could be brainstormed with Mr. Bradner but we haven't reached the time yet to identify mitigation.

Mr. Gloski said a lawyer indicated to him that the water in those forebays is actually considered part of the Delta and the water before it is pumped into the aqueduct is part of the Delta. Some law from the 80s says that only water can be pumped out if it would affect the Delta. The water quality in the Delta is bad and there are health issues. There is nice, clear water just over the levee that is actually part of the Delta, it would seem to be natural to try to take care of the Delta before exporting.

Ms. Barrigan-Parrilla said she will send a list of questions she has about the presentation but will only ask two during the meeting. She said in WaterFix, it was known there was a tremendous amount of diesel emissions for construction for this part of the project. Looking at a concrete batch down there. Conversations have been had with Ms. Mallon about moving everything to electric. Is there a commitment by the exporters to fund and will we really get to 100% because those emissions, for health and safety reasons, would require complete relocation for the town of Byron and it would be really dangerous diesel emissions for the kids that go to school nearby.

She said she is not worried about the operation of managing water and flow creating a flood condition. She is sure that will be worked out. Is this being built to a 200-year standard?

Mr. Ryan said 200-year plus 2100 sea level rise and 2100 climate change hydrology.

Ms. Barrigan-Parrilla asked if that is from the fourth climate change analysis?

Ms. Buckman said it is from the Central Valley's Flood Protection Board's flood situation coming off the San Joaquin, Yolo, and Sacramento in combination with the 10.2 ft sea level rise of the Golden Gate.

Ms. Barrigan-Parrilla said she would strongly urge a comparison be done to the report from the fourth climate change analysis because her concern is not just the combination of sea level rise hurting facility coming up the San Joaquin but storm events coming down the San Joaquin. The two together seem like the perfect storm for catastrophe.

Ms. Buckman said that is the information they have from the Central Valley Flood Protection Plan but she will complete the comparison so see if there is a difference.

Ms. Giacoma asked what the composition of the forebay embankments are? Specifically she is concerned about liquefaction susceptibility in the event of an earthquake.

Mr. Ryan said if she could wait one slide for that, it is part of Mr. Bradner's presentation.

Ms. Giacoma said she did have one other concern which is the effect of traffic impact on Byron Elementary School.

Mr. Ryan said that will be addressed in more detail at the next meeting in May.

Ms. Mallon said there is a chart on the expected truck traffic coming to the site. It just hasn't been modeled where it is coming from but it will be ready for the next meeting.

Ms. Swenson asked what the ongoing noise would be from the operation on the surrounding communities? She would like to see a map in detail of what the houses would look like and where they are in relation to this. Why would the tunnel ever need to be dewatered? What scenario would make that relevant?

Mr. Ryan said the tunnel is expected to last. We put in all of this investment, time and energy, and disruption to people, which we don't want to have to do, for a lifetime. It will have to be inspected over time and if there were ever a need, to rehabilitate parts.

Mr. Bradner presented a typical cross section of the embankment, which is an earth fill embankment. It was recently discussed to use RTM for this embankment, so long as it meets specifications. It has 4:1 side slopes on the interior and exterior, with top elevation set at 28 ft. For comparison, it can be seen where the max water would sit at 17.5 ft. The interior slope would be lined with riprap to protect against wave damage and erosion of the slope. There is a fine-grained cutoff wall at the center. It is soil mixed with clay, soil bentonite cutoff wall with a fine-grained cap. This would extend down to a depth that keys into a fine-grain layer, until more site-specific geotechnical information is received, it is unknown to what depth that wall will need to extend. The cutoff surrounds the whole perimeter.

Into the foundation, at the bottom there are shear walls that are created with by introducing cement into the subsurface and mixing that material in. They are called shear walls because they are oriented as panels every 15-20 ft along the alignment of the embankment. The purpose of the shear walls is to add strength to the foundation and address concerns like liquefaction and instability of the foundation. We do expect to have peak material within the foundation, potentially soft clays or liquefiable sands. Between the seepage cutoff wall addressing seepage underneath the embankment and the shear walls addressing foundation instability, those are some of the large foundation elements that are included in the reservoir.

Mr. Bradner pointed out some other features, there is a toe drain to capture any seepage that may be going through beneath the embankment. That's a capture system for that minor water. Also, adding gravel access roads for access and patrolling the reservoir.

Mr. Ryan went on to present area C which is the other side of the Byron Highway. In this area, the main feature is the South Delta Outlet and Control Structure. There is also the California Aqueduct Control Structure which would be in the canal. Right beneath the word "laydown" is where the Skinner Fish Facility is located which is the fish screen for flow out of the Clifton Forebay into the California Aqueduct, headed to the bank's pumping station. During construction, we would build a cellular cofferdam on the upstream side of the

California Aqueduct Control Structure and right around where the green line crosses on the downstream side. This would allow us to dry up the canal to build the structures in it. The temporary by-pass is a parallel sheet pile wall where the flow would be diverted around our work area inside this rectangular channel for delivery to the bank's pump station while we're working. There are the contractor's laydown areas.

When the California Aqueduct was built and the soil was excavated, it was piled on the two sides of the canal so there are big dirt piles there. The green line around the structure is mostly a cut slope to remove some of that material back to the original ground. The same thing needs to happen on the right side, in order to put in the bypass channel.

Mr. Ryan presented a rendering of what it would really look like that shows how the structure would be feeding into the canal. It shows the control structure and the forebay in the background. The spillway is not shown here but it would be close to where the Old River confluence is located.

Mr. Ryan said that for someone in Discovery Bay, they would see the pump station. The facility can be seen slightly on the horizon. It is several miles away so it helps diminish the visual impacts to an extent.

There is a summary of the expected truck trips. In the early parts of the work, the rail and access facilities are being built so there is a lesser amount of truck trips supporting that. Once the groundwork begins for the reservoir, the pump station pads, and begin building the tunneling, then there will be more trucks and about four trains per day during the main tunneling period. The trains would be hauling in tunnel segments, one would be hauling RTM, and about one a day would be hauling cement and aggregates. That would be the peak load during that time. It would average out to more like two trains per day. As the North tunnel picks up, truck traffic picks up for a few years while all the construction is going on at once.

Mr. Ryan showed an image of the construction schedule for over the years that lays out what will be done and when.

He displayed an animation of what will happen to the site through the 12 years of construction.

Year 1, they started building the roads so that traffic on the Byron Highway can be moved around the worksite.

Year 2, those roads are being completed and the rail sidings are being brought to the site.

Year 3, they start building the onsite roads, start to clear the areas for work areas, and start to use the material for ground improvements at the pump station pad.

Year 4, the reservoir area is cleared, begin stockpiling the topsoil at the top, and start building the shafts. The area in the south is starting to get set up for work to begin for those tunnels. Roads and rail are fully complete. All the worksites are set up.

Year 5, the peat is moved out. Not a lot of action is shown on the other sites because it is just continued work. Ground improvements at the south and building the shafts for the tunnels. The pump station wet well is beginning.

Year 6, the peat is covered with topsoil and the tunnel has begun. Starting to generate RTM from that tunnel and starting to work on the embankments for that reservoir.

Year 7, the shafts are in the south and the tunnel is advancing. There is continued work on the embankments with RTM.

Year 8, both tunnels are running. RTM and embankment work is taking place. There is work going on at the pump station site.

Year 9, the first part of the south tunnel has been finished.

Year 10, the second tunnel is almost to the South Delta shafts.

Year 11, the tunnels are complete and the structures are mostly complete in the south. The embankments are starting to take more shape. The spillway is in place.

Year 12, everything is cleaned up, work is finished up, and they commission the facility.

d. SEC Comments on Agendized Items

Mr. Moran asked how much peat is going to be moved out? How much is going to be put in storage? Why is it being covered up and not being used elsewhere for restoration projects?

Mr. Bradner said there are a lot of assumptions right now as they await some data along the potential alignment of the embankment, but they are estimating now about one million yards of peat that will have to be removed from the foundation and stockpiled. The plan is to keep it onsite because a better use for the material has not been identified, so it will be covered with topsoil so that it doesn't oxidize.

Mr. Wallace says the DCA has a high-level of confidence that the RTM will meet specifications for constructing all the embankments, but he is confused because the material is homogenized as it comes out as RTM. Will the material be sorted? Or do you just anticipate the homogenized material will meet spec? I assume this has to be an engineered fill. It says "fine-grain" which has a pretty geotechnical definition. How will the RTM be managed? A lot of it is being used to build some important structures.

Mr. Bradner said yes, it is homogenized so what is in the subsurface might not be reflected in the RTM as it's coming out, once it's been excavated, blended, and brought up to the surface. The treating process itself will add another level to the blending. It will go through several cycles of blending and homogenizing. In order for it to meet spec for embankment material, it must have at least 20-30% fine for the broad portion of the embankment and based on the available data, it does appear that the intervals the tunnel is going to be excavating through are going to generate material that will comply with that requirement. Some of the other requirements will be the maximum particle size, so if there are large

diameter cobbles and such, that material will need to be excluded, which is pretty common in sorting of materials. Regarding the embankment core, at this point there is no plan to use RTM for the fine-grain core, it would be a clay core, which should be able to be done on site. There is a lot of reasonable clay material or as a last option, it could be imported.

Mr. Wallace asked if the fine-grain core was the feature at the top?

Mr. Bradner confirmed that is correct.

Ms. Giacoma said given sea-level rise, the outside of the embankments would be underwater and she does not see any riprap on them.

Mr. Bradner said the Byron Tract in general is protected by levees, but that is correct. The external water elevation at year 2100 is high at 20.8. He would like to take it as a comment and contemplate if anything can be done.

Ms. Giacoma asked if the trucks hauling borrow fill are included in the truck traffic graphic?

Mr. Ryan said the plan is to bring in the RTM by rail.

Ms. Barrigan Parrilla said that in WaterFix, it was estimated that the existing pumps would be used without tunnel operation 52% of the time. Isn't this the time to go back to Cal Fed and fix the fish screens for when the existing pumps are used? It seems like it should be engineered in because there is so much opportunity there to improve that set of conditions at the same time for fisheries.

Mr. Ryan said that is being considered as a separate project that the DWR is evaluating.

Ms. Buckman said this is something that is important to State Water Operations in general, so it is under consideration as a separate effort.

Ms. Barrigan-Parrilla asked if that then means it would be incorporated into construction at this time or would it be run separately?

Ms. Buckman said it is a separate project.

Mr. Hsia said he is also interested in the fish screen because he read that Clifton Forebay has a nonperforming fish screen getting all the smelt. He is more interested in why that cannot be fixed.

Ms. Buckman said there are a number of alternatives being studied for how to address the Clifton Forebay fish protection, so it's not that they can't figure out an option but the study is in progress to determine how to manage that.

Mr. Hsia asked if we would have that problem for the Southern Forebay?

Ms. Buckman said our fish screens will not be at the south, so by the time the water reaches the forebay it will already be screened at the intakes on the Sacramento River.

Mr. Cox said this should be incorporated into the project, not a separate project. It has been delayed and stalled for years. Fishermen have gotten to the point where we don't believe anything that is said about this because there have been so many promises in the past. He urged to keep in mind that Clifton Court is the biggest fish killing location in the Delta. Once fish get in, they do not get out. It really needs to be addressed. There is a project that demands an improvement of habitat, this would be the biggest habitat that could be improved in the Delta.

Ms. Giacoma asked where the borrow comes from?

Mr. Ryan said the RTM is generated from the tunnel drive up North by the Glenville Shaft and the Twin Cities processing center at the Twin Cities Road and the freeway. There are two tunnel drives, one north towards the intakes and one south.

Ms. Giacoma said she was referring to the clay to mix with the fines.

Mr. Ryan said that is dug out of the floor of the forebay.

Mr. Bradner said grading of the floor of the forebay, as well as excavating out the upper six ft of the foundation underneath the embankment. That material, where suitable, will provide that borrow.

e. Discussion on DCA Board Presentation by SEC Representative

Ms. Mallon said when the process began, there was a commitment to allow a representative member of the SEC to do a report out to the DCA Board to make the connection between the SEC process and the Board. The Board is made up of representative members from three of the state water contractors. There are two from Metropolitan, Ms. Palmer is a representative of Zone 7's Board, and then Tony Estremera from Santa Clara Valley. She said she would like to open this up to comment for having a committee member do a presentation report out to the Board. Ms. Mallon proposed that it be a rotation so it's not just one person presenting at each meeting. It could be a random selection, it can be a nomination process, but the initial purpose of this was the ensure that the Board members heard directly from the SEC regarding their thoughts, recommendations, and general findings on effects of the project.

Ms. Mallon offered to have this start at the next Board meeting. She reminded that the person who takes on this responsibility will prepare written comments that would need to circulate to the other SEC members who would have the opportunity to provide their own comments, as well. It should be a broad representation of the thoughts of the SEC members. This process then would continue monthly at the DCA Board meetings.

Ms. Mallon asked if the committee thinks this is an appropriate time to start this aspect of engagement.

Ms. Barrigan-Parrilla said it is a good idea and so is doing it with a rotation. It's a good idea to have the committee member get feedback from everyone and it even removes pressure from staff to be in the middle.

Ms. Swenson said she agrees with Ms. Barrigan-Parrilla about rotating the committee member. It would be good to have representation at the Board meetings, as long as we circulate around and ensure that we all have input to have a balanced report from everyone.

Mr. Moran said he is in agreement and thinks it is a great idea.

Mr. Wallace said he agrees as well. It is time to have an SEC member in front of the DCA Board.

Ms. Martinez clarified with Ms. Mallon that it could be a rotational situation.

Ms. Mallon said there is a difference of opinions among the SEC members, so rotating speakers would ensure a broad range of faces and voices among the group.

Mr. Gloski agrees as well.

Ms. Mallon proposed Mr. Wallace to be the first to present, which would include helping to establish a process and a framework. Putting together an agenda, how to solicit and present. Early on, a framework with a majority and minority was discussed, but it could be what they want it to be. The first report out might take a little more work to establish the process. She opened up conversation for Mr. Wallace to be the first to present.

Mr. Wallace said he is willing to do it and it is an important responsibility that he would do with trepidation because it needs to be done evenly. He would not want to do it unless there is significant input and everyone has a chance to chime in. He is happy to do it one time to lay down the template, if that is what everyone would want him to do.

Ms. Swenson suggested taking a vote for who should start.

Ms. Mallon reminded that it would be a rotation and it could be worked through everyone.

Ms. Swenson said she understands but the committee members should be able to choose who will be first.

Mr. Wallace said if someone else would want to do it, it is okay with him. Someone else can nominate themselves, but he was approached to do it and is willing to do it. If he's not the right one, that can be decided.

Mr. Wirth asked if the first presentation would cover everything they have done as part of the SEC?

Ms. Mallon said that at every Board meeting, there would be a different presentation. This first one would be good to go through, in general, the presentations that have been done to date but also to establish this as an ongoing part of the SEC's responsibility to report out to

the Board. It is up to you to come up with the agenda. She said although you could, she would hope this isn't used as a forum to protest the project because that is not the goal. The goal is to establish the process with the SEC and provide feedback to the Board on the findings.

Mr. Wirth said it might make sense to allow more time for the first presentation than the subsequent ones.

Ms. Mallon said another option is to reduce the scope and cover the content in the second Board meeting, just using this first one for introductory remarks on the process. She thought it would be better for them to be in front of the Board soon than later, instead of Ms. Parvizi reporting the newsletter. She said she was curious if this was something that they wanted to start sooner rather than later.

Mr. Hsia asked how many more Board meetings there are.

Ms. Barrigan-Parrilla said for the first meeting, and since it's longer, she would make a small steering committee out of the SEC, so there are no Brown Act violations. Perhaps, three or four people that are more recreation focused and more North Delta focused. Maybe fisheries or EJ related. Let them get the summary of comments in. One person can go report it, but that way you have the input right from the start. Then, there will be the template that can just be handed off person to person.

Ms. Palmer agreed that having a group of four to five people would be good because the first one is a big job, figuring out what needs to be done. Having a group to brainstorm and coming to an agreement would be really good.

Mr. Nelson said an ad hoc committee does avoid a potential Brown Act issue where if they wanted to receive input from every member, there would need to be a special meeting.

Ms. Liebig said she was going to offer a similar suggestion of a group or having the presentation done by one or two people that way there is more diversity and all the work isn't put on Mr. Wallace's shoulders. It would be a big undertaking and this allows for more input.

Mr. Moran asked if folks envision this small committee also being on a rotational basis so everyone has a chance to become a part of this process?

Ms. Parvizi suggested everyone who is interested sending her an email and she'll go down the list forming groups of four.

Ms. Mann said she thinks the idea was having four diverse, as in from the North, from the South, fishing, etc., because everyone has different specialties.

Ms. Parvizi said trying to steer clear of Brown Act violations, they could email her so she can list the names with areas of specialty and residence, to see what makes sense.

Ms. Martinez suggested having the conversation now to find consensus on the four people so that everyone is weighed in.

Ms. Barrigan-Parrilla said she doesn't want to have to do all of them so we can rotate people, but does want someone to rotate with her so that they can work on the air, pollution, and water quality considerations consistently.

Ms. Mallon suggested that Ms. Barrigan-Parrilla be on the June Board meeting team to be able to represent air quality.

Ms. Parvizi suggested if we have the Board meeting agendas at least a month in advance, to use them to figure out the makeup of the four.

Ms. Martinez said she thinks it's best to make this an agenda item and have the same conversation each month.

Ms. Palmer said the steering committee can also help navigate that.

Ms. Mallon said she thinks Mr. Wallace and Ms. Liebig would be good and that way agriculture can be represented which is important. She asked for someone to represent the South.

Ms. Mann said she is happy to represent the South.

Mr. Moran said he is happy to join.

Ms. Mallon suggested having Mr. Robertson lined up for the next meeting for recreation.

Mr. Wirth asked if the first topic is the North Delta.

Ms. Martinez said it is only to establish process and how the SEC process has gone from the perspective of the committee.

Ms. Mallon said the SEC members can decide on what they think is important to present, hoping that it stays to the confines of the SEC.

Ms. Palmer said this first one is important to lay the example of the template.

Mr. Hsia suggested giving opportunity to tribal for the following Board meeting.

Ms. Martinez said Mr. Moran, Ms. Liebig, Ms. Mann, and Mr. Wallace will receive deadlines to be able to prepare slides for presentation purposes. The staff is available to support in whichever way.

Mr. Nelson clarified that because the subcommittees will only be for a certain amount of time, they will not be subject to the Brown Act. Meetings of those committees will not be agendized.

f. Public Comment on Agendized Items

Ms. Palmer asked if there are any comments on agendized items.

Ms. Rodriguez said there is a comment from Deirdre Des Jardins and Osha Meserve.

Ms. Des Jardins, California Water Research, said she represents the public interest, science, and engineering. There is no spot on the SEC and there is no opportunity to comment or ask questions on the individual items. Three minutes is not enough time to participate. She is working with NGO that was not represented on the committee. Would like to note that with three minutes, it is excluding public interest, science, engineering, and NGOs that are not specifically represented by individuals. The SEC is not working in a format for that kind of participation and design.

Ms. Meserve, Local Agencies of the North Delta, said does not think the process is going well. She does not know what is going to happen throughout the meeting and what to expect. She said she appreciates the correction to the Stone Lake map, but it took a long time to receive. The discussion was not clear about what to do with the stakeholder process. They should have to vote for if they want to continue. Instead, they were told if they did not continue with the meetings, they would not be considered, that is not correct. No deadline was given and the timeline presented to the DCA Board shows the conceptual engineering done at the end of September, so there is time to take a break from phone meetings. In DWR's May Q and A, they said that Delta communities would be involved in this new approach and this is not a reasonable substitute. She said she is disappointed in the process and it is hard to participate.

5. FUTURE AGENDA ITEMS

Editor's Note: This agenda item was discussed earlier in the meeting. Please see Section 2.

6. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

Ms. Palmer opened discussion for SEC members to provide information on outreach or questions and any other non-agendized items.

Ms. Swenson said DWR sent out guidelines for their participation with the project and it clearly stated how they intend to participate with the Delta. She said she does not see how that is possible with the current state. She will email it for the record. There is a specific section talking about how they will engage with the communities and there is no way to legally do what it states. They need to either change their guidelines to say that they will be able to participate with anyone who has computer and internet access. It's locking out anyone who does not have internet access or anyone who is lined up at the food banks in the Delta because of this global pandemic.

Mr. Merlo asked to join the subcommittee on heritage concerns with Douglas and the tribal members because that's where his expertise would be most valuable.

Ms. Martinez said it is up to the SEC and between now and the time for the next meeting, they can discuss it, but he can be put on the list.

Ms. Barrigan-Parrilla said the deadline for the NOP just passed and out of the EJ groups they work with, they only had one or two groups file comments independently. On the conversation of who has access and who doesn't have access, she said she is still fearful of this. Many people from non-profits are showing up at food banks every day. It has been incredibly stressful. We did a webinar with 140 people and about 25-30 were agency people. The rest were retirees who follow from outside of the Delta. With our outreach, we could only get 20-22 participants for that effort. Keep in mind that for people that live in more urban areas, you tend to have better access and more affluence. Try to keep that in mind and try to be sensitive. Think about those who are not at the table when you prepare your report and moving forward. We should be for all the people.

Ms. Martinez reminded that offline conversations to brainstorm how to get more creative with reaching out to folks will happen.

Mr. Hsia said there was talk about organizing a tour to the locations. What will be happening in the coming weeks?

Ms. Martinez said it is a work in progress. In the next few days, they will have something to discuss with everyone.

Ms. Mallon said she needs to look into what is legal within the counties and how to get permission to travel out there. They will be doing research.

Ms. Martinez said a Docusign will be sent to everyone regarding stipends. Be aware, because it will be the official sign in.

Ms. Rodriguez clarified that the email will be coming from Docusign.

7. PUBLIC COMMENT ON NON-AGENDIZED ITEMS

Ms. Palmer opened public comment for non-agenda items.

Ms. Rodriguez said there are two comments from Deirdre Des Jardins and Osha Meserve.

Ms. Des Jardins said she sent a letter to the SEC and requested that everyone clarify with the DCA exactly which Delta stakeholder organizations they have agreements to represent. They have a legal memo. The DCA does not have the authority to appoint or remove representatives for classes of Delta stakeholders. This has been ongoing confusion. The application has a box that asks to be checked if you represent stakeholders, but there is confusion regarding continued use of the word "constituents." No one is represented unless there is an agreement with them directly to represent them. It is clear that plans have changed with liaisons, everyone had a plan in their application with outreach, but it is obvious they have changed. We request that members clarify who they are able to liaison with because it is important as you are negotiating about mitigation for impacts on property and people. The SEC and DCA need to be clear. The SEC does not represent the entire Delta. It especially can't during a pandemic. A memo was sent to the members and the chair.

Ms. Rodriguez informed the group that Ms. Meserve dropped off the call.

8. NEXT MEETING

Ms. Martinez said the next meeting is anticipated to be online on May 27. She encouraged the committee to share any strong thoughts they have on items that should be discussed moving forward.

Ms. Palmer thanked the committee for their comments and input. She reminded to email Ms. Rodriguez with anything they would like to discuss.

Ms. Keegan said she enjoyed the spirited discussion and listening to all the comments. She appreciates all the participation and thanked the staff.

9. ADJOURNMENT

Ms. Palmer adjourned the meeting at 6:44 pm.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING
Wednesday, May 27, 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 3:00 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 N29-20 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, Cecille Giacoma, David Gloski, Douglas Hsia, Isabella Gonzalez-Potter, James Cox, Jim Wallace, Karen Mann, Lindsey Liebig, Malissa Tayaba, Dr. Mel Lytle, Philip Merlo, Peter Robertson and Sean Wirth. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance. Tribal representative alternate Jesus Tarango also attended.

Members Barbara Barrigan-Parrilla and Mike Hardesty were not in attendance

DCA Board Members in attendance were Director Sarah Palmer (Chair) and Barbara Keegan (Vice Chair) *[Editor's Note: Ms. Palmer left the meeting early and Ms. Keegan presided over the remainder]*. In addition, DCA and DWR staff members in attendance were Kathryn Mallon,

Valerie Martinez, Joshua Nelson, Don Hubbard, Graham Bradner, 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.

Ms. Martinez noted that the members received the agenda and April meeting minutes prior to this meeting. They also received the updated May map books, the DCA presentation, as well as the traffic zip file which contains the information that is going to be presented in that meeting. The members were sent the tracking packet which is contains all of the questions and their answers from each meeting, including questions and comments sent via email or online.

3. MINUTES REVIEW: April 22, 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; Ms. Parvizi noted the addendum to the minutes should include Ms. Swenson's name for clarity about the source of the contribution.

4. DISCUSSION ITEMS/PRESENTATIONS

[Editor's Note: Item 4 is a single discussion item. Subparts are listed for clarity.]

a. CEQA Process Update

Ms. Buckman provided an update on the status of the environmental review and conclusion of the scoping period. An overview of the process was presented, which included the NOP being released in January and the scoping meetings that followed. Now is the period where the Scoping Summary Report is being developed. An impact assessment is upcoming with an Administrative Draft EIR to follow and the Draft EIR releasing early in 2021. The Draft would

then be circulated for public comment and public hearings with a Final EIR expected in early 2022.

The scoping period included a 93-day public comment period from January 15, 2020 to April 17, 2020 with 8 public meetings throughout the state that had 735 total combined attendees. DWR received over 850 comment letters and over 3,500 individual comments.

Current activities include reviewing the comments received and the feedback from agencies and members of the public during scoping to consider how to incorporate it into the Draft EIR. Specifically, DWR is looking at the range of alternatives and the scope of the environmental impact analysis. A scoping report is also being prepared that captures all scoping-related information, including comments received and scoping meeting transcripts. Next DWR will be preparing the Draft EIR and environmental impact analysis. Tribal consultation is continuing at the Tribes' discretion. At the start of the project, letters were sent out to 121 tribes throughout the study area to initiate consultation under AB-52 and DWR's Tribal Engagement Policy. All tribes that responded to those letters have been reached out to, but due to the current public health conditions as a result of COVID-19, some tribes want to delay discussion. There have been meetings with the interested tribes and communication with the tribes that are not yet ready. These meetings will be to work with tribes to identify potential effects to tribal cultural resources and consider potential mitigation measures.

Ms. Buckman presented upcoming CEQA milestones which included the publication of the scoping report and the selection of alternatives this summer. The publication of the Draft EIR is expected for early 2021. The Draft Engineering Project Reports are due July 2020 and the Final is due September 2020. Since no alternatives have been selected, the July date may be slightly delayed.

The Draft EIR will look at a reasonable range of potentially feasible alternatives that can achieve the project objectives and avoid or reduce significant environmental impacts, consistent with CEQA requirements. Alternatives are currently being formulated by a screening process informed by scoping and information from past projects. When alternatives are identified, the DCA will prepare the conceptual design, with the SEC providing input on that design. There will be an update in June or July to present the results of the screening process for more information so that the SEC understands why they are providing feedback on the alternatives.

Mr. Wirth asked where NEPA fits in.

Ms. Buckman answered that it is still being worked on. DWR asked the Central Valley Flood Protection Board last week for a letter to initiate the Section 408 process with the United States Army Corps of Engineers (USACE). The project does not currently have a federal partner, so one of the regulatory agencies will need to be the NEPA lead. They will need to decide who is the most appropriate NEPA lead as the federal agency group. The processes with the federal agencies have been initiated so they can decide the NEPA lead. DWR is also working to initiate the 404 process as well, so that the relevant groups of the USACE are involved. The 408 initiation letter does not indicate that the project was approved by the

Flood Board or that the Flood Board agreed that this project should move forward; it was just initiation for coordination.

Mr. Gloski asked if the DCA staff is involved with the project alternatives. Does DCA get involved in the evaluation of the alternatives?

Ms. Buckman said the DCA is only involved to the extent that they have suggested some alternatives as technical experts, but it's up to DWR to make a decision. DWR looks at alternatives from a CEQA perspective.

Ms. Martinez clarified that all DCA work is assigned by DWR.

Ms. Buckman confirmed and said DWR will make a decision and ask the DCA to design the alternatives.

Ms. Swenson asked if there is a list of alternatives? Are any of the alternatives that are being considered different from the other iterations of this project?

Ms. Buckman said there is not yet a list of alternatives, but any such list will be part of an alternatives presentation to the SEC. Some of the alternatives are different than the previous iteration of the project. Most are from ideas that have been heard before.

b. Presentation Traffic Impacts and Logistics Improvements

Ms. Mallon introduced DCA Traffic Planner Don Hubbard for a presentation on Traffic Impacts and Logistics Responses. Mr. Hubbard created a model for traffic in the Delta and the primary reason of the presentation is to determine what engineering logistics solutions need to be included in the design that will be handed off to DWR for the alternatives' analysis. The analysis described in the presentation is not a CEQA study. DWR will be conducting a CEQA study on traffic impacts that may result in changes.

Mr. Hubbard said he will first explain the methodology of the traffic modeling and then he will present the results utilizing that modeling. The goal of the traffic planning exercise is to identify measures that minimize the effects of the project's truck and worker traffic loads on the Delta communities. The team is aiming to find the solution that will allow the project to be built while being the least impactful to Delta communities. This was done by developing a traffic model that allowed the team to quickly evaluate the effectiveness of a wide range of alternatives to show the differences in traffic effects under a consistent set of criteria. This is not a CEQA analysis, so the goal is not to identify the effects of the project, but rather to identify what the proposed project actually is. Ultimately, the CEQA process will be the final arbiter of recommended logistics improvements to manage traffic impacts. Traffic level of service is no longer the method to assess significant impacts under CEQA but nevertheless represents something important to local communities. It was used in this analysis because a traffic planning exercise allows for more flexibility as it is not a CEQA study.

One challenge of this project is the sparse road network within the region, and few roads designed for heavy vehicles or heavy traffic volumes. The region also has moveable bridges with limited capacity and, when closed, which interrupt traffic flows. There are, however, opportunities for this project that are not available to most projects. Rail, barge, and

conveyor belts are possible for some locations, and the duration of the project could make some of these investments worthwhile. Some sites can be designed with enough storage space to allow for stockpiling that would allow materials to be moved during off-peak periods.

Since this is a planning study, not an EIR, the purpose of traffic thresholds is to serve as targets during iterative adjustments of the plans (i.e. which remedial actions to include). "Remedial actions" refer to transportation infrastructure developed as part of the project to support a reasonable traffic level of service (LOS) during the construction period. In most cases, this is infrastructure, in other cases it could be operational changes. DWR will later decide on the methodology and significance thresholds used in the EIR phase. As a State agency, DWR is not subject to local regulation and will establish its own thresholds for use in the EIR.

Mr. Hubbard presented the way that traffic is usually studied which is through Level of Service (LOS), measured on a scale A-F, similar to school grading. Level A to C allows traffic to move at the regular posted speed limit with more traffic density in LOS C. Level D has more restriction from other traffic and is most common on urban and suburban roads. At LOS E traffic is unstable, moving relatively quickly at times but can become slow due to minor incidents. At LOS F a driver's ability to maneuver is restricted by the vehicles around them and speeds are slow. San Joaquin County's LOS Policy's target is LOS D or better for roads in the Congestion Management Plan (CMP). Mr. Hubbard presented a map showing all the roads in the CMP and highlighted important routes for this project, including State Route 12, State Route 4, Byron Highway, and Mountain House Parkway. All other roads in the county that are not shown on the map have a LOS C policy. Sacramento County is very similar; it has a LOS D target for rural collectors, such as Twin Cities Road.

LOS D is a target that is not being achieved in existing conditions. Mr. Hubbard presented maps showing that certain sections of I-5, SR-12, and SR-4 are level of service E at certain times of the day. Byron Highway is LOS F for many hours of the day. The target is being achieved in most places but on the routes important to this project, there are these existing problems.

For this study, DCA sets the threshold for remedial action. Remedial action would be needed if the construction traffic creates (or worsens) a LOS worse than the target LOS and the project's traffic is 10% or more of the total traffic volume. Both of those criteria must exist for remedial action. The target LOS is LOS C for local roads, LOS D for major commute roads (SR-4, SR-12, Byron Hwy), and LOS D for any new roads built for this project. So although DCA is not subject to local regulation it is using an LOS policy similar to those of San Joaquin and Sacramento Counties but with consideration of the project's traffic in relation to existing traffic.

There are also design criteria and safety considerations. For roads with heavy truck traffic the standard is 12-ft lanes with 4-ft shoulders. The recommendation is 6-ft shoulders where there are bike lanes; for example, Hood Franklin Road.

Mr. Hubbard explained the summary of the traffic modeling steps as:

Step 1: Build model of Delta road system.

Step 2: Collect best available data on existing traffic levels including diurnal variations and forecast data to anticipated period of construction.

Step 3: Import construction truck and worker traffic counts and add to forecasted background levels.

Step 4: Assign construction traffic to routes based on regional industry and population data (i.e. where are the trucks and people coming from?)

Step 5: Import proposed Delta Conveyance logistic improvement options into model.

Step 6: Analyze results and identify least impactful solution that meets goals.

The Sacramento Area Council of Governments (SACOG) model was used to forecast future traffic which includes new developments going on. The SACOG model was used in the north part of the study area and the San Joaquin Council of Governments (SJCOG) model was used in the south. Traffic counts were taken from existing sources, including Caltrans, SJCOG, and previous traffic studies. Forecasts were needed because most of the busiest years for project construction work will be 10-15 years into the future. Traffic was factored up or down to forecast volumes for specific years.

Mr. Hubbard displayed an example of forecasting background growth for PM peak hour, showing that in existing conditions, SR-12 is at a LOS E, but projected to increase to LOS F in 2032 under no-project conditions.

DCA's engineering group produced histograms by making a schedule for different construction activities on each of the sites, and determined what material needs to arrive and be removed from the site in each month of construction. From a traffic standpoint, these different materials may need to be on different types of vehicles. Some may be able to shift to different modes, like rail, while others may not. In terms of distributing the traffic loads, different routes may be used. In the example of Bacon Island, three path options are Hwy 4 West, Hwy 4 East, and Tracy Blvd.

For the presentation of results, a color coding was used in which green was used for LOS A, B, or C, yellow for LOS D, amber for LOS E, and red for LOS F. Each section will have three maps presented. The first map will show the forecasted no-project condition of the road network for the peak construction year. The future year depends on the location because the peak construction activity will take place at different sites at different times. Then the traffic impacts of all materials arriving by truck and all workers driving to each location will be shown. This would be the smallest geographic footprint since no new facilities would be built that would impact the land. The one exception would be a haul road to service the intake locations so that there would be no project traffic on SR-160. DCA has determined that that road is unsafe for large volumes of heavy trucks. The third figure shows what would happen after the proposed remedial actions are added. This could include Park-and-Ride lots, improvements to existing roads, separate haul roads, barge landings, and railroad spurs.

In addition to the truck traffic, there are also worker trips. This was forecasted by first identifying the labor pool for the project. These are the workers in the construction, mining, and utilities sectors residing in each county sub-division within realistic commuting distance of project sites. The data came from the U.S. Census Bureau. DCA used county sub-divisions rather than counties to get more realistic routing and a better estimate of the distance that workers will be traveling for the VMT calculation. Then a gravity model was used to determine the willingness to travel to the project given the worker's residential location (based on data from the National Cooperative Highway Research Program). Gravity models are often used in traffic models to account for how travel time affects how far people are willing to travel. These were combined to produce a forecast of the likely residential distribution of project workers and the likely path taken from homes to the work sites. DCA then converted the worker-trips into vehicle-trips using vehicle occupancy, including the effects of carpooling incentives and park-and-ride lots.

Mr. Hubbard presented the catchment for the labor force, which stretches from Yuba City in the north to Modesto and San Jose in the south, and from San Francisco in the west to Placerville in the East. Depending on the size of the labor pool in each location they would be providing more or fewer workers, and depending on the distance they would be providing more or fewer workers.

Using the gravity model for worker traffic forecasting, it was predicted that most workers (69%) for construction sites in the north part of the study area would come from the Sacramento Area. In the south, most workers (69%) are expected to come from the Bay Area, with some from Stockton and the Central Valley, as well. This is what you would expect; that workers would go to a site near their home if their type of job was available at that site until the close sites are filled, then they would go to one further away. However, there are some jobs that are only offered at certain sites so they may need to travel to a site further from their home. This is why there is distribution from the north and the south.

Ms. Whaley asked as part of the CEQA process, is a current traffic study being conducted using data that is more recent than 2018.

Ms. Buckman answered that the hope was to do traffic monitoring this summer but with the current COVID situation, traffic patterns are different than they would typically be since schools are closed and many are working from home. The team expects it will be a while before traffic conditions are similar to what they typically are or what they will be in the future. The information we have is relatively recent. The CEQA process will include more modeling. Monitoring will happen if traffic goes back to normal.

Ms. Whaley asked if there has been an analysis of the agricultural traffic separate from day to day traffic along the Delta.

Mr. Hubbard responded that the original plan was to do traffic counts at four different times during the year in order to get the seasonal differences, but that is not currently possible. If it becomes possible, that's the recommendation. The team has information for the Caltrans facilities that have embedded loops that are continuously collecting information, so that gives some information on seasonality.

Ms. Whaley said that grape harvesting trucks take up the whole road.

Mr. Hubbard said that this is why DCA is looking at 12-ft lanes. The design standards are for trucks to be able to maneuver and pass each other safely. It's being taken into consideration.

Ms. Swenson asked for clarity on the statement "DWR is not subject to local regulations." A 6-ft shoulder going through Stones Lake is worrisome because it will take up valuable habitat with big trucks. Since new census surveys were just filled out, does this mean old census information will be use? Caltrans isn't the best model about how to approach traffic in the Delta as they can share inaccuracies with road closures and signage. They are not the best model for signage or communication.

Mr. Hubbard said that DCA is not using Caltrans' methodology, although they use a very similar methodology for forecasting. DCA hasn't spoken to Caltrans about traffic standards; these are ones being developed. With regard to DWR being a state agency, not subject to local regulation: State law is set up in a way that for someone building a house in the area, they are subject to the appropriate jurisdiction and their regulations. State agencies have a different set of rules, especially with a project going through several different jurisdictions. The lead agency sets the thresholds. It can take the local thresholds into consideration if it wishes to. In this case, for the planning study, the LOS thresholds being used are consistent with local jurisdictions. Regarding Stone Lake and the bike lane, there are several different options but these will be discussed later in the presentation. Caltrans has imbedded loops; they have data and are continuously collecting information from these and videos that helps their traffic management center react to different instances on the road. That's the information received from Caltrans. Although the census is done once every 10 years, there is also the American Community Survey that's done more consistently. It is updated constantly, surveying and getting more information. The information being used is therefore not 10 years old.

Mr. Cosio asked for clarification on the portion of the presentation regarding Hwy-160.

Mr. Hubbard explained that for one scenario, DCA will present the results of the no-project scenario, the scenario if all trucks and cars use existing roads (without remedial action), and the scenario with remedial action. For Hwy-160 however, even without other remedial actions, there will certainly be a haul road to allow truck traffic to get to the intake sites from the east, rather than use Hwy-160 and come from the west. There are many good reasons for not putting trucks on Hwy-160.

Ms. Giacoma said she is concerned with data coming from 2018 because traffic has increased extremely each year. Is there 2019 data that you can access from Caltrans?

Mr. Hubbard said data is received from Caltrans' PeMS[1], so that is quite recent. For other places, accounts have been updated based on the growth projections from SACOG and SJCOG. DCA didn't just take raw traffic volumes from a previous year. Some growth was

[1] Freeway Performance Monitoring System

anticipated. He noted that some things are strange in this area as some of the traffic before the recession was actually higher than more recently, but the best available data is being used. The 2018 data was taken from a 2019 report, the most recent congested management program. (Ref: Slide 9) this is the latest version of SJCOG's Monitoring and Performance Report updated by DCA using data from the PeMS system, that is pre COVID, last November. There are growth factors that came from traffic models from SACOG and SJCOG.

Ms. Liebig said regardless of COVID, agricultural traffic will be the same with the same capacity so those studies should be able to be calculated appropriately because there is no impact to agriculture right now and work is at the same speed. This is important because there is concern about grape trucks which can be looked at easily. Caltrans can be difficult to work with.

Mr. Hubbard said he went through all comments from the previous EIR and saw that seasonality is a big concern. DCA would have to count the same locations at different times of the year to obtain a comparative analysis. Hopefully everything gets back to normal so that traffic data can be collected.

Ms. Mann said she noticed that San Joaquin County and Sacramento County data were used. Why wasn't Eastern Contra Costa County data used? They have good data to look at for Hwy-4. Contra Costa County is going to be adversely affected significantly, they are in the DNF category on the charts presented.

Mr. Hubbard answered that they did look at their material and a number of other studies. There is one by Byron Highway, but for the purposes of this presentation the focus was on San Joaquin and Sacramento counties. Later it will be shown that the north, middle, and south are all quite different. The south part definitely has existing traffic conditions that are challenging.

Ms. Mann informed that on Hwy-4 there are three bridges between Stockton and Discovery Bay and a proposed maintenance shaft. Semi-trucks take two lanes to get on the bridge because it is narrow. How do you work around old bridges with no shoulder and how are you going to go about historical bridges?

Mr. Hubbard said later in the presentation one particular bridge will be discussed. Most truck traffic will come from the east. Depending on the alignment that is ultimately selected, they might be able to avoid some of those bridges. Truck traffic for the proposed project might not cross Sacramento river.

Ms. Mann said that Hwy-4 is a primary route for commuters between Stockton and East Bay.

Ms. Mallon said this can be discussed when the results portion of the traffic information is presented.

Ms. Mann added that on Byron Highway there is agricultural and school traffic.

Mr. Hubbard said the team is aware of the issues on Byron Hwy and have been struggling with them. It'll be covered during the last part of the presentation.

Ms. Mann asked on the Hwy-4 route, how about access for emergency equipment since lanes are old and narrow? There have been existing issues with blocked traffic.

Mr. Hubbard responded that there are not plans to send a lot of trucks on Hwy-4.

Dr. Lytle asked is there an actual quantity of truck traffic that has been proposed?

Ms. Mallon said that is one of the bars on the graph presented. It'll be discussed at the next meeting and how the RTM moves around the Delta as part of the project will also be addressed.

Mr. Wallace said although CEQA doesn't require projects to use level of service, surely that can't be the only factor in determining traffic impacts.

Mr. Hubbard said SB-743 included a section saying that as of the adoption of the revised CEQA guidelines by the Natural Resources Agency, which occurred in December 2018, that automobile delay (including LOS) could no longer be used to determine impacts under CEQA. Some other metric that matches the 3 goals specified in SB-743 must be used; most state agencies use vehicle miles. LOS can be used for transportation planning and mitigation fees. So Level of service is not going away, but it is no longer required for CEQA.

Ms. Buckman added that DWR will be looking at vehicle miles traveled to identify significant impacts but will also complete a level of service analysis.

Mr. Hsia said two weeks ago he provided a suggestion from one of his constituents to widen Diersson Road. Is this an option under consideration?

Mr. Hubbard said that it is a results question and the presentation will address each area.

Ms. Giacoma said that it is important that Contra Costa County data is included in this information.

Mr. Hubbard replied that Contra Costa data was included and will continue to be; it is not represented on the slides explicitly due to the necessity to simplify information for purposes of the presentation. Although he will not be doing the EIR traffic study, he would assume Contra Costa data will continue to be utilized in DWR's analysis. The graphics shown were just two models: SACOG's and SJCOG's.

Mr. Hubbard began presenting the results portion of the presentation. Due to the area being so big and traffic differing throughout, this portion of the presentation was divided into three study regions: North, Middle, and South. The North goes through New Hope and Staten Island, the Middle is mostly SR-12, and the South included SR-4 and Byron Hwy.

The facilities in the North included the intake locations with two different scenarios. For traffic purposes, these scenarios are not too different. The dark blue route shows a combination of Intakes 2 and 3 with sites at Lambert and Glanville as well. The other option

is Intakes 3 and 5 with no site at Lambert. There would be material depots at Hood Franklin and Twin Cities, and batch plants at Lambert and Twin Cities.

There are three options for delivering materials to the Intake locations. The first option is to exit I-5 at Hood Franklin and use it to reach the haul roads, going north for Intakes 2 and 3, and south for intake 5. Note that the haul road runs to the west of the railroad. There will be no impacts to the railroad embankment. Option 2 is to exit I-5 at Twin Cities (East), going north on Franklin Blvd. to Lambert, west on Lambert to the haul roads, and then north to the intake sites. Option 3 is to exit I-5 (West) going east on Twin Cities to the Power Line Corridor, north to the haul roads, then north to the Intake sites. Any of these three options could be used, and even all three could be used if you wanted to spread out the traffic.

Mr. Hubbard presented the traffic effects of the delivery options. The graph shown (ref. Slide 27) displays a significant amount of green which is spoils transportation; the peak month is in January of year 5. The future no-project conditions have a good LOS. There would be no capacity problems even without remedial actions. Twin Cities would see a LOS D but that is allowable there. There would become even less of an effect with remedial action. The north doesn't see too much traffic trouble, as long as some road improvements are done for safety purposes. Different work would need to be done depending on the route that ends up being used. For example, should it be Hood Franklin Rd., the lanes would need to be widened. Not all of the improvements would be done, only the improvements for whichever route option is chosen.

Mr. Hubbard showed projected traffic volumes for each of the 3 options discussed, beginning with the Hood Franklin Rd. option. The blue bars (ref. Slide 30) show no-project background traffic which is very low in comparison to the capacity of the road. The dark grey shows truck traffic that has been converted into passenger car equivalents. They look large because each truck is equivalent to three cars. Due to workers using park-and-ride, there is not much project-related car traffic (light gray bars). The left diagram shows traffic split 50% between Hood Franklin Rd. and one of the other routes. The right shows Hood Franklin as the only route. The existing capacity is sufficient to accommodate project traffic while maintaining an acceptable LOS (C), even if all of the traffic to both Intakes used them.

Road improvements would still be made for safety reasons as Hood Franklin Rd. has narrow lanes. There are some places on the road with 10 to 11-ft sections that should be widened to 12-ft. One side would have a 6-ft shoulder as part of the Bicycle Master Plan with the idea that bicyclists would be on this side of the road. The other side would have a 4-ft shoulder to allow trucks to pass each other safely without slowing down too much. The team is aware that this is a sensitive area which is why it is being presented for discussion to determine whether or not these measures should be taken.

The Lambert Rd. option provides even less background traffic because it doesn't have an interchange with I-5. Even if all routes were to use Lambert, LOS would still be good.

Ms. Mallon added the team looked at the Lambert interchange that they were proposing but decided it was better to use the existing interchange at Twin Cities and then head up north on Franklin to Lambert Rd.

Mr. Hubbard said that is an example of using this analysis to help the team determine which components need to be part of the project.

The traffic is higher at Twin Cities Rd. If it was used for one intake, it would be LOS C without our project. With the project, it would push it to LOS D, which would still be acceptable. If it was used for both Intakes, it would push higher up LOS D, but would still be acceptable.

The north doesn't see any capacity problems. So the issue there is not traffic; it is identifying the route that would be least impactful from the point of view of the communities.

Mr. Wirth said this will have a significant impact on the wildlife as it is within the refuge. What is the possibility of moving the proposed haul road to the Intakes? What if we shifted it closer to the Sacramento River than the eastern levee? If birds were flushed, they would be flushed towards the refuge, as opposed to being caught with a road between them and the refuge. It's a haul road, so it's being built with what is on the ground. In terms of species, the possibility of using the toe of the levee should be considered.

Mr. Hubbard asked if in terms of route 1 versus route 2, is going along the left ledge more impactful than going north and south along the other edge?

Mr. Wirth said they're both bad but does not yet have a definitive answer.

Ms. Mallon added that since the last meeting, Twin Cities was brought in as an option, to distribute the traffic even more.

Mr. Wirth said that the new haul roads are more problematic than widening existing roads.

Ms. Giacoma asked if the truck trips graphic includes estimates for trucks hauling fill.

Mr. Hubbard said the graphs represent the truck trips for fill from the job sites in blue.

Ms. Mallon added that there is very little hauling of borrow in that area.

Mr. Wallace asked if improvements made at the intersection of I-5 and Hood Franklin would involve the Federal Highways Administration.

Mr. Hubbard responded that Caltrans has jurisdiction, but it does get federal funds. There is some discussion about improvements to that intersection related to a different project.

Mr. Wallace asked what the communities think. Running trucks through Hood on the Sacramento River is a good idea; keeping it out of Hood is the best way to go. If it's just a haul route, without knowing how many trips that is, might have a more difficult time when trying to determine how that impacts wildlife.

Ms. Mallon confirmed that it is a dedicated haul road just for the project. There is also an appendix with a lot more detail than what Mr. Hubbard has put into the diagrams. Every single site is in there for study.

Ms. Martinez encouraged to read the materials before the meeting and said the team will add it to the Q&A matrix for everyone to be able to refer back to.

Ms. Swenson asked why traffic information for Yolo County is not being included. All things within the Delta are connected, so all traffic affects everywhere. The idea of driving trucks through the preserves and the town of Hood is bad. Disagrees that there is no capacity issue on these roads; all it takes is one incident for it to last hours before traffic can pass. Twin Cities is rocky and bumpy and that should be a capacity limiter. Impacting the Slough with trucks is bad and would like to see data that no damage will happen to the Slough and Stone Lakes Reserve.

Mr. Hubbard said none of the three routes options presented go through Hood. The purpose of the north-south haul road is to make sure trucks don't have to go through Hood. It will be approached from the east side. Improvements would be made to Twin Cities Rd. if it is the chosen route for the reasons Ms. Swenson stated.

Mr. Wirth mentioned it would be better if truck traffic flushed wildlife into safe area in the west rather than to an unsafe area.

Mr. Hubbard presented the middle region of the Eastern Alignment. This area has maintenance shafts, but they do not have much activity compared to the launch shafts or Intakes. There is also a retrieval shaft here which is also a low-activity area. There is a significant peak month in August of year 1 with traffic generated from hauling excavated material from Glanville site to the shaft site. The peak is very sharp, but there are options for what to do about it.

The results showed that no-project conditions would have a LOS E, which is the current condition. The project would push it into LOS F. Some remedial actions can be taken to push it back to LOS E, which is the same as the no-project conditions. Physical remedial actions that can be taken include dampening peak deliveries by spreading work over a longer period of time. If the distinct peak month was drawn out over a 5-month period, it would lessen the impact. Median turn pockets at Guard Rd. could be constructed. Eastbound and Westbound turn pockets could be constructed at the shaft site. Another possible option is a minor haul road to the Brack Tract site.

SR-12 has background traffic into LOS E without the project and at some points in the day, even has LOS F. The project does add some traffic but less than 10% to background levels. There are some options to ensure that the project does not bother SR-12 and vice versa. One option is a proposed remedial action which is to deliver borrow material to the site over a longer period to dampen the peak. Others include expanding SR-12 to Terminous Shaft Site and hauling excavated material from the Glanville site to the middle area shaft sites during night shift. The last option is to evaluate alternative designs to reduce size and height of construction pads at shaft sites.

Mr. Hubbard moved on to the Central Alignment which is further west at Bouldin Island. The launch shaft is here and if there is a barge landing, it'll be on the southside of Bouldin Island. The peak here is multi-month with the basis for analysis being April of Year 2. All of this is preparation activities hauling borrow material from Glanville to Bouldin Island. Although the

addition of a barge landing would not affect the peak period, it would significantly reduce the truck volumes in later years.

The no-project condition is a LOS E with the project increasing it to LOS F. There are remedial actions that can be taken that would make it a LOS A or B. These include widening SR-12 from two lanes to four lanes and constructing median turn pockets at Guard Rd., N. Peatland Rd., and Correia Rd. DCA would also construct an interchange at the turnoff to the shaft site to allow for left-turn movements without interfering with opposing traffic, and is evaluating if existing undercrossing can be converted for project traffic. The Barge Landing at Bouldin Island is under consideration as well, and employee park & rides in Rio Vista and Flag City.

One potential issue is Potato Slough Bridge which is about half a mile long and difficult to widen. Widening it would be a significant project in itself. This would be a two-lane section in what would otherwise be a four-lane road.

Traffic volumes for SR-12 are at LOS E with some parts of the day at LOS F, even without the project. If the remedial action of widening SR-12 takes place, the traffic volumes wouldn't change but the capacity would increase. Transitions for LOS E or F to LOS A or B. Options for SR-12 improvements are expanding to four lanes (proposed remedial action). There is still a need to study Potato Slough Bridge with potential widening there. Expanding SR-12 may allow for the elimination of a barge landing. The haul excavated material from the Glanville site to Bouldin Island could occur during the night shift pending environmental review. Borrow material could be hauled to the site by barge to reduce traffic but would need to identify borrow source.

Ms. Swenson said she loves the idea of widening SR-12, it has been long needed as it can be a big issue at various times of the day. It does not feel safe to drive on and should be left better than found.

Ms. Giacoma asked what route is being used to take barge materials to Bouldin Island?

Ms. Mallon said the routes to Bouldin were shown in the last packet. The route is coming from the San Joaquin.

Mr. Wirth said widening should take into consideration the fact that traffic will not change is false; that is a problem.

Mr. Hubbard said that induced demand is part of the reason why under CEQA they moved away from LOS. In this particular case, DCA would be widening this portion of SR-12, not the remainder of the route. It would be solving a local problem and therefore might be appreciated. But most people driving this route are going quite a long distance. This would only be improving a portion of their trip and it isn't likely to have a strong induced demand effect. In any case this analysis will be part of the CEQA document.

Mr. Gloski said widening SR-12 would be great, it would save lives, and improve safety. When the east and west were compared in this area, the eastern alignment has about four

facilities and the eastern has just one facility. Can you explain why one alignment has only one facility and the other alignment has four?

Ms. Mallon said each alignment has about the same number of facilities but Staten Island and New Hope on the Central Alignment were covered in the north map. They are both green and not heavily trafficked roads so it was not covered in this presentation as the focus was the Intakes in the north. There is only one additional shaft on the Eastern as opposed to the Central, but everything is covered in the appendix.

Ms. Mann said for WaterFix, they were told that the Water Board agreed that Bouldin Island wouldn't work due to the toxic fumes and dust and would send it into Tower Park. Tower Park has a full-time manufactured home development, as well as a KOA family park campground. Sending fumes and dust to a place where people live full time and recreate might not be the best move.

Ms. Buckman said the Water Board did not finish the hearing process for WaterFix and did not complete findings. Concerns were raised regarding air quality during the hearing but the State Water Resources Control Board did not reach conclusions about these findings. An assessment of air quality effects will, however, be part of the CEQA analysis.

Mr. Cox asked if "haul borrow material to site by barge" was referring to liners.

Ms. Mallon said it would be soil material to do site prep before the start of shaft construction. All of these sites need a lot of material upfront before there is necessarily enough RTM to serve them. Borrow is just excavated material from somewhere, brought to the site. Glanville is not accessible by barge so that is why that is in there, another place has to be found with borrow material and barge access. If SR-12 is expanded and improvements are made to Potato Slough Bridge, so much capacity would have been created that the barge landing becomes less necessary as a way to reduce traffic.

Mr. Hubbard presented the Southern Region Facilities, which includes Lower Roberts Island Launch Shaft, Lower Jones Tract Maintenance Shaft, Victoria Island Maintenance Shaft, Southern Forebay and Pump Station, and South Delta Outlet Control. The peak month is June of Year 3 and the traffic is generated from hauling excavated material from the Delta Conveyance Outlet Control Structure south of Byron Highway to the Forebay site north of Byron Highway. A site south of Byron Highway is producing a lot of material that will be moved along Byron Highway to the north side.

SR-4 would have much less project traffic than Byron Highway, which is about 20,000 trucks. SR-4 is about one tenth of that. The peak month is June of Year 3 generated from hauling excavated material from Glanville to the shaft sites. There are haul roads at the Lower Roberts Island Launch Shaft and the Lower Jones Tract Maintenance Shaft. A rail spur is being proposed that would provide direct access to the southern complex. Remedial actions for the Southern region include realigning a section to decrease the need for project-specific intersections, and reducing the intra-projects trips interacting with public traffic. Remedial actions also include new railroad siding at the work area, park & ride lots in Byron and near Mountain House, and shoulder widening and acceleration lane for S. Holt Rd. For the Byron Highway load which does produce over 20,000 trucks for certain periods, a rail line can be

done. The rail line does not reduce the peak month load but greatly reduces the truck volume in the later years. This is because the peak is moving materials a short period from south of Byron Highway to North of Byron Highway, which would be difficult to do by rail.

Byron Highway is already LOS F without the project, but the project would make it LOS F for a longer period. There are some remedial actions that can be done to reduce it down similar to no-project conditions.

The project would add relatively little traffic to the traffic volumes of SR-4. There is minimal traffic generated from Shaft Sites. The target LOS D would be maintained without the need for remediation.

Byron Highway has a poor LOS even in the no-project condition with LOS F for multiple periods throughout the day. The project would add little traffic. The problem here is that the existing traffic would cause problems for the project, making it unclear if shipments could arrive on time. This would cost more since trucks would take longer getting stuck sitting in traffic.

An option for SR-4 for Victoria Island is to haul excavated material and concrete on SR-4 during off-peak hours to avoid added traffic on Middle River and Old River Bridges during peak hours (pending environmental review).

Some options for Byron Highway include constructing a connector haul road or conveyer belt with an overpass to transport excavated material from the Outlet Structure over Byron Highway and to the Forebay site for the peak. Once the rail line is in and the excavated material process is done, which is only 6 months, the project will not be putting much traffic on Byron Highway. Another option is to haul excavated material across during the night shift pending environmental review. Lastly, additional material could be shifted to rail delivery, although that is not expected to make much difference to the peak month.

Ms. Mallon added that with the addition of the conveyor belt, there would no longer be that significant 20,000+ truck peak. The use of rail will significantly decrease the remaining traffic as well, so it will just be underlying traffic there. There is a lot of fill material in that area from when the canals were built and the DCA team wants to use that for embankment material, so it will be moved across Byron Highway.

The haul roads that would be built in the south region would be a bit different; they would not be going on SR-4 for the shafts but would be building a road crossing it. This would not be a public road and would only be used for construction. There would be park & ride lots similar to the Eastern Alignment. The results are essentially the same as the Eastern Alignment except that Byron Highway would cause some issues for the project.

Ms. Mallon added the team was surprised the traffic in the south was only at LOS D and wanted to hear if the people of the southern Delta felt that to be accurate. Mr. Hubbard said that the planning-level model was based on the number of lanes and did not include S-curve, which could be causing a lot of the back-up.

Ms. Mann said that in order for a truck to get onto the bridge, because of the S-curve the traffic coming the opposite way would have to stop to let the truck on. It takes both lanes for the vehicle to be able to get on the bridge. It has caused a truck to flip over before.

Ms. Mallon said they were surprised that the computer model for Highway 4 gets into LOS D. In talking to Mr. Hubbard, he says the model can't reflect the traffic backup that the bridges cause because the model just sees two lanes with a load. It doesn't see obstructions in the way. The team will have to observe to see if this traffic volume chart really reflects what's going on.

Ms. Mann said the Contra Costa County Fire Marshal was concerned because at the Discovery Bay Bridge, there are no emergency services from that bridge east, so there would be no firefighters if there was an issue. If there's anything happening on Highway 4, it can take 8-10 hours to clear the vehicles. Trucks would not be able to turn around. That road is a levee road which means that the 2-lane road is higher than the rest of the island; one side has ponds and the other side is agriculture so the turnouts would only be on the south sides of the road.

Mr. Hubbard said the team was concerned about that and are looking into options like turnouts for vehicles. But once this was looked at, they saw they don't use SR-4 very much.

Ms. Mallon added the team will need to take a deeper dive but they agree and would like to avoid those bridges at all costs.

Mr. Gloski said he thinks Hwy-4 traffic is event driven and isn't always an issue. The conveyer sounds like it makes a lot of sense. Why wouldn't rail work?

Mr. Hubbard said in order to get rail in, because it can't take a very steep grade, it isn't certain how far north it would need to get. Otherwise, at-grade crossing would hold up traffic. For incident-driven traffic problems, it is important to have shoulders and adequate lanes so trucks pulling over wouldn't cause too much problem.

Ms. Mallon said tow trucks could be stationed nearby. More time will be spent thinking about Hwy-4. DCA agrees that there is no reason to put huge load if there is no need to.

Mr. Merlo said most of the prevailing winds along Hwy-4 are blowing into Stockton which is a city of primarily people of color. Are any studies concerning CO2 emissions being conducted considering how a vast majority of those emissions will be affecting a community with one of the highest rates of asthma in the state? This is a civil rights issue since most of the benefits of this project will be going to primarily white communities but the problems will be affecting people of color. Any reliance on rail that reduces truck traffic is appreciated.

Ms. Buckman said DWR will be looking at not only emissions but will also be doing air dispersion modeling and a human health risk assessment to determine if traffic and construction could cause air quality effects. Environmental justice impacts will be analyzed to determine if any construction activities have the ability to disproportionately affect low-income or minority communities.

Mr. Hubbard said it looks like the rail, in terms of removing trucks from the road, will have significant impacts in reducing diesel emissions.

Ms. Swenson asked how is it that you are able to continue your work during a time when all other agencies are cutting their budgets? What is the truck traffic impact on the port of Stockton? How many truck trips are planned out of the Port of Stockton for this project? What socio-economic groups will be the most impacted? Make sure the voices of those who have lesser than us and will have to do more than us will be heard.

Ms. Keegan informed that the people who use the water are the ones paying. Staff can go into greater detail but end users end up paying for the project.

Mr. Cox said he'd like to reiterate what Ms. Mann was saying about bridges on Hwy-4. Having a pickup truck, he understands that when trucks are going across the Highway, it's essentially a one lane Highway. It takes time for trucks to get over bridges and therefore traffic backs up. An overpass on Byron sounds very reasonable.

Ms. Mallon said one of things the team is considering is eliminating one of the shafts. If shafts can be spread out differently, Lower Jones and Lower Roberts might be able to be used. The biggest issues on Hwy-4 are the bridges on Victoria Island. The team is figuring out how to optimize shaft locations to avoid the bridges.

Mr. Hubbard presented the project traffic to I-5. The project adds traffic to different portions of I-5. The highest volume in the north is just north of Hood Franklin Rd, while the highest volume in the south is north of SR-4, which already has recurring congestion problems. The main project traffic is worker auto trips before they switch to shuttle buses at the park-and-ride lots. Much of the material at the Twin Cities materials depot will arrive by rail, thus reducing the truck trips on I-5.

North of Hood Franklin I-5 has a LOS C without the project and would be a LOS C or D with the project, due to worker cars. LOS remains good throughout the day in both directions. Further north on I-5, there is more background congestion but project traffic would be going in the off-peak direction. Going northbound on I-5 in the morning will get quite congested. In the off-peak direction southbound it is better so there is room to absorb some traffic.

North of SR-4 in Stockton is LOS E; some places are LOS F. The project would add some traffic but very little compared to existing traffic, anywhere from 1%-4% depending on time of day. There is a daily variation northbound of 53% every morning with the project adding 3%. Southbound the daily variation is 40% with the project adding 4%.

Ms. Swenson said the traffic data is incorrect because the traffic near Elk Grove is insane no matter which direction. It's worrisome to hear that the project will not affect traffic because the data is wrong. The other idea that the people of Stockton will not notice the traffic from the project is disingenuous. Their traffic is already bad so increasing it would be terrible. The modeling isn't aligning with the people who live there; please get accurate representations for these areas. The Twin Cities connection is a bottle neck that will be made worse and needs to be addressed.

Mr. Hubbard said Twin Cities is one of several options being considered. DCA did say if it was selected, improvements would be made. In Stockton, the information is coming from data regularly collected from Caltrans and SJCOG. Existing conditions are bad in Stockton. The project would be adding anywhere from 1%-4%. The project would not be the cause of the traffic congestion but would be affected by it just like everyone else. DCA is not trying to be dismissive of the fact that the project too would be contributing to poor traffic conditions, but it would be adding relatively little traffic. At the north in Elk Grove, there can be congestion that is due to queuing from the sections further north towards US-50. Caltrans is already adding capacity with express lanes going north from the Elk Grove area into US-50. The desire to avoiding adding to congestion is why DCA is considering a rail connection for Twin Cities and park-and-ride lots.

c. Update on DCA Follow-up Studies in Response to SEC Comments

Ms. Mallon said the SEC members provided a lot of feedback to the DCA team that has led to further analysis; therefore, there are a few topics that are planned for discussion at future meetings. The team is actively working on some information that will hopefully be included at the next SEC meeting. These topics include: logistics remedial actions feedback from SEC members as discussed at this meeting, the barge landing site on the San Joaquin River shore of Bouldin Island, borrow material mass balance across all construction sites, Glanville Tract site footprint size, remediation of temporary construction sites, and air quality in regards to truck traffic and equipment operating hours. The team is also reviewing shaft siting to see if it is possible to eliminate one proposed maintenance shaft on each of the alignment options in the Southern part, but that information will likely not be ready yet in time for the next meeting. At a future meeting, DCA will also discuss the Geotechnical Boring Plan, scheduled to start this year and hopefully into next year, that will enable the SEC to more fully discuss RTM characteristics and its usability for the Southern Forebay embankment, dewatering, ground improvements, and the possibility of reducing or eliminating the need for pile driving at construction sites including the Intakes.

d. SEC Questions or Comments on April 22nd Presentation

Ms. Mallon opened up the discussion for questions on the previous presentation regarding southern facilities. This included the pumping station, the forebay, and the outlet structure.

Mr. Cox asked why improvements on Clifton Court weren't being included in this project. The answer in the Q & A packet wasn't an answer at all. The answers are not satisfactory. The damage being done at Clifton Court has been happening for years. Nothing has changed since 1995. This subject needs to be approached. This is the worst part of the Delta but if it's operating the same, fish will still be killed, and all the problems with the current project will be experienced. This is dodging the most critical part of the project. There wouldn't be a hotspot if there wasn't flow in Clifton Court, and even cutting back down limits the problem. The biggest concerns in this project are being dodged. Part of the Act that created this said to restore the habitats of the Delta.

Ms. Buckman said she looked into the Clifton Court Forebay issues and helped generate the Q and A packet response. There are two main issues with Clifton Court. There are concerns associated with the fish screens, but the fish screens are permitted under the ESA and the

permits include restrictions to make them work in a way that is satisfactory under ESA. Another issue is pre-screen loss from predation within Clifton Court Forebay, which is currently a subject of extensive study. DWR has a number of efforts to manage pre-screen losses and study additional ways to manage these losses.

Mr. Cox added that there wouldn't be a hot spot behind the screens if there wasn't the existing flow in Clifton Court. Even if there was cut back on usage, the same problems exist. The predation problem won't be solved by just moving fish around. Predators will always be there. Part of the law from the Act that created this said to restore the fisheries and habitats of the Delta. There has been no talk of habitat restoration when that was one of the reasons WaterFix was denied.

Ms. Mallon said it's not a part of this project at this point. Maybe Ms. Buckman can go offline with Mr. Cox and provide more information. However, this is not yet part of the engineering work.

Ms. Mann said she's waiting to hear what the benefits are for those who live near the Delta. She thanked Mr. Cox for bringing up fisherman concerns. She contacted part of her stakeholders which include people in business and government. The Fire Chief of eastern Contra Costa County voiced his concern about increased traffic or heavy equipment of any projects. He has never been contacted for this project. The manager of Discovery Bay was taken by surprise by the location and proximity of the shaft and tunnel; 600 ft from homes. Where this tunnel is planned, our only source for water is 400 ft away and our only waste treatment plant is on Hwy-4 which will be above the tunnel. The municipalities need to be aware.

Ms. Mallon said DCA discussed this with DWR, especially in regards to emergency response teams. The idea was to wait until the pandemic settled down to proceed with contacting municipalities. The DCA team has just begun to contact them; timing is the main issue there. DCA appreciates the comments on Byron Hwy. SEC members were asked to please send in all comments and DCA will take a look. It is DCA's job to reach out. Nothing is selected or confirmed at this point.

Ms. Buckman said in general, DWR is working to keep people informed and aware of work being completed as part of the CEQA process.

Ms. Martinez asked SEC members to please send input specific to this area to her or Nazli and Kathryn. DCA will move forward with setting up meetings.

Dr. Lytle said his review of the last SEC meeting's presentation looking at the Southern Bay Embankment design, there was a measure of the external slope, one being 6 ft of free board and another being 28 ft. How was that number derived and can SEC members get the info on how that's being estimated?

Mr. Bradner said it is best to have the question submitted and DCA will provide a response back. The team will put the question on the matrix and make sure Mr. Bradner follows up with Dr. Lytle.

Ms. Swenson said on 4/22 she asked what the ongoing noise would be. Mr. Ryan answered noise should be minimal, but nothing can be minimal from 400-600 ft. Also, Suzanne Womack has been very active and is knowledgeable in that area. DWR should take a genuine swipe at discovering what personal toll will have on her and her family.

Ms. Mann said the domestic wells are close to the 150 ft down tunnel. What are you going to do about them?

Ms. Mallon said just for clarification in addressing Ms. Mann's earlier concern, the DCA team went back and checked; that shaft site is about 2,500 feet away from any residences. Where is the proposed tunnel path 600 feet away from residential? For the tunnel that is being bored 150 ft below ground, nothing should be felt or heard at the surface. The soil at that depth is pretty solid ground. Although DCA is still a little shy of data along tunnel alignment in regards to wells, that information is currently being acquired and will be part of the analysis.

Ms. Giacoma said given the issues with east Hwy-4, the proposed project should plan to build a safety center before Discovery Bay that includes more than tow trucks; ambulance and emergency personnel will be needed. The area is poorly served in this regard, so you will need safety to go along with this project.

Ms. Mallon said traffic on Byron and Hwy-4 can make emergency responses difficult. DCA will take all of it into consideration when the engineering plans are developed.

Mr. Cox asked about the tours of the fish screen manufacturing facilities.

Ms. Mallon said DCA can look into the logistics and feasibility of these tours with the facilities. Tours were put on hold for COVID, but perhaps that could be a place where everyone could stay pretty far apart. The team will follow up and if there's interest, DCA can make the necessary arrangements.

e. Proposed Alignment Tours and Map Book

Ms. Parvizi said that in the last meeting DCA mentioned doing tours of the site facilities as well as the goals for those tours: to provide visual and geographical context for current proposed facilities sites, to create a tour that can be utilized safely by the SEC and members of the public, and to provide options for tours to allow for convenience and equity in how information is accessed. Members have different expertise and questions asked wouldn't necessarily be answered on the tour so that they can be answered by the person with that expertise. The DCA proposed that they create a virtual tour using aerial photography with the engineers including narrations so that the SEC can go on a tour without leaving their homes. This allows use of graphics, maps, and other visual tools to allow for better understanding of proposed site. SEC can collect questions and ask them during the SEC meeting so that all information exchanges are shared and public. DCA will provide map books, which have been sent out already, and audio versions of the tour so that SEC members can go on self-directed tours at their leisure to physically view sites. All sites are proposed only and subject to change; it is easier to amend videos than to redo tours. This is proposed not only because of COVID but also because there are barriers to viewing some

sites. The DCA does not have permission to enter some sites since they are on privately owned land. The views of some sites are obscured physically by tress, etc. The ability to pull over safely and/or get out of the car is limited because roadways are too narrow or there is too much traffic on certain roads. Also, members would need to own a car and drive to access most sites, which is an equity issue. For safety reasons, it would be better to do the tour with two people (one driving while the other is actively engaged), and DCA cannot be sure that everyone has that capability.

Ms. Parvizi provided a virtual tour video example, explaining that there would be narrations over the video, and would include graphics and photographs. Combining this with Google streets would give a reliable overall experience. Again, there also is the map book with allows you to do a self-guided tour. A few DCA team members toured the Eastern Corridor, going site to site, which took about 6 or 7 hours, which explains why doing a group tour with multiple vehicles isn't feasible. The map books are online for those who didn't receive it, and will show you how everything is organized. Pay attention to cautions regarding privacy and safety issues. Reminder that DCA is not trying to tell you or take liability for what you choose to do, but make sure to read signage, especially when going on private property and regarding the safety notes.

Ms. Parvizi displayed a proposed drawing of how the map book will look. It is split up between the northern and southern sites and the Eastern and Central Alignments, which are the main two proposed corridor options. She showed an example of an Intake site aerial, which are noted to be the hardest places to stop. The yellow areas are the proposed construction sites. She asked if there were any questions regarding this proposal.

Ms. Keegan added that issues or concerns provide them with opportunities. The idea of a virtual tours provides the opportunity for people unfamiliar with the Delta to get a better understanding of the issues the SEC members have with the proposed project. She likes this approach and wants to know if there are any comments from the committee.

Mr. Cox asked about the progress of the tours regarding the fish screen manufacturing.

Ms. Mallon agreed that that was a good idea and that they would look into it, noting that it was pushed back due to COVID. Phil will follow up to make sure they're open and that that is a place that can handle social distancing. She asked Ms. Martinez to follow up and arrange something if SCE members are interested.

Mr. Wallace noted a mistake of the title of the river on map 13.

f. Public Comment on Agendized Items

Ms. Keegan asked Ms. Martinez if they received any public comments, noting members of the public have 3 minutes to speak.

Mr. Barness is with the Friends of Stone Lake Wildlife Refuge, which has been involved since the beginning of building the tunnel to now. The DCA has gone from strong commitment to the fish and the terrestrial wildlife values to an environmental commitment to not knowing what commitments are coming out of this process. There is an increased concern of the

impact on the wildlife refuge, particularly with the haul roads as they cut through from the north/south direction which bisects the refuge. The comments from Mr. Wirth, specifically regarding traffic and the impacts were noted. It's useful to not just look at Level of Service for haul roads and roads used for this project, but to also look at the distribution of truck traffic over an 8-12 hour day during the peak periods and levels of sustained traffic. He urges the consideration of trying to avoid a community impact vs a wildlife impact and discuss alternatives. Start alternatives to meld some river roads from truck traffic.

Ms. Meserve, Agencies of the North Delta, said the public shouldn't have to listen to a meeting for 3 hours and 15 minutes before given a chance a talk, understanding that stakeholders are more important but should still allow for some public comment throughout the meeting. It's a huge time commitment from the public and contradicts the statement that DCA welcomes public comment. The fish screen discussion is frustrating because the scope DCA asked the stakeholders to participate in doesn't include this but it's important. It's been required to improve the South Delta facilities that are going to be used since the CalFed ROD in 2006, and biological opinions in 2008, 2009 and 2019 require those improvements. It's disingenuous for the DWR and the DCA to say they're working on it. Those pumps are causing great harm in the Delta and is a driver for trying to have better pumps for somewhere else. You need to do something about the South Delta part of the system and shouldn't be delayed any longer when there are feasible things to do. The water contractors haven't wanted to spend time on this because they're focusing on getting better quality water from the Sacramento River but as long as the South Delta Intakes are considered for continuing use, they need to be improved. There are feasible means to do that. You need to be honest that you've had since 2006 to deal with this so you need to move forward on it and it has to be part of this package.

Ms. Martinez said that's all they have for agendized items and noted that no one wants to speak for non-agendized items which comes later in the agenda. Members of the public who wish to speak should send an email to Claudia Rodriguez.

5. FUTURE AGENDA ITEMS

There were no comments.

6. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

Ms. Keegan opened discussion for SEC members to provide information on outreach or questions and any other non-agendized items.

Mr. Hsia asked if anyone knows of the construction activities at the south part of Interstate 5 interchange and if it will make difficulties for this project in the future.

Ms. Swenson said it's being used as a staging area for the expansion they're doing on I-5 and will probably be there for a few years.

Ms. Tayaba said the tribes would like the presentations given to them. Where are the cultural resources reflected in all of the materials presented? The AB-52 meeting hasn't occurred yet and DWR hasn't had communications with them regarding concerns about the fish, the restoration,

and pollution. The maps presented during meetings contain important sites. Why aren't those being accounted for? The site locations must be known and yet are being overlooked. Tribes are awaiting alternatives to protect their sites and resources.

Ms. Buckman said that she has reached out to all of the tribes that have indicated that they want to consult on the project. DWR has met with all tribes to start consultation except for the tribes that asked to pause because of concerns about COVID. DWR continues to reach out and send updates to these tribes. They are sending frequent updates to tribes that have expressed interest and offered to speak offline about how to better communicate with tribes to get their input. Alternatives haven't been completed yet, but they will be shared once they are.

Ms. Martinez offered to continue to give the tribes zip drives with all of the files and information requested if that is helpful. DCA can also provide multiple printed copies of this information to ensure that there is constant communication.

Ms. Tayaba said that would be helpful. Before COVID-19, the DCA were looking into the fish screens and planned on participating in a tour. She asked if they have any information about the screens and how they have affected the fish as well as how any vibrations affect the fish.

Ms. Mallon offered to collect information on vibrations from general types of equipment since DCA has an idea of what equipment and trucks will be used. DCA cannot guarantee that the contractors will use the exact equipment.

Mr. Wirth said that he has continued to do outreach and has sent in comments by email to Ms. Mallon. The largest environmental impacts happen on lands that have been set aside for the protection of the environment. These lands should be completely avoided and suggests that they should return back to the Delta to get new aspects on what they can do to continue to protect these species.

Mr. Hsia asked how many more meetings are planned.

Ms. Mallon said that this is an ongoing process and would likely be monthly meetings for the next year. DCA plans to conduct these meetings regarding engineering through September; after that time, the SEC purpose and structure should be revisited.

7. PUBLIC COMMENT ON NON-AGENDIZED ITEMS

Ms. Keegan opened public comment for non-agenda items.

Ms. Rodriguez said there are two comments from Deirdre Des Jardins and Osha Meserve.

Ms. Des Jardins said she sent a letter to the SEC and requested that everyone clarify with the DCA exactly which Delta stakeholder organizations they have agreements to represent. They have a legal memo. The DCA does not have the authority to appoint or remove representatives for classes of Delta stakeholders. This has been ongoing confusion. The application has a box that asks to be checked if you represent stakeholders, but there is confusion regarding continued use of the word "constituents." No one is represented unless there is an agreement with them directly to represent them. It is clear that plans have changed with liaisons; everyone had a plan

in their application with outreach, but it is obvious they have changed. We request that members clarify who they are able to liaison with because it is important as you are negotiating about mitigation for impacts on property and people. The SEC and DCA need to be clear. The SEC does not represent the entire Delta. It especially can't during a pandemic. A memo was sent to the members and the chair.

Ms. Rodriguez informed the group that Ms. Meserve dropped off the call.

8. NEXT MEETING

Ms. Martinez said the next meeting is anticipated to be June 24 at 3:00pm and DCA will be discussing the items Ms. Mallon presented earlier. At this time, the SEC should identify the sub-committee member(s) that will provide a report out at the next DCA Board meeting and asked Ms. Keegan to provide her perspective as a Board member on how that report-out was received.

Ms. Keegan thanked all SEC members who spoke. The DCA Board was very complimentary of the input received and expressed interest in continuing to hear from SEC members. The next group of SEC members are needed for the ad-hoc committee that will report to the Board at the June meeting.

Ms. Parvizi asked if SEC members wanted to email her if they were interested in participating; it can be 1-4 members.

Ms. Martinez said DCA has offered to assist with presentations, but the last group opted to give their own individual presentations. There are options about how to vary the report-out from the SEC.

Ms. Parvizi said that SEC members may not need or want help from the DCA staff, but help is available if it is desired, whether it is presentation materials or some other need. Any member interested should email nazliparvizi@dcdca.org; if more than 4 members volunteer, the additional members will be signed up for the next meeting.

Ms. Mallon asked if there were 4 volunteers who would like to sign up now.

Ms. Swenson volunteered to serve on the sub-committee for June. Mr. Gloski volunteered to serve on the sub-committee for July. Mr. Wirth volunteered to cover terrestrial species for the June meeting. Ms. Keegan asked the team to reach out to Mr. Cosio to ask if he would be willing to join the June sub-committee.

Mr. Gloski asked if there were one or two points to take away from the first SEC member report-out to the DCA Board. Did anything resonate? Was anything particularly helpful?

Ms. Keegan said one take-away was that the first presentation made evident that SEC members were kind of feeling their way and most of their comments included providing context for why they were serving on the SEC. Board members also received an overview of what has been discussed in SEC meetings. The first report-out seemed to almost serve as an introduction to the SEC process, although some specifics were shared. There was a sense that subsequent presentations would get more into substantive discussions rather than setting the stage.

Ms. Mallon said one big take-away was the whole idea of benefits to the Delta and a focus on that, which is what the team is going to begin formulating. It doesn't fall on deaf ears that a lot of the impact of the project is in the Delta, while many benefactors are outside the Delta. There was also an issue around the fact that this is an SEC of 20 members, yet the Delta is a very diverse place. Another takeaway was to do more outreach and help members more with their outreach. Once COVID starts to go down, it will be a focus to go out into the community to conduct outreach outside of the SEC.

Ms. Parvizi said that the desire is to give SEC members a voice in what happens in the meeting. The report-out gave helpful feedback into the process of the actual meetings, which is not something there is usually time to reflect upon during the meetings due to the need to cover such dense technical topics. The take-away was how to do better, be better, and make the exchanges more impactful.

Ms. Keegan said that SEC members that spoke seemed to say that the process could be better, which is something that could be articulated in the meeting to recap what worked well about the meeting and what could be improved. That type of feedback is important.

Mr. Gloski asked if the SEC members who attended could share their perspectives.

Mr. Nelson noted that this topic was not agendized and advised adding it to a future meeting agenda for a more in-depth discussion in order to avoid a potential Brown Act issue.

Mr. Hsia asked for clarification on whether SEC members would be providing a report to the DCA Board monthly.

Ms. Parvizi clarified that the idea is for SEC members to provide a report-out about the SEC meetings on their own behalf in a similar way that she provides a report to the board of the monthly outreach activities undertaken by the DCA in general. It is up to the SEC members whether the report-out is provided by one person or up to four people. It is important to note that this report-out is not about talking to all the other SEC members, as that ventures into Brown Act issues. Rather, it's about working as an ad-hoc committee to develop a presentation to the board.

Ms. Martinez asked members to email Nazli if they wished to speak. The goal is to provide a report-out to the DCA Board about the last meeting in a public setting that is in the words of SEC members and not coming through the filter of the DCA team.

Ms. Keegan thanked SEC members for their patience and participation.

9. ADJOURNMENT

Ms. Keegan adjourned the meeting at 6:44 pm.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING
Wednesday, June 24, 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 3:03 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 N29-20 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, Cecille Giacoma, David Gloski, Douglas Hsia, Isabella Gonzalez-Potter, James Cox, Jim Wallace, Karen Mann, Lindsey Liebig, Malissa Tayaba, Dr. Mel Lytle, Peter Robertson and Sean Wirth. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance. Philip Merlo didn't attend. Tribal representative alternate Jesus Tarango didn't attend.

Members Barbara Barrigan-Parrilla and Mike Hardesty were 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, Don Hubbard, Graham Bradner, 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: May 27, 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. RALPH M. BROWN ACT REMINDER

Mr. Nelson presented reminders regarding the Brown Act, in light of some changes since he last presented to the SEC in November 2019. The Brown Act is part of the Government Code and is California's open meeting law for local agencies, not state agencies. The purpose is to ensure that most discussions and deliberations occur in a public setting. Meetings must be held open and public. A meeting is defined as any gathering of a majority of the members at the same time and place to hear, discuss or deliberate upon any matter under their jurisdiction. The majority is 10 members of the SEC, excluding ex officio members. No serial meetings are allowed, which are defined as any SEC members discussing any SEC business outside of a standard meeting. A serial meeting could include standard communication or the use of an intermediary.

California Emergency Services Act gives the Governor the authority to suspend State law in an emergency and has done so regarding the Brown Act. The Executive Order N-29-20 does not have an end date but applies until state or local health officials are no longer requiring or recommending social distancing. The Order states that previous requirements for teleconference/electronic meetings have been suspended. The following are the requirements for current teleconference/electronic meetings:

1. Public can "observe and address" board
2. Agenda is timely posted (72 hours for regular meetings)
3. Notice says how public can observe and comment
4. Implement and advertise a procedure for "receiving and swiftly resolving" ADA accommodation requests
5. Make reasonable efforts to adhere to Brown Act as closely as possible to maximize transparency

Communication during virtual meetings should be done through the RingCentral platform, avoiding texts and instant messages. These texts and messages could be subject to disclosure. The Brown Act suspension has not eliminated the ban on serial meetings. Participants should be muted when they are not speaking during the meeting to help with background noise. The "raise hand" feature should be used when wishing to speak. "Video off" should be used thoughtfully.

Mr. Gloski said that at the last meeting, during the non-agenized portion, he asked if the SEC could hear from members that attended the DCA Board meeting and it was cited that it would be an issue with the Brown Act. Can this be explained?

Mr. Nelson said one of the requirements of the Brown Act is that any substantive discussions of the body must be included on the agenda. If there is something not on the agenda, there cannot be a substantive discussion. There is a safe harbor in the Brown Act for brief comments, reports, or future agenda requests. When that particular discussion turned more substantive is when it was suggested to be added to a future agenda.

Ms. Martinez informed that there were no requests for public comment on this item but reminded to submit requests for public comment to Ms. Rodriguez at this point, so that they may make their comment later in the meeting.

5. STAFF PRESENTATION & COMMITTEE DISCUSSION

a. DWR Tribal Engagement & Other Updates

[Editor's Note: due to technical difficulties, the presentation on tribal engagement occurred later in the meeting but is included in the minutes in this section in order to more accurately capture the information associated to the agenda items.]

Ms. Agustinez introduced herself as a member of the Navajo Tribe who has been working with DWR for 13 years as their Tribal Policy Advisor to engage with the tribes in the Delta regarding DWR programs and projects.

DWR is committed to proactive engagement with tribes who are interested in the Delta Conveyance Project. Ms. Agustinez thanked Mr. Tarango and Ms. Tayaba for their roles in the SEC.

DWR is engaging with tribes in accordance with state consultation policies and AB-52. Ms. Agustinez informed that the land in the Delta has been traditionally used by tribes. Tribal sovereignty is the recognition that there a difference in the public engagement process. As

sovereign nations, tribes are not a public entity. Specific engagement is required to have meaningful engagement, as laid out in state consultation policies. It is through government to government communication that lead agencies have the responsibility of maintaining confidentiality. Tribes are encouraged to be engaged in the public scoping process, voicing the concerns of tribes.

Governor Newson issues E.O. N-10-19 and the water portfolio followed shortly after. This executive order began the new planning process for Delta Conveyance and also set in motion that a state or local lead agency is required to offer Native American tribes, with an interest in tribal local resources located within their jurisdiction, the opportunity to engage in government to government consultation with agencies preparing CEQA documents. These orders are further defined in E.O. B-10-11, CNRA Tribal Consultation Policy, and DWR's Tribal Engagement Policy.

AB-52 is a CEQA amendment that further clarifies the role of tribes in the CEQA process and recognizes the tribal sovereignty of tribes in California government. It also recognizes that California Native American tribes have an expertise with regard to their history and practices and emphasizes the importance of incorporating tribal knowledge into the government analysis for the protection of tribal cultural resources.

As the lead agency for Delta Conveyance, DWR issued a Notice of Preparation under CEQA in January and began AB-52 tribal engagement. Other previous projects (such as the Bay Delta Conservation Plan and California WaterFix) did not use AB-52 as they predated it. Prior to the release of the NOP in Fall 2019, DWR conducted pre-AB 52 engagement meetings, after the release of the Water Resiliency Portfolio.

AB-52 applies to all California tribes, defined as federally recognized tribes and non-federally recognized tribes and all CEQA lead agencies. If a tribe wishes to participate in AB-52, they must submit a written request to the lead agency. The lead agency will then begin the consultation prior to the release of a Negative Declaration or EIR.

Tribal Cultural Resources (TCRs) are defined under AB-52 as "a site, feature, place, cultural landscape, sacred place or object with cultural value to a 'California Native American tribe,' that is either on, or eligible for inclusion in, the California Historic Register or a local historic register, or is a resource that the lead agency, at its discretion and supported by substantial evidence, determines should be treated as a Tribal Cultural Resource." Any consulting agency is required to conduct a search list through the Native American Heritage Commission, as well as maintain a response list.

Since the release of the NOP on January 15, 2020, notifications for the Delta Conveyance Project were sent out to 121 tribes. They were informed of the availability of the NOP and given an invitation to consult with DWR under either AB-52 (for tribes that were on DWR's AB-52 list) or DWR's Tribal Engagement Policy. Tribes who were not on the DWR AB-52

consultation list at the time of the release of the NOP can still request consultation under DWR's Tribal Engagement Policy at any time during the course of the project.

Many tribes are working on currently reopening as a result of COVID-19 and DWR is working on moving forward with rescheduling meetings.

The pre-AB52 meetings with tribes took place on September 11, 2019 and November 12, 2019. DWR also assisted with the development of a Tribal Engagement Committee formed from an independent body of tribes in the Delta who meet monthly. DWR has been invited to provide technical assistance and advises on an invited basis.

Aside from that committee, DWR plans to schedule quarterly Informational Update Meetings for tribes and anticipates regional meetings throughout California, as well as at tribe governmental meetings, per invitation.

COVID-19 caused for tribes to close their reservation boundaries and close tribal economic businesses. DWR began receiving formal letters from tribes in April requesting to pause all consultation meetings due to COVID-19. In response, Governor Newsom issued E.O. N-54-20 which provided a 60-day extension to apply to CEQA projects, effective as of April 22, 2020. It was focused on the timeframes to initiate consultation, so it did not apply to the Delta Conveyance consultation process because that process was already initiated.

Ms. Agustinez mentioned she can return to the committee whenever an update is necessary or requested. She also shared a list of other resources.

Ms. Giacoma suggested that DWR's Tribal Consultant remain engaged in the process.

Ms. Agustinez informed that the engagement with DWR is pursuant to statutory guidelines. Tribal sovereignty is an issue and sometimes the public may not be aware of the coordination taking place within the government agencies and the consultation process. She will continue to be engaged.

Ms. Buckman provided an overview of current DWR environmental activities. The Draft Scoping Summary Report, which is the draft report capturing scoping-related information including comments received and scoping meetings transcripts, should be released in July. A Section 404/Section 10 application for the Department of the Army was submitted pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. Work continues on the initial steps for development of the Draft EIR. DWR is working to address comments received and complete the environmental process for the Soil Investigation IS/MND.

In regard to NEPA, this project is different in that it does not have a federal project proponent. This means that a regulatory agency will be the NEPA lead. DWR needs to formally engage the United States Army Corps of Engineers (USACE) to allow federal

agencies to determine the NEPA lead. An initiation letter was required for flood management from the local sponsor to initiate the Section 408 process; the Central Valley Flood Protection Board sent this letter in May. A Section 404 application is needed for wetlands and waters. With the submittal of the Section 404/Section 10 application, DWR has now formally engaged the USACE and is expecting the identification of the NEPA lead soon.

The Section 404 application includes a project description, an assessment of the impacts to wetlands and waters, and avoidance and minimization measures. DWR has already submitted the application to initiate the selection of the NEPA lead agency. No permit will be issued until after CEQA, NEPA, and other permitting processes are complete. The 404 application includes only one alignment because the Crops would not consider an application with multiple options. For that reason, only the Eastern Alignment was used in the application. To clarify, this does not constitute a decision; no decision will be made until after the environmental process is complete.

Mr. Cosio asked how the actual Section 404 application package that DWR submitted to the USACE can be located, and what is USACE's public notice process?

Ms. Buckman said the application is on the website. Ms. Parvizi can send out links to committee members. There is also additional background information on the website. The USACE's public notice process depends on how they proceed with NEPA. Should they become the NEPA lead, their notice would be combined with a Notice of Intent.

Ms. Barrigan-Parrilla asked what will happen in terms of having a lead agency for NEPA and what the NEPA process looks like with the President's executive order rolling back NEPA processes for water projects? Can the SEC be updated if there are any changes in the process?

Ms. Buckman said DWR doesn't anticipate the executive order to affect the NEPA process for this project. There is uncertainty with the NEPA process until we identify the federal agencies' roles, but if anything changes SEC members will be updated.

b. Delta-wide Soils Transportation and Balance

Mr. Bradner presented on RTM maintenance and soils material balance within the project. Between 6 and 15 million cubic yards (MCY) of RTM will be generated during tunnel boring operations, depending on differing tunnel diameters. Roughly 20 MCYs of soil fill will be needed at the project sites for various project features. The effects of hauling and logistical constrictions highlight the need to optimize onsite material uses to the extent that is practical and acceptable.

There are common RTM generation sites between the two alignments, including Twin Cities and the Southern Complex. The Central Alignment also has Bouldin Island as a

generation site and the Eastern Alignment has Lower Roberts. These are the locations where RTM will be generated throughout the project.

The tunnel depth is expected to be around 130 to 160 ft. below the ground. The material will include older soils consisting of sands, silts, and clays with the occasionally buried stream channels. Peats or organic materials are not anticipated to be encountered at the tunnel depth. This is not the material that will be excavated from the shafts.

Previous testing of RTM was performed about seven years ago that took soil samples collected from 19 borings along the expected tunnel alignment and depth, which at the time, was an alignment similar to the Central Alignment. The samples were blended with three typical soil conditioners and tested for material properties, strength, permeability, and toxicity. The conditioner application was purposefully higher than industry typical values to highlight the effects of the conditioners as they are mixed with the soil and determine if there were any changes to the soil properties.

Regarding the historical geotechnical laboratory testing, there are a couple different categories. Soil classification is the testing performed to determine material type. There are ASTM classifications for different soil types. Moisture content, Atterberg limits, and gradation and hydrometer help identify the gradation of the soil, the percentages of the different components, and what kind of soil is being dealt with. The constructability of the material is also assessed in terms of optimum moisture content and maximum dry density. Geotechnical performance is related to the shear strength of the soil, for example, when the material is used for an embankment construction.

Mr. Bradner presented a table summarizing the criteria of the geotechnical standards for embankment fills. The first column lists the characteristics, these are defined by laboratory testing. The second column is the USACE geotechnical levee practice and the third column is the CCR Title 23 which is the California Code of Regulations are the requirements for embankment fills that are specified by these two agencies. They govern what types of material meet specifications and requirements of embankment fill. This is what is used to take the laboratory testing that was performed and evaluate if the material is suitable for embankment construction. The right side of the table shows Samples without Conditioners and Samples with conditioners, i.e. RTM. The samples without conditioners are used as a base line to determine material properties and the characteristics of the soil extracted. The samples with conditioners look at the changes to determine if the resulting products still meet the specifications and requirements.

The first row of the table, Maximum particle size, says that according to regulations, material cannot exceed 2 inches in diameter. Based on this material, less than 1% qualifies as a gravel. A gravel material is anything between ¾ of an inch and 3 inches. The vast majority of this material is appropriate for embankment fill and anything oversized would be screened out.

The second row, % Fines is the amount of silt and clay found in the sample. USACE requires 20% of fine material and CCR Title 23 requires 30%. The base line condition has 67% to 69% fines and RTM has some variability with 45% to 71%.

The third and fourth rows, Plasticity Index (PI) and Liquid Limit (LL) are measures of soil plasticity. Both regulations are between 8 and 40 for PI, and the material met the requirements. Liquid Limit is less than or equal to 45 for both regulations. It's related to highly plastic materials and whether or not they have expansive properties. The samples without conditioners came in at 38 and the RTM came in between 40-46 which is workable and used often within the Central Valley. This can be addressed by zoning the use of the higher plasticity material or blending it with other soils to bring down the liquid limit.

The last row, Other Criteria, is mostly referring to trashes and similar materials that could be brought into a fill. This is not something the team is anticipating encountering at any of the tunnel depths being discussed. There are also additional criteria for saturated unit weight and organic content referenced by the Title 23 standards that would be met by all materials collected in the RTM.

Additional geotechnical testing was done regarding the strength and compressibility of that soil comparing the baseline material with the RTM material. There was a minor increase in compressibility and a slight decrease in shear strength for conditioned soils, but still workable and not considered problematic. Permeability reduced for the conditioned soils which appears to be related to some of the qualities of the conditioners that break down the clays and silts but is being flagged for further study.

The health, environmental, and ecology data was reviewed by several rounds of environmental specialists and toxicologists. In summary, hydrocarbons and pesticides were either not detected or detected at low levels. Metals and inorganics generally resemble naturally occurring levels in the Delta. Cadmium was detected above typical background, but below environmental screening levels for health or ecological impacts, so this will be paid close attention to as the project moves forward. The RTM Management approach included a holding period of up to four weeks for all of the RTM generated through the project. The material will come out of the ground and sit in quarantine while testing is done before it moves on to the next step. If the material is determined to be unusable, it will be disposed of and hauled offsite. If it is cleared, it will move forward to the drying process to be made suitable for reuse.

Soil moisture content will be the most difficult part of reusing material. Soil strength does vary with water content. The ideal water content is typically between 17 and 23% moisture. The RTM from tunnel operations may be between 30 and 45% water content, depending on the tunneling method, how much conditioner has been added, and how that conditioner is affecting water content. Moisture must be removed to use the RTM for structural fill.

Several drying methods have been evaluated to dry the RTM. For natural drying, after the quarantine process has cleared the soil for reuse, it would be spread in 18-inch lifts and require daily tilling and discing to mix the soil. Hot, dry weather conditions are needed to get the moisture to evaporate in a reasonable timeframe. As a result, a significant wet storage containment will be necessary. It would be a land intensive operation with a lot of equipment running.

The alternative system is mechanical drying, specifically heated drying. This would use thermal dryers to remove the moisture directly from the conveyors. It's a series of heated interlocking paddles that the wet material would be fed into and the moisture would be removed quickly as it moves through. The material comes out as small, dry granular material. This system would require more power at a greater capital cost, with up to 9 dryers per tunnel. It does allow year-round drying, so the process would not be dependent on the weather. Significantly less heavy equipment would be required. It could also be compatible with secondary natural drying method, so a small section could be used for natural drying while using the dryers as well.

The project team sees a great opportunity with RTM as there is a tremendous need for soil fill and the project will produce excess quantities of RTM. The project circumstances are unique to drive creative thinking about use of available resources. The challenge is associated with logistics and access. Based on testing done to date, the pre- and post-conditioned samples meet State and Federal embankment requirements. Additional testing for strength and permeability show RTM to be viable as embankment fill.

Further study is needed on potential dispersive effects of the conditioners; zoned embankments resolve the issue for the time being. An ongoing item of further study will be to continue to analyze and evaluate geotechnical and environmental properties of the RTM. The biggest issue is the moisture content as the material comes out wet, but processes for drying the material before use have been included.

Ms. Barrigan-Parrilla said one of the departments not listed on the presentation was CalEPA's Department of Toxic Substances Control (DTSC). Will standards that would be evaluated by a department like that for pollution and soil by CalEPA be used?

Mr. Bradner said yes, DTSC would be one of the considered agencies looking at screening levels and thresholds.

Ms. Barrigan-Parrilla mentioned that in WaterFix, one of the engineering reports stated there were levels of Chromium-6 found in the soils. That has not been mentioned in this presentation.

Mr. Bradner said there were values of Chromium-6 detected, as well as other metals but the key difference is whether or not they exceeded the various standard thresholds that they are evaluated against. *[Editor's Note: The verbal response provided by Mr. Bradner*

during the meeting was incorrect; Chromium VI was not detected in previous samples analyzed, but rather the laboratory detection limit was above the screening level for the constituent. For the correct information, please refer to question 9.05 on the Question Tracking Master Log.] There are federal and state standards, specifically DTSC. They key question is if they were detected at levels above background levels or levels exceeding threshold values.

Ms. Barrigan-Parrilla asked if there is a list of ingredients for the conditioners? Has work been done with any groups like the California Native Plant Society? Everything could be done legally and correctly, but there could be room for harm because the SEC is not aware if conditions are changed further. What will soil conditions be for native plants? Want to ensure that conditions won't cause anyone to get sick.

Mr. Bradner said this question should be answered by a toxicologist. This will require someone with that background to answer effectively.

Mr. Moran asked in regard to the 15 million cubic yards, what accounts for the large difference? Is it evaporation? Is it differences between the two alignments? How confident are you that the cores being used for reference would apply to the actual alignment?

Mr. Bradner said the variation is based on tunnel diameter. There is a range of potential tunnel diameters associated with the range of potential flows. There are differences in tunnel lengths depending on Central and Eastern. The smallest generated quantity would be the smallest diameter tunnel along the Central Alignment.

Mr. Moran said in regard to drying, evaporation is a large percentage of water. What impact does that have on the total resulting RTM? From what comes out of the ground to what is actually reusable later, is there a dramatic difference?

Mr. Bradner said built into the soil balance are the factors associated with bringing that material to the surface, as it will bulk and expand. As the moisture is taken out, it will reduce and shrink. Then it will be taken to a compacted fill where it will shrink again.

Mr. Wallace said it looks like there could be a short fall of material somewhere between 5 and 14 million cubic yards. Where could that come from? Are these new borrow pits or existing? If it's not coming out of the Delta, maybe Eastern San Joaquin County or down by Mount Diablo. Curious as to where borrow material is coming from and if enough has been identified as available.

Mr. Bradner said there is some borrow material that has to be imported because it cannot be derived on site. This could be AB road base, rip rap or large diameter rock used for erosion protection around the Forebay. There are a variety of materials for different uses. Some are planned to import from around the area, not within the Delta. In other instances, intend to borrow locally, but keeping it within the project like Twin Cities. . The native

material excavated there would provide good reusable fill for either that location or others within the project. Another example is Lower Roberts Island. The Southern Forebay has a lot of material that can be excavated on site through the foundation excavations on that embankment. There are a couple million yards of material at the South Delta Conveyance Facilities.

Mr. Wallace said the presentation says that metals and organics generally resemble naturally occurring levels. Arsenic is very high naturally occurring in the Delta and it is a water quality issue. Although they might be naturally occurring, doesn't mean they meet environmental standards or environmental minimums for soil contamination.

Mr. Bradner said it will take more attention. Arsenic is a problem throughout the Central Valley, as well. It is naturally occurring in the rivers and we do deal with it. What the testing currently shows can be shared and what has been done on similar projects. It will take more analysis to ensure all requirements are met.

Mr. Hsia said at the beginning of SEC meetings in November, there were a lot of questions regarding the usability of RTM. After listening to this presentation, it seems this is no longer an issue. Is this correct?

Mr. Bradner confirmed that is correct. After much study, it appears to meet the geotechnical requirements. The biggest challenge will be getting the moisture out of it. That will take some energy, but it appears to be worth it. The alternative of hauling and importing all of this material in to then dispose of the material elsewhere would have a tremendous effect and environmental impact.

Ms. Mallon added that the hope is that any excess RTM will be made available for the reclamation districts.

Ms. Mann said this is not very good for the environment. Regarding EPA, this seems a lot like mining. The photos on the presentation show a lot of equipment. Where is the energy coming from to transport the RTM? Concerned about the EPA requirements. PG&E has been having a lot of trouble.

Mr. Bradner said it would generally be electrical power. Electrical connections and power would be brought in. At the tunnel launch sites, the TBMs are also electrical. There are other power providers besides PG&E.

Ms. Mann asked if the cost of electric come out of taxpayer money? Who will pay for the cost of electrical use? Why won't generators be used?

Mr. Bradner said it's part of the project so it would be part of project costs. Some of the sites will use backup generators. However, the RTM processing systems, including the conveyors and heaters would be dedicated electrical.

Ms. Mallon added that it is work beyond what a generator could do on site.

Ms. Mann asked if the power companies are aware of this anticipated draw of electricity at the proposed sites? It's shocking considering the hydro-electrical troubles in California.

Mr. Bradner informed that coordination is happening with the power companies.

Mr. Cosio said that this is a big construction project so the power lines, sub stations, etc. are not surprising. It doesn't look like there will be material left over for levees which isn't a bad thing after seeing what the material is made from. A lot of money will be spent getting the water out of the material, then at some point, the water will have to be put back in to compact it. The work it will take to keep the moisture at allowable limits will be tough. A couple of rainstorms could shut down the operations for a while. What are the conditioners made from? What do they do physically or chemically to material? At which process will it be put in?

Mr. Bradner said that the conditioners are introduced at the tunneling operation. This helps moisture stay within the material so it's workable and helps to break it down so that it doesn't clog the operation. It's really just to facilitate the tunneling operation. Once it gets up to service the moisture has to be removed from the material. Depending on timing of when material becomes available, there will be some leftover.

Ms. Giacoma said she is concerned about the toxic metals. Chromium-6 and arsenic will become airborne when they're dried, blowing around the area. The levels of the boring samples were found to be hazardous. Methyl mercury, a threat to rivers in the Delta, was not mentioned in the presentation. These all exceed levels that are hazardous to human health, as well as fish and the rest of nature. It's important to address that. What are the ingredients in the conditioners? What are the hazardous levels of Chromium-6, arsenic, and methyl mercury?

Mr. Bradner said tunnel conditioners are surfactants with properties to break down the tunneling material and separate the bonds. The chemical makeup will depend on the contractors as they all use different blends. The testing that was done took three commonly used conditioners and incorporated them into the soils, then tested them for their effects on the material. More of this testing will happen as time goes on. If present, naturally occurring metals will have to be contended with. Testing done thus far appears to be good. It's one thing for it to be detected and another thing for it to be exceeding health standards. There are a variety of thresholds and they're being used to compare the results. Testing has been done to date and consistent with other water projects in the valley.

Ms. Swenson said the presentation didn't have any exploration on the Eastern alignment. Will that be done? If the conditioners will be put down in the tunnel boring holes, how will ground water be protected? There are proprietary chemicals being put into the ground

with very interconnected systems. Although Chromium-6, arsenic, and methyl mercury are being used at approved levels, cumulatively how will they affect the community? How loud are the dryers? How often will they run? What will the operations be? How much productive farmland will be put out of production to dry tunnel muck?

Ms. Mallon said these items will be put in an agenda for a future meeting.

Mr. Gloski said the water vapor will likely cause a cloud of condensation so it would be good to have a discussion about this so that local people will understand.

Ms. Mallon said the team is considering shrinking the sites and footprints that are required from the land drying and tilling instead of condensing the site with the dryers.

Mr. Robertson said the presentation mentioned spreading the material out to dry on land. How tall will the lifts be? Do you anticipate the dryers to run at night?

Mr. Bradner said to spread the material out, the calculation was 18-inch lifts to dry it quickly. The area is hundreds of acres. The team is working to shrink the footprint which is why the focus is on mechanical dyers. The dryers are quiet compared to other equipment running often. The dryers would be working 20 hours a day.

Ms. Mallon said they will be running with the RTM. Two 9-hour shifts during the day, no RTM production on Saturday, only maintenance, and no work on Sunday.

Ms. Barrigan-Parrilla asked what is the plan for containment of blowing dust during the natural drying process? She is confused about where peat soils are at the surface. Levels of peat soil will be hit when excavating 150 feet. There is documented history of peat soil causing lung disease in the Delta, particulate number 2.5-10. This is a concern because funding for monitoring of this issue is being cut for COVID-19 budget. By the time the project starts, there could be a different type of budget for monitoring air quality. There would be particulate matter issues whether or not there is peat soil.

Mr. Bradner said the peat is not down at the tunnel excavation depth. The shafts that would provide access to the tunnel would be excavated through the peat. That material is not what's currently being discussed and that will be managed separately. The peat will be contained, compartmentalized, and managed as its own issue. The RTM is what is being discussed to be processed because of the moisture of the material. Dust control would have to be part just like any other construction operation. Water application is used for dust control. For a period of time, the material will be saturated so it won't generate dust but as it dries there would be a process of introducing moisture back in to maintain dust control.

Mr. Hsia asked how many embankments will be built with the RTM?

Ms. Mallon said this is part of the next slides in the presentation.

Dr. Lytle said the analysis done in the 2014 report by DWR showed a list of 16 heavy metals in this material. It's anticipated that that could change if the Eastern alignment is selected. Can the ingredients of the soil conditioners be listed so can the DCA find this out for the committee? At least what was in the 2014 report because one conditioner from EASF called MasterRoc ACP 127's composition on MSDS sheet has glucopyranose and glycosides which are sugar compounds. Because they are sugar compounds, 2,4,6-Trichlorophenol is put in which is a fungicide material and could be anticipated to be in the tunnel muck when it's brought to the surface. The materials in that report should be provided to the SEC.

Ms. Mallon said that will be put in the Q&A. We do have some MSDS sheets. Although it is unknown which conditioner will be used ultimately as it's up to contractors, the team will give as much information as possible.

Mr. Bradner continued his presentation with materials balance along both corridors and began with the Eastern alignment. It is an overview identifying all of the various fill material needs within the project and also identifying which materials are flagged for import. Imported quantities would be hauled in.

Mr. Bradner explained that in presenting each of the sites, the site name and an aerial view of the site with a simplified construction footprint will be displayed on the left of the screen with a summary table at the bottom of the screen. The summary table will include logistics details and the Truck Hauling Schedule will show imported sources identified in color.

Starting with Intake 3 at the north end, there is a need for about 1.8 million CCY and all of this material, minus the fine grain core material for the embankment, will be derived at the site. Importing the fine-grained core material would result in about 10 trucks per day over a period of five quarters.

Intake 5 is a similar approach with mostly all material being derived on-site with the exception of fine grain core for levee embankment.

The Twin Cities Complex is a large site that also includes a shaft. This site will first be used as a borrow site to generate the materials needed at this site and other locations within the project. Some excess material from other sites will be brought back to Twin Cities to be reused elsewhere.

The next location is the New Hope Maintenance Shaft that needs 69,000 CCY with most of the material being imported as borrow from Twin Cities and the excess material returning to Twin Cities for reuse.

Canal Ranch Maintenance Shaft needs 107,000 CCY, Terminous Reception Shaft needs 236,000 CCY, and King Maintenance Shaft needs 147,000 mostly imported from Twin Cities.

Lower Roberts Launch Shaft has some levee repairs on the west side of the island to increase their standards and all of the material needed for the work will be produced on-site. No imports will be needed to this site. Lower Roberts would supply material to Upper Jones Maintenance Shaft.

Southern Complex Launch Shafts needs about 404,000 CCY that would all be derived locally.

The Southern Forebay needs a significant amount of material at about 8.5 million CCY, however the trucking hauling schedule shows that the only material that would need to be hauled in is the specialty embankment material. This is the sand, rock, and other material needed to complete the construction of the reservoir. Some excess material from the Upper Jones Shaft would be imported for reuse. 980,000 CCY of material would be brought in from Twin Cities on rail to complete the reservoir. The vast majority of the material for the site will be derived on-site through excavation and RTM.

The South Delta Conveyance Facility is a self-balancing site that will have a lot of excess to send to the Southern Forebay. There will be dedicated routes by Byron Highway for moving material so there will be no truck traffic.

Logistics would be mostly some road repairs with 496,000 CCY of material needed to be spread to 14 sites. The truck trips are the total truck trips that would be feeding all of those sites.

There are some sites that are shared with the Central Alignment. The first that is not shared is the New Hope Maintenance Shaft, it needs about 66,000 CCY with the majority coming from Twin Cities and the excess returning to Twin Cities. Staten Maintenance Shaft needs 156,000 CCY also coming as borrow from Twin Cities and excess being returned.

The Bouldin Launch Shaft is similar to Lower Roberts. The center is the launch shaft and RTM area. The dashed lines are all the haul routes to get around the site. There are some sot repairs to get the levees up to standard. 505,000 CCY of material is needed for the shaft pad and another 225,000 CCY is needed for the levee repairs.

Mandeville and Bacon are all import material from Twin Cities.

The Southern Forebay on the Central Alignment doesn't change in need of material but there is a difference in the balance as the need is being made up with RTM. The length of the tunnel drives change between the two corridors. Truck trips and import remain the same. The surplus material will come from Mandeville instead of Upper Jones.

The Central Alignment does require more logistics as the quantity needed is about 842,000 CCY for 15 sites across the project.

Ms. Barrigan-Parrilla said the charts on truck traffic loads are just for the RTM. When will all the sources of truck traffic together be discussed?

Ms. Mallon said that at the last meeting, all the different types of trucks were discussed and all the histograms were shown. This is just for hauling of the RTM or borrow material.

Mr. Bradner said rail will be another way to move the material, but this is just truck trips.

Mr. Wallace said the Twin Cities complex is about 640 acres and it has been identified as a borrow pit. If borrow material wasn't needed, would Twin Cities still be used as a borrow area? Is it specifically identified as a borrow area? If it's identified as a borrow area, does it become subject to SMARA? To what depth are you excavating?

Mr. Bradner said this site is a reduced footprint, closer to about 450 acres total. It was closer to 650 acres in the past, but the team is working to shrink the footprint and the current outline reflects that. The site would be selected based on its logistical advantages, borrow being used or not. Appears to be good useable material according to available data. More geotechnical investigations will be done in the future. Borrow depth could go broader and more shallow or smaller and deeper, looking to optimize space as best as possible. Depends on site constraints and how the facility lays out. The current assumption is to borrow down at about 10 feet. The land would then be restored using RTM material. Post construction treatments is on next month's agenda.

Ms. Giacoma asked what is SMARA?

Mr. Wallace informed that it is the Surface Mining and Reclamation Act. It is a California requirement. In this case it would be administered by Sacramento County.

Ms. Giacoma asked do the levee improvements on Bouldin Island take sea level rise into account?

Mr. Bradner said projections of sea level rise depend on construction phase and timing. The DCA is evaluating them against their commonly used design criteria which is 100-year return period event. Sea level rise hasn't been included in the analysis water surface elevation for evaluation of existing levees, but it was considered. As the project develops over time, it will be something to coordinate with the reclamation districts because it would be inappropriate to assume they haven’t continued to maintain and strengthen their levees.

Ms. Swenson said air quality should be a topic of discussion in the future. What will be done with all the water that comes out of these sites? Will the existing sloughs be used? Who owns the land at Twin Cities? Does DWR own it? If it's privately owned, what is the plan to obtain it?

Ms. Mallon said these topics will be added to future meeting as they're not pertinent to this particular presentation. The questions will be reflected in the Q&A packet.

Dr. Lytle said the location on Twin Cities Road is historically rich in montmorillonite clays. This should be investigated more closely as a preferred site. Those clays extend well into the depths being estimated. At this point, it seems arbitrary to assume the RTM material can be used because of a lack of geotechnical work done on the Eastern alignment. When the analysis is being done, it would be assumed that the calculations would be based on the use of RTM and without the use of RTM, otherwise it's unreliable numbers and estimates. If additional material is being sought after, the South Delta agencies are proposing a large river dredging project to take river spoils from various sections of the San Joaquin to Old River or Middle River because of high sediment. In the future, there may be a supply of dredge materials.

Mr. Bradner said the team will have to evaluate the site conditions and compare them to specifications in the earlier presentation.

Ms. Mallon added if the team was not certain that this material could be used for the embankments then it would not be proposed. The DCA is confident of its use. Validation of that will be done in the upcoming field work. The team is comfortable with the work that has been done and the data collected. There are other drive sites that could be switched to if need be.

Mr. Bradner said the team is very familiar with the general characteristics and properties of those formations. They will yield material very similar to what was tested. Several investigations have been conducted with a range of projects. The consistency found in the Modesto and Riverbank Formations allow for the expectation of useable material.

Ms. Liebig said she is concerned regarding viability of RTM. Regarding Twin Cities, even with a shrunken footprint, a lot of land is still being taken out of production, even if it's not within the highlighted yellow area. The parcels being cut in half will be unfarmable because of water impacts and land disturbances. Although it may not fall into the actual footprint, doesn't mean the land around it will be left in the same capacity. These concerns are with all of the construction sites throughout the project, whether it's on the Central or Eastern alignment. There are many more impacts to farmland than just eminent domain and other areas of the footprint.

Ms. Martinez said that is a good CEQA comment in terms of extended impacts. This will be logged and included in the discussion moving forward.

c. Update on DCA Follow-Up Studies in Response to SEC Comments

Mr. Ryan presented an update on siting changes. The first change is to shift the Glanville Shaft onto the Twin Cities site. The original plan was to have the Glanville shaft located on Dierssen Rd. approximately a mile away from the Twin Cities site. The conveyor system across I-5 required to divert RTM from the launch shaft to the Twin Cities site for processing and off-site transport. There would be heavy truck traffic from Twin Cities to Glanville to deliver tunnel liner segments. The updated plan is to shift the Glanville Shaft ono the Twin Cities site which would increase the total tunneling length by approximately half a mile. There are some benefits to doing this, for example, it eliminates the construction activities associated with the shaft, conveyor, and truck traffic within the Stone Lakes Refuge boundary to reduce the overall impacts. It eliminates the need for a new I-5 bridge and is more efficient with construction logistics with all tunneling operations on a single site. The impact boundaries have been changed on the site due to managing the forebay and the shaft has been moved onto that site.

The second change is a Final Logistics Plan for the intakes. The original plan as discussed at past meetings was to split construction and worker traffic between Hood-Franklin Rd. and Lambert Rd. to get to the intake sites. It would improve the I-5 interchange at Hood-Franklin Rd. with a new interchange at Lambert Rd. and expand both roads to 12-ft lanes with 6-ft to 8-ft shoulders. The updated plan is to utilize Hood Franklin Rd. for only worker buses and light trucks/vehicles to keep traffic very light. There is a Park-and-Ride for workers to use there. Some big trucks would utilize the Twin Cities exit, Franklin Blvd. and Lambert Rd. to access haul roads to intake sites. Only ready-mix trucks would come into the site as needed. A section of Franklin would be relocated, and Lambert Rd. would be expanded to 12-ft wide lanes with 6-ft shoulders. The benefits with this change are that it minimizes construction within the Stone Lakes Refuge boundary and eliminates the expansion of Hood Franklin Rd, which would help with traffic. It also eliminates the new interchange that was going to be put on I-5 at Lambert Rd. and utilizes a route with less existing traffic (Lambert Rd.)

The third change is to eliminate the barge landing on Bouldin Island. The original plan was to have a barge landing located on Potato Slough for transport of tunnel liner segments to the Bouldin Island Launch shaft by barge. The updated plan eliminates the barge landing, so tunnel liners would be trucked in. It also widens Hwy 12 from a 2-lane to a 4-lane from the I-5 Interchange to the Bouldin Island construction exit, including the expansion of Potato Slough Bridge. The benefits of this change include congestion for widening Hwy 12, as the expansion to a 4-lane brings it to a good Level of Service. It provides a permanent infrastructure asset for the region and avoids river traffic affecting “The Bedrooms.”

The fourth change is to shift the Brack Tract Maintenance Shaft north to the Canal Ranch Tract. The original plan was to have the Brack Tract shaft located about half a mile radius of the South and North Units of the Woodbridge Ecological Reserve. The updated plan is to move the shaft about a mile north of the northern boundary of Woodbridge Reserve, for

the terrestrial species between the two sites. The benefits are that the shaft will be further away from the Reserve and truck traffic will be shifted further from the influence area of the Reserve. There will also be easier access to the site from I-5 along W Peltier Rd.

The fifth change is to eliminate the barge landing at Lower Roberts. The original plan was for the Lower Roberts launch shaft site to include rail spur and barge landing on the San Joaquin River for transport of tunnel liners. The updated plan is to eliminate the barge landing and the associated haul roads and to transport the tunnel liners to the site via a proposed rail spur connection. The benefits include eliminating the aquatic and terrestrial effects of barge construction along the San Joaquin River and reduced construction impact area on the island. A more detailed map will be shared in the future.

Changes six through eight are all interconnected. The sixth change is to shift the Southern Complex launch shaft north. The original plan was for the Southern Complex to include two launch shafts adjacent to each other to isolate tunnel construction from the pump station construction and start-up activities. This was going to have the contractor tunneling for several years. The updated plan is to shift the second Southern Complex launch shaft approximately a mile north to be able to eliminate the Byron Tract Shaft on the Central Alignment and the Victoria Island Shaft on the Eastern Alignment. This will reduce construction traffic on Hwy 4 and eliminate construction truck traffic on the Victoria Island bridges.

The seventh change is to eliminate the Byron Tract Shaft on the Central Alignment. The slight shifts made along the alignment between shafts still remains in that 4-mile to 6-mile reach between maintenance shafts. The extra distance is what allowed for the removal of a shaft. There is no need to cross Hwy 4 into Victoria Island across the bridge on the Central Alignment. The tunnel is not too far away from Discovery Bay.

The eighth change is to eliminate the Victoria Island shaft on the Eastern Alignment. This is a significant change as it eliminates all the previous work that was going to need to take place between the Old and Middle River bridges. No heavy construction traffic will be necessary on that part of Hwy 4 anymore.

Ms. Mallon clarified that although the bridge is eliminated on the Eastern Alignment, it will still need to be used to access Bacon on the Central Alignment.

Mr. Robertson said the maps are still missing some aids to navigation on the waterways. Boaters are going to come up on construction and a lot will look different to them. Even with electronic charting and mapping, it's different. He requested that those aids to navigation be properly plotted on the land maps by comparison on the water areas. Also, some coordination will be needed with the Coast Guard, with notice to mariners. They are very good about putting out notices when there are going to be changes in the river, such as when bridges aren't running, ferries aren't running, etc. The proposed project will be going on for a long period of time and this information is needed.

Mr. Wallace said it appears that this will be the first time that tunnels will go under I-5 if the Twin Cities Glanville Shaft is moved to the east. Where is the tunnel going to cross under I-5? What is the height of the crane going to be at that location? Now Caltrans and federal highways will probably have to be included.

Mr. Ryan said the tunnel comes in north of Dierssen Rd. and crosses I-5 then swings down and heads back in a straight line. Curves right before the shaft and will come out of the launch shaft. When the process of replotting is taking place, drawings will be provided.

Ms. Mallon said next month's presentation includes the final yellow and red boundaries with the final alignment dotted in. There are two I-5 crossings now which is predicted to be easier than getting the conveyor crossing over I-5. Participated in a call with the Director of Caltrans this week.

Mr. Ryan said Caltrans and federal highways would have to be engaged with regardless. The team is engaged with Caltrans. Unclear how high shaft will be during construction. The finished shaft will be at elevation 31. The crane would be about another 20 feet above that but will get an answer from the tunnel team.

Mr. Moran asked will moving the Glanville Shaft over to Twin Cities depot extend the footprint, or will it remain the same?

Mr. Ryan said the footprint has been reduced due to other issues. If shaft wasn't there, it would be able to be reduced further but it's more important to reduce on the west side in the reserve boundary and the footprint associated with the bridge and conveyor on Pearson Rd. It has consolidated the project functions into one spot.

Ms. Barrigan-Parrilla said to expand on impacts to the Cosumnes Preserve, the farmland around the Preserve is a place for feeding and roosting for Greater Sandhill Cranes. It's a concern if this is getting bigger near the Preserve.

d. SEC Questions or Comments on May 27th Presentation

Ms. Swenson said folks across from the intake are interested to see the potential impacts of traffic and noise on their side of the river, so will impacts of raising levees be addressed? When can that be expected? To confirm, there will be no construction impacts on the Clarksburg side? Will noise impacts on that side of the river also be studied?

Ms. Mallon said this is a CEQA question. Traffic near Clarksburg is not anticipated. Access to these sites will come off of I-5.

Mr. Ryan said there is no plan to work on the Clarksburg side of the river. The flood impacts analysis has been done to date and that will be enhanced to better modeling. There are insignificant impacts the intakes are making to the flood levels of the river so there is no

need for levee work upstream of the river. There is no reason for construction traffic to go to other side. Perhaps there would be unexpected traffic for emergency access.

Ms. Mallon said there will be no construction traffic allowed in Yolo County to the site. It will come from I-5. Next meeting will be to discuss work done at the intake locations.

Mr. Ryan said noise impacts are part of the environmental analysis.

Ms. Barrigan-Parrilla said she is confused about the sourcing of truck materials. If there are x amount of trucks and there are all these different projects, trying to figure out the total number comprehensively for the communities where we are pursuing the correct funding and measures for mitigation on this end of the Delta. Even if a range could be given, that would be helpful.

Ms. Mallon said it would be helpful to look at Mr. Hubbard's presentation from the last meeting. He presented a model of where traffic is coming from and how it's loading the highways. That question will be recorded and then Don could help with a model run for a specific location. The team cannot yet share how much will be coming out of the Port since nothing has been purchased. Certain deliveries for certain sites will need to get to Hwy-4 or Byron Highway. A conference call with Mr. Hubbard could be helpful to walk through the model at different points in time.

Mr. Wirth said it's a great idea moving to the other side of I-5 because for years there has been an effort trying to connect Stone Lakes crane population, with the cranes at the Preserve and points further south. Not having the shaft there would help to do that but the new position of the shaft is a problem.

e. Public Comment on Item 5

Ms. Des Jardin commented that sea level rise is expected to be median 1 foot by 2050 with the high projection being up to 2 feet. It's shocking to hear that where levy improvements are being done, this isn't being taken into consideration. No analysis has been shown on the performance of the tunnel shaft mound of shaft on Bouldin Island. If levees are overtopped, it's an average of 17 feet below sea level. There would be quite a bit of wave wash on that mound over time. Riprap would be needed on the outside and those kinds of consideration are not shown in the design for the Central Corridor. The project can see delays so it should be done with sea level rise considered. There is no state funding for providing upgrades to the levees for sea level rise. Property owners will be responsible for their levee maintenance and improvements. The design should take care of flooding due to sea level rise.

Ms. Meserve expressed concern about Mr. Nelson advising folks not to communicate. It's troubling that this body is subject to the Brown Act, yet not empowered to make decisions or make formal advisory recommendations because nothing is voted on. Continuing during the pandemic wasn't even voted on. It seems that limiting communication between the

members is not being done for an adequate reason. It's great that this process is open and may allow members of the public to be a part of it but the members not being allowed to have their own communication when they have nothing to vote on doesn't make sense. Public comments should not have to be submitted at the start of the meeting. It's a big commitment to sit through a three-hour meeting to wait to comment at the very end. A cut-off so early in the meeting is restrictive and makes it difficult for the public to weigh in.

Ms. Mallon asked for a specific recommendation to improve the process.

Ms. Meserve suggested allowing for public comment further into the meeting, as has been done in the past at in-person meetings.

Ms. Palmer reminded that comments can be sent in via email and they will be considered.

Ms. Moreno expressed concern about the new hauling road areas going through the back of Hood. This is something the community just recently learned about. Homes and property will have to be removed. The SMUD facility that is the main access to electricity for the entire town might be removed and if it is, what accommodations will be made for this? It's concerning that Hood has been disregarded in this process and doesn't have much information. There are intakes on either side of Hood. It's a community of low income, elderly, and marginalized people. It's been said that all that will be there is a park-and-ride for workers, but how many workers are there? How many trucks and cars will go through?

Ms. Martinez clarified that DWR is going through the CEQA process.

Ms. Buckman said the project is still in the beginning phases of the CEQA process and EIR. The NOP was released in January with about three months of scoping. The work now is to compile and publish those scoping comments. From there, the Draft EIR will be worked on and analysis of the types of impacts mentioned will be included.

6. FUTURE AGENDA ITEMS

a. SEC Tour Updates

Ms. Parvizi said the virtual tour will be finished in about two weeks. The DCA is implementing new sites on the tour based on conversations had in the previous meeting. They're making these virtual tours as a template so that as conversations are had, sites can be added, removed, or updated easily. This might mean for the tours to be offline while they make these changes. The SEC member requested tour of the T-screen factory, so they were emailed about the date of July 16th for a possible tour in the morning. The interested members can email her to let her know they're interested. If many members want to participate, she can figure out a second date for a tour so that they don't run into Brown Act issues. She will send out protocols because this is an in-person, outdoor tour. The T-screen manufactures are going to stop production during the tour to make sure visitors are safe.

b. July 22nd SEC Meeting Topics

Ms. Mallon mentioned that Ms. Buckman wanted to do an update on the scoping process since the DWR is hoping to have a draft report in July. Ms. Buckman wanted to do a report of the results of the draft report. The DCA wants to talk about the work that has been done on how to rehabilitate the construction impacted land to return it back to original land use designations. To show the final, temporary, and permanent boundaries for sites from the map book with yellow boundaries. The DCA has gone through all of the sites and are trying to limit the space of land needed since there has been concern from the members regarding this. Mr. Bradner showed how much material that has to be hauled in between sites to build the pads. They will come back with final calculations for the amount of soil needed. Mr. Ryan and his team have spent a lot of time trying to reduce the footprint and the noise impacts around the pile driving near the river. The DCA hopes to have an updated map book to the members prior to the next meeting which will have both the red and yellow line boundaries and the updated locations that were in this presentation today. A new map book will be produced because of the shifting and re-sizing of sites.

Ms. Swenson asked if the members would drive themselves to the locations rather than driving together.

Ms. Parvizi responded that you could drive yourself to the location to do the self-guided tour or do the virtual tour option. For the T-screen tour everyone is responsible for getting themselves to the factory if they want to join.

Mr. Gloski asked for a report back from the members who are communicating with the DCA board and what was presented. What are the members taking away from the from the committee meetings? He wants the opinions of the members on this meeting and if they felt like they were listened to or if they got any take-aways.

Ms. Parvizi said she could send a video out to everyone of the meeting since the responses were so long and she doesn't want to take time away from these SEC meetings.
Ms. Runquist noted she drafts minutes a few weeks after the meeting so once she finalizes them, she can send them to whoever wants them. It says what each speaker said.

Ms. Parvizi asked if Mr. Gloski wants more of the opinions of the SEC members on the board meeting.

Mr. Gloski said that is important and wants to know if the speakers felt like they were listened to and if anything was taken away from them.

Mr. Nelson said that the board has flexibility with the next report and is willing to talk to Chair Palmer about what did and what didn't work well with past participants.

Ms. Palmer suggested that during item 6c, they can talk about what worked for the past participants. Would participants want to provide their own written report and a follow up of what they wanted to say so that their true views would be represented?

Ms. Keegan announced that a webinar starting tomorrow at 11, is happening for two weeks on the topic of history of the tribes in the Delta and communities of color and their relationship with the Delta. A lot of the research is primary sources that haven't been told before, you can find information on Twitter and their website, where videos will be put up. This might help clarify what drives some of their primary concerns.

Ms. Parvizi commented that she thinks this is important and is looking forward to it tomorrow.

Ms. Mallon said David should have some SEC members comment on what they thought and gathered from the last meeting. They could comment on the effectiveness of their participation from the last meeting was.

c. July 18th SEC Report to DCA Board

Ms. Palmer noted that in item 6c, they are going to identify members who are going to representatives to the DCA board and hear from past presenters and get their notes on what they thought did and did not go well last time.

Ms. Martinez said the DCA is going to have a report out on members who spoke and have them speak to the process and how it can be improved, if they feel heard and if they have comments from the last meeting. Anna, Sean, and Gil are going to report.

Mr. Cosio said he introduced himself, brought up history concerns with regard to COVID in the process. Brought up different examples of environmental impacts. The hall roads in the northern part of Stone Lakes and moving the shaft. Can't tell if people were listening due to the video format but there weren't a lot of questions. It wasn't a waste of time, however.

Ms. Swenson talked a lot about the community and the aspects that will be forever lost due to this project, no matter how well it is planned. The relationship with the farmers and the land is unique and highlighted all the things they're going to lose that will be detrimental to the community. After their presentation, they did a presentation on consultants on intakes from people all outside the Delta. Tried to gage body language but it's hard to do. She didn't feel heard because if they felt the way she and the community felt about this project they couldn't go through with it. However, she didn't feel it was a waste of time because good will eventually overcome bad. It's my duty to tell the truth about what will be lost in these communities. I want to know why they didn't do the roundtable because she found it beneficial.

Ms. Martinez said that's item 7.

Mr. Cosio wanted the DCA to hear Ms. Swenson and Mr. Wirth because of their passion because the committee is filled with passion and diversity throughout the Delta. The people he represents have been through this for a lot of years and they don't need a lot of information, but they want to know what the impacts are. The ability to explain that is interesting because it's not known what is done in the Delta. Anytime you get up and explain what you do to the DCA is helpful.

Ms. Palmer noted that she listened to the board members speak and noted that if people go over the time limit due to passion, she doesn't mind. I don't think the board members minded this. Listening to what is going on, like Mr. Wirth providing real changes, was excellent. Hearing Ms. Mallon give some of the reduction of impacts due to the changes is nice to hear. These changes come from the SEC members which is crucial to this process. The SEC members are definitely listened to and extra time due to passion isn't a bother.

Ms. Keegan thinks that all presenters were accurate of what she heard at the meeting. A lot of the presentations had to do with global concepts, history, and values. I had expected that more feedback on presentations would be given, like if traffic analysis was useful or if providing input on this process is useful to the project. There may be a need to express these big picture concepts in a way that's value driven.

Ms. Martinez noted that there really wasn't a time limit during the last meeting and that people needed to express themselves. There needs to be 2 or 3 volunteers for the next meeting. Mr. Gloski volunteered for the next meeting. If anyone else wants to present at the next board meeting, chat with Nazli to gather thoughts and visuals. The DCA doesn't out together presentations so that they don't filter what is being presented.

Ms. Palmer noted that Mr. Wirth used some slides given from the DCA.

Ms. Mallon said a public comment noted that Hood is being affected and it's true that a lot of construction is near Hood. Wondered if Ms. Whaley, who is in and familiar with Hood is available for the July board meeting.

Ms. Whaley said she would check her schedule and get back to them.

There was no public comment on item 6.

7. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

Ms. Barrigan-Parrilla opened item 7 to the members.

Mr. Hsia shared that he compiled 2 reports since the lockdown and the link is posted on the Delta news and the Facebook pages of the Delta News and Water Grove. He recommended for people to go and look at them.

Ms. Parvizi said she can get the link from Douglas and send it to everyone.

Ms. Swenson said she's gotten a lot of public comment from members of Hood. There is a large amount of people who aren't fully informed about this project and need individualized information due to the deep impact happening there. Is there some way to hold a forum or something that would be helpful to disperse this information to them? COVID has limited her in-person abilities to inform them. Since they are getting affected so much, they have a right to know in order to prepare.

Ms. Parvizi asked if the DCA could work with Angelica and Anna to gather folks from Hood since Angelica works with small businesses and is a resident of Hood.

Ms. Swenson noted that she isn't a resident of Hood and she has left the meeting.

Ms. Parvizi would be happy to work with residents and Angelica and wants to create an update on effects on Hood to open discussion and do it in a webinar format.

Ms. Swenson said it would be humane to do that.

Mr. Hsia would like to also work with them.

Ms. Parvizi said she would love to work with anyone who is interested.

Ms. Mallon said that an open call and presentation would be great so that anyone from Hood can join.

Ms. Swenson noted they may need to setup a hotspot because Hood is an internet blackhole, which is why Hood residents aren't engaging in this conversation.

Mr. Robertson noted that infrastructure of bridges and ferries cannot handle all of the new traffic that is going to happen. Big construction and repair is happening but most of the infrastructure are one lane roads and I don't think people are questioning the fact that we need to look at those things. Every time I present, the number one discussion topics are the bridges and ferries and how people are going to get from point A to B.

Ms. Tabaya said that there was a tribal engagement meeting yesterday and they remained concerned about destruction of cultural and natural resources. The DCA are aware the tribes are paying a higher price and had a lot of questions for the DWR and are still waiting for responses. They had a meeting with the DWR and reconnected, there was discussion on what they want to do, like having the DWR report directly to the tribal group and the DCA. We were hoping that they could meet the Thursday before the SEC meeting. The reason for that is because the materials are hard to obtain. It's hard to understand engineering items and DCA would explain better. A lot of the materials I'm going to end up hand carrying to the tribes, we can see the ones who need extra help. Trying to determine where people are at having visitors in their areas. I stand behind the conversation regarding Hood because the intakes are on tribal boundaries. Their next meeting is on July 15th at 10 a.m.

Ms. Parvizi said that is the board meeting date so they will try to be flexible and find a date but the DCA will continue to try to coordinate with Melissa to get her the materials.

Ms. Martinez asked for more of the new map books to be printed and delivered to the tribes.

Ms. Parvizi said she would work on that.

8. PUBLIC COMMENT ON NON-AGENDIZED ITEMS

No public comment.

9. NEXT MEETING

Ms. Keegan said the next meeting will be on July 22nd, 2020 from 3-6 PM. The topics include a scoping update on the DWR, the rehabilitation of construction impacted land, final temporary and permanent boundaries, and intakes updates. At that point we will have heard from the next group at the DCA board so if you're giving a presentation you will be giving your thoughts on how that went.

Ms. Giacoma asked if she could get a hard copy of the meeting materials as you did in the past.

Ms. Parvizi said she would do that and asked that if anyone else wants this to please email her.

Ms. Swenson asked how many more meetings are expected and if there is an end date that has been chosen.

Ms. Mallon said these meetings are budgeted for the next fiscal year, through June of 2021. There will come a time when we can scale the time back to 2 hours.

10. ADJOURNMENT

Ms. Keegan adjourned at 6:49 PM.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING
Wednesday, July 22, 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 Anna Swenson, Cecille Giacoma, David Gloski, Douglas Hsia, Isabella Gonzalez-Potter, James Cox, Jim Wallace, Karen Mann, Lindsey Liebig, Malissa Tayaba, Dr. Mel Lytle, Peter Robertson and Sean Wirth. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance. Committee members not in attendance included Philip Merlo and tribal representative alternate Jesus Tarango.

Members Barbara Barrigan-Parrilla and Mike Hardesty were 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, Steve Minassian, Graham Bradner, 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: June 24th, 2020 Regular SEC Meeting

4. STAFF PRESENTATION & COMMITTEE DISCUSSION

a. DWR General Updates and Alternatives Formulation

Ms. Buckman began the presentation with CEQA updates for the Delta Conveyance Project. The Scoping Summary Report has been published and is on the DWR website. It includes a description of the scoping process and a summary of comments received. The summary report also includes attachments with the full comment letters and meeting transcripts for the eight public meetings held. In terms of the National Environmental Policy Act, the United States Army Corps of Engineers (USACE) informed DWR that they will prepare an Environmental Impact Statement (EIS). A Notice of Intent to formally start the NEPA process is expected later this summer, which will initiate scoping for the preparation of the EIS. The USACE is looking to conduct a separate EIS, rather than having a combined EIS/EIR. The goal is to align the EIR schedule with USACE's EIS schedule so that it can all be reviewed at one time.

An initial study/Mitigated Negative Declaration was done for future soil investigations. This document was formally adopted on July 9th and a Notice of Determination was released. Some sites for the future soil investigations require additional permitting efforts; nothing will happen on these sites until additional permitting is complete. Work on publicly owned sites will begin this fall. With WaterFix, there were some sites that were the subject of court processes; investigations on these sites are starting now. Some work is taking place next week to complete the geotechnical evaluations.

As part of Ms. Buckman's update on the environmental review process, she mentioned that DWR is now working on planning other outreach (line 1 on the graphic). The team is now heading into the Project Definition section of the process (line 2 on the graphic) by starting to formulate alternatives.

The presentation will provide information about CEQA requirements related to alternatives and an overview of the alternatives screening purpose and process (specific to CEQA). It will also provide a preview of preliminary screening results related to physical alternatives, with no discussion of operations yet, and an opportunity to discuss and better understand the process and preliminary findings. DWR is not asking for suggestions on new alternatives beyond what was already submitted during scoping. Although the SEC purpose is not to provide input on CEQA related topics, DWR wanted to keep the SEC informed on the alternatives process and the DCA wants the SEC to understand the current alternatives being considered by DWR in order for the SEC to provide feedback on the design components of the alternatives consistent with previous DCA related design presentations, which means they need to know what those alternatives are.

CEQA prohibits public agencies from approving projects as proposed if there are feasible alternatives or mitigations that would meet project objectives but also substantially lessen significant environmental effects. As part of CEQA's decision-making process, agencies are required to consider alternatives to the proposed project.

CEQA says that an EIR shall describe a reasonable range of alternatives to the project, including alternative locations of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasibly alternatives that will foster informed decision making and public participation. Alternatives formulation is guided by the "rule of reason." An EIR is not required to consider alternatives which are infeasible.

Two screening filters are being used for the potential alternatives that are based on the CEQA requirements. Filter One considers if an alternative meets most of the basic project objectives. If it does, Filter Two evaluates if an alternative avoids or substantially lessens an expected significant environmental effect of the proposed project.

The first step with Filter One is to determine whether or not the alternative addresses the fundamental project purpose, which is to restore and protect the reliability of SWP water deliveries in a cost-effective manner consistent with the State's Water Resilience Portfolio. Then it's determined whether or not it meets most of the project objectives, which are climate resiliency, seismic resiliency, water supply reliability, and operational resiliency. If it meets most of them, then those alternatives can pass to Filter Two.

If an alternative passes through Filter One, it moves on to Filter Two where it is determined if the alternative could avoid or substantially lessen any of the expected significant environmental effects of, or potentially address one or more significant issues related to, the proposed project, without creating additional potentially significant environmental effects.

There are three categories of alternatives. Dual conveyance includes new SWP points of diversion in the Delta and facilities to move water from those new points of diversion to the existing SWP pumping facilities in the south Delta. It is called "dual conveyance" because it would also continue use of existing SWP diversions (intakes) in the south Delta—two ways of conveying water. Isolated conveyance would include new SWP points of diversion in the Delta but would not continue the use of existing SWP diversions in the south Delta. Through-Delta conveyance would have no new SWP intakes in the Delta but could include new infrastructure in the Delta to ensure continued/improved SWP conveyance capacity through existing Delta waterways.

The list of alternatives being considered are just physical alternatives as operational alternatives are not being discussed at this meeting. Some similar suggestions have been grouped together. A handout was sent to SEC members and posted on the DCA website that lists out all the alternatives with short descriptions.

Under dual conveyance, the Central Tunnel and the East Tunnel are options under the proposed project. Dual conveyance alternatives also include the East and West Canals and the West Tunnel. There are a series of different intake locations, including the Sacramento Weir, the Fremont Weir, and the Decker Island. This also includes Bethany Reservoir and alternative points of diversion.

Isolated conveyance has some similar options to dual conveyance, but they would operate alone, not in conjunction with the Southern Delta facility. These include New Fremont Weir and Decker Island intakes, Sacramento River intakes, and San Joaquin River intakes.

Through-Delta conveyance alternatives include no tunnel, no diversion facility, and levee improvements and reduced reliance on exports.

The list of "Other" is made up of alternatives that don't easily fall into specific categories. These include A Water Plan for All of California (suggested by Congressman Garamendi), the Western Delta Intake Concept (also known as the Pyke proposal), SolAgra Water Solution, Portfolio-based Conceptual Alternative, Enclosure of existing California Aqueduct, novel technologies, and alternate water supplies.

Mr. Wallace asked if the Through-Delta alternative is the same as the No-Project alternative under CEQA? It was said in the presentation that CEQA is a methodology to inform decision making but DWR is the project proponent, the lead agency, and the decision maker. Will the decisions being made be fair and not heavily politicized?

Ms. Buckman said the Through-Delta conveyance includes some specific levee improvements. The second part of the presentation will go more in depth. The goal of EIR development is to thoroughly study environmental impacts and document that information to help decision-makers evaluate how to move forward. The decision maker for purposes of CEQA compliance is Karla Nemeth, as the Director of DWR, as informed by the governor.

Mr. Cosio said a comment was made to move intakes to Sherman Island and it's not shown on the presentation with dual conveyances or isolated conveyance. Was it put somewhere else?

Ms. Buckman said it is grouped with the alternative points of diversion concept because a new intake at Sherman Island would be a different point of diversion. However, it is also similar to the Western Delta Intake Concept that will be discussed later in the meeting.

Ms. Barrigan-Parrilla asked if the isolated conveyance alternatives include a dismantling of the existing pumps and their infrastructure?

Ms. Buckman said the alternatives comprising of isolated conveyance facilities would not dismantle Banks Pumping Plant. These alternatives may continue pumping at Banks Pumping Plant, but it would only receive water from the new conveyance facility and not continue to receive water from Clifton Court.

Dr. Lytle said the SEC's interaction with DWR has been limited to design and construction issues, with no discussion of CEQA. Now, the SEC is being presented a preview of CEQA alternatives and being asked for our comments. How will these comments be handled? Are they actual CEQA document comments that will be reported based on feedback from the SEC? It would be helpful to understand the flavor of this discussion.

Ms. Buckman explained that DWR will be asking the DCA to contribute design information to the alternatives, and the DCA will be working with the SEC on these alternatives (similar to the work so far on the proposed project). It would be difficult to discuss design of the alternatives with the SEC without explaining why certain alternatives were chosen and others were not. It's also an opportunity for dialogue and for DWR to provide transparency in the process. As has always been the case, this is not a CEQA meeting and any comments provided today are not a part of the official CEQA process.

Dr. Lytle added that discussing CEQA now, in a way disqualifies earlier discussion where individuals wanted to discuss CEQA components but were forbidden to. It seems unfair that the SEC has been asked to stay within certain parameters for discussion, then that suddenly changes based on what you want for discussion going forward. It seems irregular if you want genuine input from the SEC that this is sprung on us.

Ms. Martinez explained that this was the main focus of the preparation for this meeting. In creating this relationship with the stakeholders, there needs to be an opportunity for trust and partnership. Although it is true that DCA does not handle CEQA, they are handling alternatives that continue to move forward. In order to avoid a void of information, this creates an opportunity for clarification.

Ms. Mallon added that from listening to the people of the Delta, the goal here is transparency. This conversation is contextualizing the work of the DCA. It’s an opportunity for the SEC to understand the work being done at a greater depth.

Mr. Wirth asked if since the Central Tunnel and the Eastern Tunnel are being so highly considered, will alternatives be considered for the various components of the infrastructure? Will the SEC be considering alternatives for intakes and various shaft sites?

Ms. Buckman said the SEC has been working on this already by considering ways to move facilities and optimize to avoid impacts to communities to the extent possible. As we go

through the environmental evaluation, if potential environmental effects could be avoided by additional changes to facilities, it will be a collaborative effort to move those around.

Ms. Mallon mentioned that this is pre-optimization. Ms. Buckman's team will find things that need to be addressed by moving or changing some design elements, so there will be back and forth.

Mr. Wirth added that this doesn't necessarily work for the intakes. There is no input for the intake siting.

Ms. Buckman said there are alternatives suggested for intake siting.

Ms. Mann said this would've been great information to have sooner. From where did these lists of alternatives derive?

Ms. Buckman this wasn't done sooner because feedback from scoping was used to develop the list. The main source was suggestions during scoping, then alternatives were added from past projects that were still relevant. Suggestions from the technical experts working on the project were also added in.

Ms. Buckman continued the presentation with the alternative screening results. All alternatives suggested through the scoping process went through the screening filters. The alternative formulation process and results will be documented in the Draft EIR. Only a few alternatives will be discussed today and these were of high interest during scoping. The presentation will describe example filtering process results for the Congressman Garamendi proposal, the Pyke proposal, the No-Tunnel and Through-Delta proposals, and the Bethany Alternative.

A Water Plan for All of California, often referred to as the Congressman Garamendi plan, is a dual conveyance alternative featuring a new 3,000 cfs north of the Delta diversion structure on the Sacramento River near West Sacramento (including a fish screen and low-head pump station). The Sacramento Deep Water Ship Channel (DWSC) would be used to convey water approximately 25 miles to a new intake near the southern end of the channel. There would be a new boat lock near the southern end of the Deep Water Ship Channel to prevent water diverted from the Sacramento River from flowing into the Delta near Rio Vista. There would also be a new 12-mile pipeline to convey water through the western Delta and underneath the Sacramento and San Joaquin Rivers to the existing SWP and CVP pumping plants in the south Delta.

The screening process began with determining if the alternative met basic project objectives. The reliance on channels, canals, and levees provides limited seismic resilience. Modifications to those facilities would be necessary to be resilient for climate change. The lower flow provides less operational flexibility between the existing and new facilities for the protection of species and capture of excess flows.

The screening process did move forward to Filter Two because some of the project objectives were generally met. Filter Two considers the alternative’s ability to lessen potential significant environmental impacts. Substantial reconstruction would be needed for the Deep Water Ship Channel in order to use it as the current levees are not resilient enough to handle 200 year

floods. Significant construction impacts are associated with working in West Sacramento to build a fish screen and low head pump station. Construction on the west bank of the Sacramento River would result in noise, transportation, visual, air quality, and other impacts related to construction activities through highly populated areas of West Sacramento. Construction traffic would drive past six schools to reach the construction facilities. Also, in order to make the fish screen long enough in the Sacramento River, it would protrude into the river, which would be disruptive. The lower reach of the DWSC is core spawning and rearing habitat for Delta smelt and unique habitat within the Cache Slough Complex supports some of the highest occurrence of native fish species in the Delta. A lock and water intake at the southern end of the DWSC would likely not be able to be permitted, which would require the lock and water intake to be moved about 10-14 miles north along the DWSC to avoid habitat disturbance. If moved north, the intake would be nearly lateral to the location of the proposed intakes in the proposed project, which minimizes the difference in tunnel length between alternatives.

The next alternative is the Western Delta Intake Concept, also referred to as the Pyke Proposal. This is also a dual conveyance alternative with use of Sherman Island as an intake forebay, facilitated by removal of the peat soils and modification of the levees to allow for water to infiltrate up to 15,000 cfs into the island forebay (water inflow into Sherman Island would occur when water elevation in Sherman Island is lower than the water elevation in the surrounding rivers and sloughs). A pumping plant and one or more tunnels would be needed to convey water from Sherman Island to a new reservoir near Clifton Court Forebay (Brushy Creek Reservoir) with connections to existing south Delta pumping plants and an enlarged Los Vaqueros Reservoir. There would be continued use of the existing south Delta intakes with new fish screens and a boat lock at the Delta Cross Channel to prevent salmon from entering.

This concept did not pass Filter One. The Delta water quality may limit the use of the Sherman Island reservoir, which would only worsen with sea level rise. Due to the water quality at Sherman Island, this alternative would not improve SWP water supply reliability or operational resiliency. Water quantities could be limited due to SWRCB water quality and water rights decisions, and other regulatory limitations imposed by USFWS and NMFS. Due to its location in the Delta, it did not meet project objectives and was therefore not passed into Filter Two.

Ms. Giacoma said a yellow pipeline going across Sherman Island was shown for the Garamendi alternative, does that go under or over the island?

Ms. Buckman said the yellow and orange lines are supposed to be pipelines not tunnels. It would be laid and covered back up, then most likely tunneling under the waterways.

Ms. Giacoma added that it's concerning because it looks like the yellow alternative will go right under the largest community on Sherman Island. Will it impact the surface?

Ms. Buckman said there could be potential effects to the communities at the ground surface.

Mr. Cosio asked if removing Sherman because of water quality impacts due to sea level rise, means that it is assumed that state and federal water projects will not be responsible for maintaining water quality in the Delta in the future, as they are now?

Ms. Buckman said that is not being assumed. The assumption is that there will continue to be regulatory requirements about operations and how they would affect water quality in the Delta. As sea level rises further, there will be times of the year that the CVP and SWP will not be able to change water quality. Sherman Island might not be the best location to be resilient in response to potential changes in the Delta in the future.

Ms. Barrigan-Parrilla asked what data is being used for seismic resiliency? This has been a hard issue for the people in the Delta. It feels like the data being used is not recent and does not deal with proximity of earthquakes or past tests results of active fault lines. Can you discuss all the parameters for determining seismic resilience? Has the DCA considered or updated those standards so that it's using criteria that's more comprehensive?

Ms. Buckman said at this point, this is being looked at more conceptually. More detailed evaluation and data will be needed as part of the EIR. At this point, it's determining whether an alternative, at a conceptual level, has the potential to improve seismic resiliency. In other words, if there is an earthquake in the Delta that causes a water quality problem, does this project help keep the SWP online or get them back online as soon as possible?

Ms. Barrigan-Parrilla asked in regards to the statement about DWR being the operator of the State Water Project, how does this match up with the DWR's mission including being the provider and steward of water resources for all of California? That also includes people that do not draw water from the State Water Project.

Ms. Buckman said DWR's mission certainly covers may areas and incorporates topics beyond operations of the State Water Project. This project, however, is focused on the goal is to keep the State Water Project functional in the future in the face of many challenges. The State and DWR are planning many projects to fully accomplish its objectives and mission; Delta Conveyance is only one project.

Mr. Hsia asked could the Garamendi alternative reduce the impact on farmers' use of water on the Sacramento River?

Ms. Buckman said that water rights in the Sacramento River are a constraint. If there is a project that moves forward, the next step would be to petition for a change in point of diversion from the State Water Resources Control Board. As part of this process, DWR would need to document that the project is not unreasonably affecting water supplies for any legal user of water. It will be studied in the EIR but also goes through an extensive State Board process.

Another set of alternatives mentioned during scoping were the No Tunnel and Through-Delta alternatives. The ideas proposed include some combination of an increase in water recycling and conservation efforts, desalination, and continued through-Delta conveyance (using existing facilities) with improvement to Delta levees (Mokelumne, San Joaquin, and Middle rivers; along Snodgrass, Deadhorse Island, Beaver, Hog, Sycamore, Little Potato, White, Little Connection, Latham, and Trapper sloughs; Columbia and Empire cuts; Victoria Canal).

The Through-Delta alternative did not meet basic project objectives. Improving levees and through-Delta conveyance would not address the water quality component of the project

objectives of climate change and sea level rise for the SWP. Continued use of the existing system (even with upgrades) as a long-term plan does not address seismic resiliency and the associated water supply reliability concerns. There would also be no operational resiliency.

The No Tunnel alternative also did not meet basic project objectives. Alternatives that rely on water agencies to implement additional projects (such as water recycling, conservation, or desalination) provide alternate supplies instead of SWP supplies. Alternate supplies do not meet the fundamental project purpose of enabling the SWP to continue to function through challenges such as climate change, sea level rise, and earthquake risk.

Agencies may choose to do things like water conservation, recycling, and desalination under the No Project Alternative. Some alternatives proposed in scoping comments do not meet the project objectives but may be considered in the No Project Alternative. This alternative (required under CEQA) describes likely conditions if the project is not implemented, including potential actions that may be taken absent a project. Alternate water supply options may be incorporated to address water shortages. A full environmental analysis including impacts would still be performed.

Ms. Barrigan-Parrilla said based on this evaluation, it's been decided that these alternatives don't address the water quality criteria for the SWP but there is no description about how water quality challenges are going to be addressed in the Delta. Impacts from operations haven't been addressed yet. Completing an analysis for the SWP is disallowing for the consideration from the non-SWP users that have equal duty to be protected. Confused that impacts on water quality aren't a part of the analysis.

Ms. Buckman said water quality impacts of the proposed project will be studied during the environmental evaluation. Water quality changes will be discussed, and mitigation will be incorporated if significant impacts are identified. Improving baseline water quality conditions in the Delta, however, is not a part of the project objectives.

Mr. Wallace said the No Tunnel alternative doesn't meet climate or seismic resiliency. It seems that the project will only take water when it's available. If these alternatives don't meet the project objectives, does that mean that SWP water will be taken out of the intakes in the north Delta to ensure mitigation of water quality issues? It seems contradictory.

Ms. Buckman said the team does not envision a point where all water would be diverted in the north Delta. It is one of the objectives to provide an alternate point of diversion so that in the future, if the southern Delta becomes further constrained, there is another way to take that water. This will be studied with the modeling of the EIR to try to better characterize what that will look like in the future. The team is not envisioning abandoning the south Delta, the north Delta would just be used more to retrieve water of high quality. More will be known after modeling.

Mr. Wallace clarified that this is going to become an operational issue that has yet to be answered.

Ms. Buckman said that while the amount of diversion in each location is still to be determined, both facilities would continue to operate.

Ms. Mann said it seems that that the concern is more for the people in the south, rather than for the residents and the people who moved here intentionally because this water provides life. The scope of the decision making includes water quality. The SEC needs to know the definition. The presentation mentioned that this would only be used occasionally. It's concerning that this would be an expensive project to only use it on occasion.

Ms. Buckman said water quality is very important and is a focus of multiple ongoing state efforts, but it is not an objective for this project. In terms of using a new diversion facility only on occasion, this is specifically related to operations. There will be operational constraints that will be developed with the fishery agencies. Diversions will be limited based on conditions in the Sacramento River to protect fisheries. The new intakes will not be able to be used all of the time, but operational criteria are still under development.

Ms. Mallon added that the resiliency term is important. Making something resilient to withstand a future of potential seismic activity, climate change, or sea level rise is what water infrastructure needs to consider so that there is 24/7 water available.

Mr. Gloski said it's concerning that this alternative was just eliminated from the start from future analysis. It seems like the focus of this project is to maintain SWP water supplies, rather than environmental purposes. There is the ability to affect algae problem, with less water flowing through that will be more of a problem. It seems like the desire to not keep the current conveyance and just jump into the next. It's all confusing.

Ms. Giacoma said with the existing message of removing water from the Delta and sending it south, the water quality is already degraded around Sherman Island due to excessive removal of water. How will it be ensured that this doesn't worsen? How will the people there and their water be protected?

Ms. Buckman said the EIR will analyze water quality impact of the proposed project and alternatives. The EIR will include an extensive modeling effort throughout the Delta to study water quality. It will be studied how any alternative could affect locations throughout the Delta, including Sherman Island. If there are potential significant adverse effects, the team will look at how to avoid or reduce the effects through mitigation measures.

Ms. Buckman continued the presentation with the Bethany Reservoir Alternative. This alternative, instead of taking water to a Southern Forebay, would convey water further south to Bethany Reservoir. Currently the SWP diverts water from Clifton Court Forebay into Banks Pumping Plant, which pumps it into the California Aqueduct. Bethany Reservoir is along the California Aqueduct just downstream of Banks Pumping Plant. The idea is that instead of having a new forebay, a new pumping plant would move water from the tunnel directly into Bethany Reservoir. This alternative meets all the requirements for climate resiliency, seismic resiliency, water supply reliability, and operational resiliency. It has the potential to avoid or lessen environmental effects. The expectation is that the Bethany Alternative would have fewer surface impacts because there would be no construction of a new terminal forebay. Also, no south Delta conveyance facilities would be needed to connect the southern forebay to the Banks Pumping Plant. This alternative will be studied with more detail and DCA has been asked to continue with the design of the Bethany Alternative in addition to the Eastern and Central

alignments. DWR may also ask for help with design-related information for the No Project alternative to look at different types of facilities and how they would connect into the distribution systems.

The alternative screening process has also provided insight into the intakes in the proposed project. Intake 2 has been removed from further consideration for the proposed project but will still be considered for alternatives with a capacity greater than 6,000 cfs. The preliminary screening indicates the greatest potential for cultural and historic resources (based on known resources). The preliminary screening also found increased potential for construction-related effects to sensitive receptors in Clarksburg. The distance to Twin Cities requires an additional maintenance shaft, which would increase construction-related effects. Lastly, the shallower river depth results in a longer fish screen and increased fish exposure.

Mr. Moran asked if specific to the Bethany alternative, is the size going to increase? Does the function or purpose then change?

Ms. Buckman responded that the alternative does not include an expansion of Bethany Reservoir. There would need to be a pretty substantial pump station at that location. It is a much higher elevation change than the pump station in the proposed project and it is in a rock formation. The pump station would be larger and more expansive. Not as much is known yet about this alternative and the design process may identify additional issues. But at this point, it seems to have the potential to reduce environmental effects.

Mr. Moran asked if more capacity is offered for this particular project, might that mean that water has to be diverted in a more consistent fashion? Water would not be able to be stored as much at Bethany than it would at a Forebay, therefore the tunnel has to be operating more often?

Ms. Buckman said that based on preliminary information, the Bethany Alternative would not require that type of different operation. The southern forebay's primary purpose is regulating water for the Banks Pumping Plant, but the Bethany Alternative would not be connected to Banks Pumping Plant.

Ms. Swenson asked why are the sensitive receptors in Hood, Courtland, or other areas less valuable or less considered than those in Clarksburg? It seems like these alternatives were stacked up with rationale as to why they couldn't be considered. How does any of this lessen the dependence on the Delta? There are no eliminations of alternatives or intakes, so how can the dependence on the Delta be rationalized?

Ms. Buckman said Courtland is further from intake 5, so there the potential construction-related impacts would be less than those in Clarksburg associated with intake 2. Hood is unfortunately already going to be affected by noise from intake 3, so the goal there is to minimize noise and construction impacts to the maximum extent possible. The issue of reduced reliance will certainly be addressed as part of compliance with the Delta Reform Act and consistency determination with the Delta Plan. We expect information related to this will also be presented in the EIR. The team will need to look at how water agencies are reducing their reliance.

Ms. Barrigan-Parrilla said the No-Project alternative is still going to be analyzed because it is a requirement under CEQA. The main complaint in the past was that the analysis for the No Tunnel alternative dropped ideas and dismissed them as to why they would not work. If there is still a No Tunnel alternative, will it include things that the public believes should be included? Or will everything be analyzed with the status quo? This will end up in the same fight from four years ago. The No Tunnel included new fish screens and levee repairs. If the analysis is done because it is a requirement, but the public's requests are dismissed, will it end up back to square one?

Ms. Buckman said this is what the team is trying to do differently. The goal of the no project alternative is to evaluate different types of actions that may be implemented if the proposed project does not move forward. Some things like levee improvements are part of the baseline because they would be implemented regardless of whether the Delta Conveyance Project goes forward. The no project alternative would include efforts that would be implemented in response to not constructing the Delta Conveyance Project. DWR's objective is to develop a rigorous no project alternative.

b. DCA Response to SEC Comments

Ms. Mallon opened up the presentation with five discussion items that the team has been working on based on the feedback from the committee. These items are maximizing restoration of agricultural land, reducing shaft diameter and shaft pad size (reducing truck traffic), minimizing site footprints and optimizing siting, minimizing construction activity in and around Stone Lakes Refuge, and tunnel boring machine soil conditioners.

Mr. Bradner began his portion of the presentation on land reclamation. The first step to the approach is up-front commitment to site rehabilitation. In some cases, it's several hundred acres of land that makes up the difference between the construction boundary and the actual post-construction site. The initial assessment being done is to understand the current conditions, consider the potential construction impacts—primary impact will be from RTM storage, and include the effort in the Environmental Document. As far as the site reclamation itself, a comprehensive approach is being taken that includes pre-, during, and post-construction actions, and incorporates elements into construction documents.

All the sites have material/equipment laydown and staging, materials stockpiles, topsoil/peat stockpiles, retention ponds/desilting basins, access roads, construction trailers and parking. Some facilities like the intakes and the Southern Complex have slurry mixing plants. At the launch shafts, there are big concrete slabs for segment storage, there is RTM processing and storage, and some have railroad spurs to help move large quantities of material to and from sites.

The size of the sites range from less than 10 acres for maintenance/reception shafts to about 450 acres for tunnel launch sites with materials depots. The Southern Complex, for example, is a massive facility, but some of this land would actually be a part of the permanent facility and not return to agricultural uses. Existing agricultural uses range from irrigated pasture to vineyards and orchards. Ground conditions vary from soft peat/organics to older consolidated deposits. Preliminary estimates of settlements up to four feet depending on the ground

conditions, loading, and duration. Some sites or elements require ground improvement to support loads, for example, for concrete slabs.

It will be very important to strip the topsoil and save it. Pre-construction actions include soil sampling and analysis, saving the topsoil, surface treatments, and water infrastructure. During construction actions include soil handling, reducing compaction with stockpiles, spills containment, and water infrastructure maintenance. Post-construction actions include removing all of the construction material from the site. This is where on-site soil sampling and analysis will be especially important to determine what the state of the soil is after construction. Then the site rehabilitation strategy will be refined, but will likely include actions, such as tillage, application of topsoil, adding amendments, and leveling/grading/discing.

Post-construction treatments could include compacting native soil base, RTM base used to restore topography, and stabilize RTM stockpiles for future use. The long-term uses could be agriculture, natural/habitat, or RTM stockpile (not considered land reclamation but does involve similar steps).

The process for native soil base and RTM base are nearly identical and would include conducting soil testing and analysis, rip up to 3-feet depth, adding amendments to address compaction (e.g., gypsum), incorporating amendments by cross-ripping, respreading the topsoil, cross-disc, grade/level, and wind/water erosion cover (unless the future land user is ready to plant). The only difference is that for RTM base, amendments would be added when respreading the topsoil to address soil fertility. This could be with compost, peat, etc.

The process for RTM stockpile would include respreading the topsoil on the stockpile, cross-discing, wind/water erosion cover (likely hydroseed with grasses), establish an access road to the stockpile, and implement SWPPP around the site with berm to ensure that the site is self-contained and stable. A stabilized exit would also be added to avoid tracking soil onto the street.

Long-term use would follow post-construction activities and would dictate the final site preparations. For an agricultural site, the grower would prepare the field based on crop type. This could include laser-leveling the fields, re-establishing the water supply and drainage, adding additional amendments, or planting cover crops to build soil fertility. There is recognition that the site may initially have sub-optimal yields but would be reflected in the reduced land cost. For natural areas, the site would be prepared based on habitat use, which could include natural contouring or a mixture of plant materials like bushes and shrubs.

Initial coordination has been done with the agricultural community, specifically with Ms. Liebig and the team at SCFB. Preliminary feedback was given on the restoration approach, much of which has been already integrated into the approach. Compaction is the major concern for growers and farmers and the shallow groundwater exacerbates the issue. Accounting for existing drainage and irrigation at the site. Considering deep stripping, if needed, to collect sufficient local, organic material for on-site restoration activities. Considering adjacent land use when evaluating the potential end use of reclaimed areas. Grass for grazing is possible in many proposed locations but permanent crops will be more difficult. Other comments involved traffic concerns that could affect agricultural business operations and the effects of RTM processing and drying on surrounding land and groundwater conditions.

Ms. Swenson said she is concerned about the compaction and how it will affect the domestic wells. Abandoned water infrastructure was mentioned, but there is no such thing in the Delta, so whose water infrastructure will be used? Who decides what is lost and kept? Where will the tunnel muck be stored? How do you know that taking a layer of tunnel muck and putting the topsoil back will lead to productive farmland? Can it be clarified whether the land being discussed is land that the project already owns?

Mr. Bradner said the presentation did not mention anything about anyone not being able to return to the land or once again farming this land.

Ms. Swenson said major water infrastructure is being put on top of farmland, they cannot live there, fields will be taken, and soil will be ruined. What happens to the year of non-productive farming? What will happen to the people there during this time? It is not a year or two, it is a long period of time.

Ms. Mallon said the point of the presentation was to discuss what the team is proposing to do on the sites that would be purchased for construction to return land no longer needed back to its agricultural use.

Ms. Swenson said the Twin Cities borrow area is not purchased land, but the plan is to make it a borrow pit.

Ms. Mallon said Mr. Bradner is talking about how to restore land that has been purchased as part of the project. Not now, because there is not a project yet. It is part of the proposed project.

Mr. Bradner said the project is still in the CEQA phase, no land has been purchased. This is talking about the environmental document effort to ensure the land is returned for agricultural purposes. It's not being ignored; it is being accounted for in the environmental effort. The team is putting forward a plan. These are not parcels that DCA already owns. None of that is true. It's just an approach to try to return land to a productive use. Regarding the water infrastructure, this is water infrastructure that would be used on several different sites so the team would evaluate which should be abandoned properly, and which should be maintained so they can operate in the future. The approach for post-construction land reclamation is not intended limit future operation and strives to ensure continued operation of surrounding water infrastructure. In terms of viability of RTM, lack of nutrients is not a critique of material. It's not bad material, it just doesn't have the naturally occurring organic matter than exists near the surface. This effort for implementation of this approach will all be in the environmental document. Our goal is to be complete and comprehensive.

Ms. Swenson asked for clarification if land is already owned by the DCA.

Mr. Bradner said no land is already owned. There is no current land; there is no project.

Mr. Wirth asked would this reclamation be considered avoidance minimization or mitigation in CEQA? Who would own the reclaimed land? It would make sense for large portions of the north Delta to be restored to an agricultural cover type that these impacted species can utilize. If it's

private land, this would require row crops. Both habitat and agriculture can be accomplished for a lot of the project's footprint.

Ms. Buckman said the idea is not to include land reclamation to avoid minimization measures, but it would be part of the project. The goal is to move through the entire project to figure out how to return the construction areas to some useful purpose. It will be part of the base project that will be evaluated for mitigation needs.

Mr. Wirth asked for clarification that if you have 100 acres, then you reclaim that 100 acres, have 100 acres of mitigation already been provided as part of the project? Then 100 acres of reclamation is added additionally?

Ms. Buckman said it depends on what is underlying the site and how we want to mitigate. The EIR will analyze the impacts at each parcel and propose mitigation measures if significant impacts are identified. Restoring the land at the end will be part of the analysis.

Mr. Wirth asked who would own the land?

Ms. Buckman said the owner of the land is unclear at this point in the project planning. The state would have to purchase land for construction and is considering selling it at the end of the construction period.

Ms. Martinez reminded that this is just an initial plan and initial coordination. Some questions may not have answers yet.

Ms. Giacoma asked what is the timeline of this restoration and is there intent to use adaptive management?

Mr. Bradner said in the assessment, the team has assumed the work would be done in one construction season at the end of the work. Getting it done in the dryer portion of the year. That assumption was set to figure out equipment and operations required. It would all occur within the year immediately following construction. Regarding the model, it is still a work in progress.

Ms. Giacoma the graphic shown earlier in the presentation that showed a large yellow to red area, is there a key to understand the different colors?

Mr. Bradner said that the graphic shows contouring of peat thickness below the surface. The team can send it to you. It's work from DWR and several other agencies, based on existing borings.

Ms. Liebig said a lot of people in the agricultural community don't believe this tunnel muck will be reusable as proper agricultural land after it’s restored. Compaction is a major concern with using that land. A lot of prime farmland is being taken out of production and turning it back into a low-value crop is going to have a disproportionate effect on the ag economy. Only taking 12 inches of topsoil is not enough, the amount won't make a difference post construction. The adjacent land use, especially for intakes, in one of the graphics, for example, there was a large square of land with a u-shape around it. Yes, that can be restored but is it farmable? Something

like having an ag base plus having environmental access for terrestrial species would be great. The community is hopeful that this land can be turned back into productive agricultural land, but still see a lot of concerns to see how this is going to affect the productivity of the agricultural community. These approaches still need to be discussed and talked about with farmer engagement.

Ms. Mallon said it has been discussed to do a sort of proof of concept with a demonstration to validate that this works and allow us to reiterate to ensure that what the team is proposing works.

Ms. Liebig mentioned that she saw some of their comments and feedback implemented into today's presentation.

Mr. Moran said the consulting with the Farm Bureau is very encouraging. Ms. Mallon's comment about proof of concept is also very encouraging. With the unprecedented scale of this project, there is an unprecedented amount of study and funding for it for this to be done through mitigation. If this is going to be used as a project base, the same approach should be taken for studying it.

Dr. Lytle said engaging with the agricultural community is very important, as well as offices in that area and maybe local universities. This would allow for pilot studies and adaptive management to get a better understanding of RTM. How many acres of land is estimated to be reclaimed? Mine land reclamation principles could be beneficial for reclaiming lands that have been impacted by changes in soil. The team needs to be more sophisticated with impacts on the overlaying soils, how nutrients move, and developing lists of crops that can live in this type of soil. The artificial soil should be tested by actually planting crops in it. These studies need to be conducted. In regard to the earlier statement about not owning any land and there being no project, there is some land already owned by state water contractors.

Mr. Bradner said the point being made is that there is no project. It's unknown if Bouldin Island will be used or where the alignment will go.

Dr. Lytle said even so, there is a unique opportunity that there is already land owned to use them for pilots for reclaimed lands.

Mr. Bradner added that the team did bring in a restoration ecologist and agricultural engineer that were very involved in the effort. It's correct that there is still a lot of work and opportunity to be done, but this was just an initial preview.

Dr. Lytle said these steps the team is taking are encouraging.

Mr. Cox asked how much topsoil on top of the muck is being considered?

Mr. Bradner said in terms of quantity estimates, looking at one foot of stripping, then that material will be stockpiled on site to preserve. Everything is to be sorted out in the future. The only reason it could end up being more or less, is if we strip a large amount and return it to a smaller area. How much stripped depends on the analysis, is it being returned to a large area or small area?

Mr. Cox suggested studying Foster City, it was built from reclaimed bay water with a topsoil and bay muck underneath. There's about 40 years of growth there that can be studied.

Mr. Hsia asked who would restore the land? The SCFB or the end user?

Mr. Bradner said the team consulted with SCFB to get input. It would be the responsibility of the DCA to construct the initial rehabilitation efforts. If someone is not positioned to take over the site as the end user, the site would be stabilized with grasses. If someone is ready to take over, they would and do final steps. Some effort will be associated with that. The land would come at some sort of reduced cost.

Mr. Hsia added that today there was talk about using the RTM to recover the ground, but there was discussion at the last meeting that there would not be enough RTM to do so.

Mr. Bradner said there are only a few examples where less RTM is generated. There are really small tunnel options and the Southern Forebay doesn't get smaller, so there is a large demand for fill. The smallest alternatives of the project don't generate enough RTM to fully meet the needs of the Southern Forebay. Additional fill would need to be brought in for those few options. The borrow pits may or may not be used for RTM, it depends on the sequence and when material is available. Land would eventually be restored.

Mr. Bradner continued the presentation with reducing shaft diameter and shaft pad size. He presented an example of Mandeville Island Maintenance Shaft. In past versions of the soil balance, traffic models, and mapping, the shaft wall went up to the elevation at 31.4 ft. The internal diameter shafts were 82 ft. Now with the updated geometry, it has been shrunk down to a 70 ft diameter with a final pad elevation of 13 ft. The top of the shaft will remain at 31.4 ft. At the June meeting, it was presented that the volume needed for Mandeville was 211,000 CCY with 80-120 truck trips per day on the hauling schedule. With the edits, this has been reduced to 94,000 CCY coming from Twin Cities and about 40-55 truck trips per day. These reductions have been done project-wide. Excess material here will now be saved onsite for stockpile rather than hauling it back out.

Mr. Bradner presented a chart showing the summary of site acreages that laid out the previous and current numbers in the construction footprint, as well as the reduction. A few sites did increase due to RTM.

The Twin Cities Launch Shaft site (formerly Glanville Tract) was able to be reduced in size largely due to RTM processing requirements. Changes here have emphasis on mechanical drying and a more robust assessment of soil borrow, backfill, and storage logistics needs.

Staten Island Maintenance Shaft was one of many that were tweaked and optimized. Previous plans were to strip out a lot of the peat under the earth pads and stockpile it onsite. That plan has been changed, there will now just be improvements to ground under the pads to avoid excavation. By shrinking the pads, the sites have been able to be reduced in size as well. It has been reduced from 15 acres to 12 acres.

Bouldin Island Launch Shaft has seen several changes, including the removal of the barge landing. Some space has been added for RTM management and processing. The footprint for levee repairs has been increased to allow for more flexibility in the ultimate solution, resulting in the increase of acreage here.

Mandeville Island Maintenance Shaft has seen a reduction from 16 acres to 14 acres. Moving the location across the access road has allowed for a higher elevation, which is important in terms of quantities and truck trips required.

Bacon Island Reception Shaft now has reduced peat excavation and stockpile. Repositioning for optimization has allowed for a reduction to 11 acres from the original 16 acres.

Canal Ranch Maintenance Shaft Site (formerly Brack Tract Shaft) moved to avoid Woodbridge Preserve Units and improve access. No difference in acreage but the move did allow for much more optimization of space.

Lower Roberts Island Launch Shaft is similar to Bouldin Island. There are the same sort of levee improvements and adding more flexibility for the eventual solution, so this results in a slight increase in the footprint. The actual shaft location was also able to be shrunk. There is the ability for increased RTM storage area and avoiding wetland areas.

Upper Jones Island Maintenance Shaft (formerly Lower Jones Island Shaft) decreased pad dimensions and adjusted the layout to be able to decrease footprint by three acres.

Mr. Ryan presented minimizations to construction activity in and around Stone Lakes Refuge. The updated plan is to prioritize Option A of Intakes 3 and 5 for less than 6,000 cfs and eliminate Option B of Intakes 2 and 3. The many benefits include shorter logistics travel route from I-5 to the intake sites, increases separation of construction activities to sensitive receptors in Courtland and Clarksburg, shorter tunnel length, eliminates the need for Lambert Shaft. Intake 2 also had the shallowest river depth and thus the longest intake structure. The elimination of the Lambert shaft eliminates the construction site adjacent to Stone Lakes National Wildlife Refuge and reduces truck traffic, noise, and obstructions.

Ms. Mallon introduced Steve Minassian, Chief Engineer of the DCA, a tunnel design and construction expert with 30+ years of experience.

Mr. Minassian presented about TBM conditioners, why they are needed, what they are used for, and their environmental characteristics. The machines that will be used for the project are Earth Pressure Balance TBM (EPB). They are used for soft ground tunneling, in this case, clay and soils. The conditioners allow the TBM to excavate material more consistently and efficiently. Some of the conditioner will go through the cutterhead to get the material into the machine, the majority of the conditioner will go through nozzles inside the excavation chamber of the TBM and gets mixed, and another small portion will go through the screw conveyor to come out of the back.

The conditioners are important because they improve the workability of the soil to help balance the pressure against the face. This technology has been used in big cities around the nation for the past 5-10 years. It reduces the clumping and abrasiveness of the soil to reduce

energy, reduce maintenance, and improve speed. It also makes it easier to transport soil through the face and convey out of the tunnel. It allows for better control of groundwater inflow by reducing permeability and increasing sealing of the face. The conditioners also improve safety of personnel during maintenance of the cutterhead.

At a foam injection rate (FIR) of 0% and water content 25%, the soil is very clumpy (images in the presentation). Water and foam added together work really well. With FIR at 30% and water content at 40%, the material is more like toothpaste and very workable.

Conditioner is added at the point of "cut" to achieve maximum benefit. Conditioning agent is injected into the mixing chamber and along the screw conveyor during the tunnel excavation. Foam addition rate is adjusted based on soil conditions to achieve optimal effect.

Conditioners have improved over the years migrating toward more eco-friendly constitutions. The latest conditioners available are rapidly biodegradable and nonhazardous formulations. During biodegradation, the conditioner is converted into water, CO2, and biomass through the action of existing, naturally occurring microbes. Natural or vegetable polymers are used; no glycols, alcohols, or other low biodegradable solvents used. Some manufacturers include CONDAT (USA), NORMET (Finland), BASF (Germany), and MAPEI (Italy). In selecting a conditioner, the DCA contract specifications will require the use of a conditioner that is highly biodegradable with minimum toxicity and persistence, natural-based polymers only, and no glycols or other low biodegradable solvents. Conditioner will be submitted for testing and approval prior to use. DCA will conduct studies prior to finalizing specifications to validate requirements.

All conditioners will have a Material Safety Data Sheet (MSDS) to identify potential hazards, composition (note: excludes trade secrets), toxicology information, disposal considerations, transport information, and any other information. These sheets usually come from independent testing that will also be used.

Ms. Swenson asked on the Twin Cities slide, what happened to the immediate forebay that was supposed to be near that site? Is it no longer a part of the consideration? Is that then balanced and accounted for in terms of not being able to restore the land?

Mr. Bradner said that is the intermediate forebay which is out of the project at this point. That is based on the hydraulic analysis. It was thought that this forebay would be needed for hydraulic operations of the tunnel, but new modeling was done and proved it was not needed.

Ms. Giacoma reminded that rich farmland, that soil is a living organism so when you scrape it up and store it, it dies. There is no returning fertile land to agricultural use, you need to rebuild that.

Mr. Bradner said more work needs to be done, but the intention is to reintroduce nutrients to have productive use post-construction. The team intends to do much more work.

Mr. Moran asked is it correct that most of the conditioners are applied inside the machine?

Mr. Minassian said for every unit volume, a gallon, of conditioner used, 10% is injected through nozzles in front of the cutter head, typically in the very center. It does not get a chance to get into the edges. 80% is injected inside the excavation chamber. 10% is in the screw conveyor for the final mixing. The ground outside the tunnel does not see conditioner.

Mr. Moran asked if the CO2 that it is converted to when it comes to the surface, is an amount of concern?

Mr. Minassian said it's a very small amount of CO2, not of concern.

Ms. Mallon said it's the by-product of biodegradation, so it is naturally producing.

Mr. Moran clarified that even if it's not toxic, it's not adding nutrients to the muck, correct?

Mr. Minassian said no, not intended to add nutrients, but we can test for that.

Mr. Robertson said for Mandeville Island, the diameter is reduced from 82 ft to 70 ft. Is there an anticipated figure for how long it will take to do the project on Mandeville Island?

Ms. Mallon said there was a schedule for each site in an earlier presentation; it was at about 18 months of construction on this site. There will probably only be a few weeks where the TBM is coming into the shaft, the maintenance occurs and then it moves on. It's a small time period on the island and with the smaller shaft and less material, that schedule only shrinks. When an update is done based on all these changes, schedules can be included. It can only get shorter with these improvements.

c. SEC Questions or Comments on June 24th Presentation

Ms. Palmer opened up discussion for questions or comments on the June 24th soils presentation.

Ms. Giacoma informed she received input from Delta stakeholders stating that the DCA should discontinue the evaluation of the 3000 cfs intakes previously proposed because they cannot reasonably protect fish and other aquatic species. They have significant impacts on Delta legacy communities. A smaller design should be worked on to allow salmon to be exposed to the intakes for no more than 15 minutes. A smaller intake would also allow for more flexibility on where to put them.

d. Public Comment on Item 4

Deirdre des Jardins commented on the consideration of alternatives, with respect to the proposed design and intakes. We feel the DWR and the DCA have not demonstrated good faith after we were directed to submit alternatives in scoping. There were email server issues. There was confirmation sent on April 17th but DWR refused to include those comments in the scoping report and are now refusing to accept requests in this process. This is a failure to act in good faith and consider alternatives in this process. It’s concerning that climate resilience has not been defined. It was asked a year ago to evaluate high sea level at intakes, which hasn’t been done. If there are two meters of sea level rise, there would likely be issues with salinity

intrusion. Seismic resiliency hasn't been defined nor have you released seismic evaluation of the tunnel lining. Class B and C soils were assumed, which are very stiff to rock. Soil columns in the Delta are not all very stiff to rock. There needs to be a process for consideration of alternatives that is open and scientifically honest. Submitted a formal request that alternatives be considered, in addition that sea level rise is disclosed to the SEC members.

Ms. Martinez reminded that the public comments cannot be replied to by staff.

Osha Meserve said it's helpful to receive a report on where the DWR is with respect to the alternatives. The three alternatives that have had the most support over the past many years, many people believe could meet project objectives are dismissed. The list of criteria is subjective. Many people could have a discussion with the DCA or DWR about the alternatives that could meet all the resiliency standards. With respect to the first three alternatives discussed today, the next step to getting to a real analysis would be to develop a conceptual engineering report. If they are objected initially prior to that, that is a missed opportunity to look at other alternatives. What's the point of a new analysis if there is not anything new to consider especially if our choices were rejected in the beginning? With regards to water quality, it's important because water quality is not good enough, yet the term "good enough" has not been defined, therefore it's lacking credibility. This dispute will continue otherwise.

Gia Moreno said in looking at the slides from earlier about the prioritizing intakes 3 and 5, she didn't see a whole lot about the impact on Hood itself. This is a community that consists of older Chicano, Latino, and Native American communities and residents. The entire town is being surrounded. Intake 3 is to the north and intake 5 is to the south. To the east is supposed to be a cement making facility. There's going to be a lot of traffic and there is nothing discussing anything on impacts to town of Hood, only the surrounding areas. A town of 300 people with several farms and houses outside of Hood. It looks like Hood will be wiped out when this happens. There will be lots of traffic going through in every direction. What if there is an emergency and an ambulance needs to get through? All of the access roads will be filled up with traffic. Construction could be 20 hours a day, when would people sleep? The entire town is being affected and nothing about how you will mitigate this is being discussed. The new haul roads will take out homes and wipe out where the electricity comes from. These are serious issues that have been looked over. It's unclear who Hood's DCA representatives are and they're not communicating with us or our town council.

5. FUTURE AGENDA ITEMS

a. SEC Tour Updates

Ms. Parvizi provided a tour update and explained that will all the changes to the sites, the tour has had to change with them as well. The map books that went out to the SEC have all the latest graphics and the tour should be good to go in two weeks. The T-screen tours are set for Friday, August 7th. If the number of people interested increases too much, it might have to be capped. The owner of the plant will be shutting down operations for the day to accommodate for those who have RSVPed to tour.

Ms. Parvizi also informed that she has reached out to the head of the Hood Council, Mario Moreno, to coordinate some meetings and ensure they are better informed and involved.

b. August 24th SEC Meeting Topics

Ms. Mallon discussed meeting topics for the August 26th meeting. Mr. Hubbard will present the updated traffic histograms, as the team has made a lot of changes to them. Mr. Ryan will present an update on intakes design. There will also be a quick briefing on the new Bethany Alternative.

c. August 20th SEC Report to DCA Board

Ms. Martinez welcomed Mr. Hsia and Mr. Gloski to summarize their report to the DCA Board.

Mr. Hsia said he noted the significance of the Chinese history and the relationship to the Delta to signify the importance of Chinese American heritage. It may be the place to talk about the Chinese heritage and history. He urged the DCA to keep the integrity of the Delta so they can enjoy their Chinese heritage.

Mr. Gloski said he provided background on himself and his main message was to raise visibility on how other things are going to benefit the Delta, like parks. How can DCA identify benefits to the project outside of it moving water in a different way? This needs to be in agendas and budgets to talk about those things realistically.

Ms. Martinez asked for 2-3 representatives to present to the Board for their next meeting.

Ms. Parvizi said she will go through the list of who has and has not spoken and will ask to get some volunteers.

6. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

Ms. Liebig said that the Farm Bureau has started a newsletter that includes all of these presentations to go out to the residents of the Delta. The email list is very targeted and letters were sent out to update email lists. She has been working with a local FFA chapter and they chose their agricultural issue to be on the Delta tunnel. That program really looks at all facets of the issue. They simulated a scoping meeting and Ms. Mallon talked with the group for over an hour.

Ms. Swenson thanked the DCA staff for the continued support for the members. We still have a Broadband issue in the Delta which will cause trouble for the kids doing remote learning this Fall. Hood is made up of about 40% Native Americans so it's important that we connect with that town and that they are heard. Ms. Parvizi mentioned rollbacks, what is a rollback?

Mr. Hsia asked that if anyone of DCA staffers wants to provide briefings for local stakeholders, they can join our Zoom meetings. Some of the constituents are farmers in Walnut Grove, DCA is going to do soil testing on some of their properties, so they are wondering when they're going to be contacted.

Mr. Gloski said that in the meeting email that came out before the meeting, there was an attachment with 23 different alternatives, but only four were discussed. One is being discussed

again, the new one with the new storage location. It looks like a couple alternatives were dismissed. Expecting more tables, numbers, and discussion as to why some alternatives were easily dismissed. It'd be great to see current numbers and why different alternatives have different uses. Constituents are encouraged to send in their comments to aid in the CEQA process, but if the responses are at the level of response seen today, it'd be disappointing.

Ms. Giacomo said she also thinks that representing Hood is very important and since the representative of Hood didn't attend today and Ms. Moreno is sincerely involved, perhaps she can be an alternate so that one person from Hood is always attending, insuring they get the information.

Mr. Moran stated to second Mr. Gloski, if the SEC could get a synopsis of what the DCA or the DWR thinks of things, even just a paragraph, to address concerns and include some reference points on the various alternatives that would be helpful. How did the DWR come to their conclusions? It would be very useful for residents of the Delta. The goal is to disseminate information instead of dismiss ideas.

Mr. Wirth said the environmental community has a lot of interest in the mitigation of this project and some are in the stakeholder process. Want to maintain and gain in the original mitigation processes as well as some of the other regional processes.

7. PUBLIC COMMENT ON NON-AGENDIZED ITEMS

Ms. Des Jardin said that California Water Research worked with a tunnel expert to do an evaluation on a previous project including the information that is being presented. She will be sending letters to SEC members. There is no procedure in the meeting to send comments ahead of time, the Power Point slides aren't provided ahead of time. I object to taking people with no engineering background and not providing them a way to evaluate this and give recommendations. She recommended that such a process is created.

Ms. Meserve wanted a clarification from past meetings regarding the 2017 drilling sites. DWR is planning to complete the six drilling sites this month. Ms. Meserve heard DWR say that the legal challenges to the drilling has been resolved, which isn't correct. Everyone involved shouldn't say that because there is current litigation in both Sacramento and San Joaquin County because the drilling is affecting groundwater by drilling through the aquifer. Those cases are still pending in Sacramento and San Joaquin counties.

8. NEXT MEETING

The next SEC meeting will take place August 26th via video conference call.

9. ADJOURNMENT

Ms. Keegan adjourned at 6:35 PM.

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 Vvice-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 sixed 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 is 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 o 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 whcich 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. i 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 tis 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 what 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.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING

Wednesday, September 23rd, 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 3:00 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, Philip Merlo, Douglas Hsia, Isabella Gonzalez-Potter, Jim Wallace, James Cox, Karen Mann, Lindsey Liebig, Malissa Tayaba, Dr. Mel Lytle, Peter Robertson and Sean Wirth. Ex-officio members Gilbert Cosio, Michael Moran and David Welch were also in attendance.

Member Mike Hardesty and tribal representative alternate Chairman Jesus Tarango were 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, Nazli Parvizi, Claudia Rodriguez, Jasmine Runquist, Genevieve Taylor 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 stated that this meeting has a change of platform within RingCentral which places the SEC members in a different virtual meeting room than attendees. The SEC discussion and public comment processes remain the same. Attendees will remain muted with no video option unless they are speaking during public comment. The DCA will unmute the speaker however the speaker will have the option to turn on their video. The SEC members have full control of their video and audio. The chat function will not be used in this meeting even though it can be seen.

Ms. Palmer reviewed housekeeping items. Members of the public can request to speak during the public comment period by submitting the online form at https://tinyurl.com/dcapubliccomment-SEC. Written comments will be added to the record but not read during the meeting. 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.

Ms. Palmer announced that there is a new member, Chief David Welch from the Courtland Fire Department. A new directory has been circulated and will include his contact information. Also, applications are being taken for a new SEC representative for Hood.

3. MINUTES REVIEW: September 23rd, 2020 Regular SEC Meeting

There were no comments or changes to the minutes.

4. WORKSHOP: STAFF PRESENTATION & COMMITTEE DISCUSSION

a. DWR Updates & Environmental Justice Survey Overview

Ms. Buckman provided an environmental review update.

The CEQA process is currently at the "Scoping Summary Report" phase, which has been completed, along with the NOP and scoping meetings. The next step is the Agency Outreach Plan. DWR has already begun reaching out to some agencies and made some progress with Step 2 of the process, which includes formulating and defining alternatives.

With CEQA, DWR is still working to collect information needed for the Environmental Impact Report (EIR) by identifying existing conditions and developing methods to analyze potential impacts.

With NEPA, the US Army Corps of Engineers (USACE) is now accepting scoping comments for their Environmental Impact Statement (EIS). Comments are due to USACE by October 20th.

In regard to soil investigations, field work under the Initial Study/Mitigated Negative Declaration has been scheduled to start in late September/early October on public property or with willing landowners. The process will start with site clearances at those sites with biological, cultural, and drilling representatives to ensure the site will work for the investigation. Private landowners are also being contacted for use of their properties. These landowners have received phone calls and information in the mail in hopes of obtaining a temporary entry permit. This permit includes a set of procedures for accessing the property, noticing requirements, information regarding the types of work and timelines for the work. It also includes compensation for the use of their property to conduct these investigations.

DWR is also starting to develop a framework for community benefits discussions with the SEC to start in December. They are looking at goals and processes that will not only be shared within DWR, but also other agencies before it goes public at the SEC meetings. The conversations regarding these topics will be introduced in December, to move more steadily in 2021.

Regarding DCA's delivery schedule, information for the East and Central corridors was received by DWR in August to help start work on the environmental process and the Project Engineering Report will be submitted in December. As the Bethany corridor is a more recent effort, the information for the environmental process is planned to be received by December and the Project Engineering Report submitted to DWR by April 2021.

Ms. Buckman introduced the Survey of Delta Environmental Justice Communities that DWR will be sending out. The first reason for this survey is to learn about the places and resources that are important to people. A robust understanding of these baseline values will improve the CEQA analysis of disproportionate impacts to Disadvantaged Communities in the Delta. Additionally, DWR wants to identify potential project-related impacts and benefits for the Delta's diverse communities. The goal is to identify ways in which the project may affect these places and resources and consider options to reduce these impacts or benefit Disadvantaged Communities in the Delta.

Ms. Buckman introduced Genevieve Taylor to further the presentation on the survey. Ms. Taylor is with Ag Innovations, an independent facilitator that has been assisting DWR with developing the survey. The survey is working on community input with a specific focus on environmental justice and Disadvantaged Communities. With regard to Disadvantaged Communities, they are looking at historically burdened, underrepresented, low-income, and

otherwise vulnerable populations. The survey should, however, be filled out by anyone who lives, works, or plays in the Delta. Although the goal is for everyone to participate, the questions are not designed to focus on unique tribal concerns and interests. It is not a formal part of DWR's tribal consultation process. DWR would appreciate tribal participation and efforts from tribal representatives to reach out to their communities about the survey but it is not geared towards tribal concerns.

The survey is on MetroQuest, which allows it to be easy and interactive. The intent is to collect data and provide education, while being quick and engaging. Robust marketing is being used to encourage broad participation, including social media and postcards to be mindful of the bandwidth issues in the Delta. There will be strategies to work with community organizations to provide information and get it out to everyone.

After the "Welcome" page on the survey, there is a section entitled "What's Important to You?" where one will drag a wide range of topics into a list to show top priorities. These topics include Historic & Cultural Protection, Healthy Natural Environment, and Internet Access, among others. Assuming that the list is not all-encompassing, there is an option to suggest another priority.

Next is the "Places That Matter to You" page where participants will drag and drop at least three map markers to show the places that are special to them. Each marker will ask for some more information regarding the type of location that it is. Options include historic or cultural site, fishing, gathering spots, outdoor activities, business or service, and other. The goal with this page is to lay out these locations and understand how they are used.

The next page is "Delta Community Needs" to identify nuance of participants' experiences in the Delta. Community members provided some help about how to frame questions and DWR is hoping to get additional feedback about what works and what does not. This page also includes economic wellbeing, experience in nature, and voice, where participants can discuss their experience with other projects.

The survey is expected to be in the field from September 29th to November 30th. It is planned to be available in English, Spanish, Chinese, and Tagalog (the top 4 spoken languages of the residents in the 5-county Delta region). With these languages, 95% of the population should be able to submit their surveys. Marketing will include e-blasts, social media, flyers, and an extensive phone bank. Postcards will also be sent to approximately 13,000 people that have been identified carefully based on low income and bandwidth limitations.

The website that will be used is YourDeltaYourVoice.org and QR codes will also be used. For any questions, please contact Heather@AgInnovations.org.

Ms. Martinez clarified that the survey is one of many different outreach tools being used for the project. It is not meant to replace any aspect of outreach, including tribal consultation.

Ms. Barrigan-Parilla asked if information about surface water was included in the survey?

Ms. Taylor said that information is in the survey under the "Your Experience in Nature" portion.

Ms. Barrigan-Parilla commented that most of the Filipino community takes pride in also speaking English, but other Cambodian languages are not included in the survey. They do a lot of fishing in the Delta. Why is only Tagalog included?

Ms. Taylor said Tagalog was chosen because the Census listed 6% of the population speaking Tagalog only. There is quite a concentration in Solano County. The plan is to learn and observe as much as possible from the first round to see what's needed at this time. If there is a desire for something else, it will be added. This is just the first of several surveys.

Ms. Barrigan-Parilla suggested working with Apsara to do the translations, which would result in thousands more responses.

Ms. Taylor said the team will be working with Apsara.

Mr. Wallace said in CEQA, there is no such thing as environmental justice resource. Environmental Justice is applied differently in CEQA because it's supposed to assess the physical effects of a project on a community. It would be helpful to clarify exactly how CEQA addresses environmental justice. Will the data from the survey will be shared with USACE preparing the NEPA document? NEPA does have an environmental justice category that is very specific about the data that will need to be used and how to identify low income communities/communities at risk. Background information would be helpful. Mr. Wallace mentioned that another survey has been circulating in the Delta about water usage and it has been resisted by large portions of the population because it seemed to be invasive and a duplicate of the Census. Unless the survey is presented in a way that makes people feel comfortable, there might be some resistance to providing responses.

Ms. Buckman said while two separate documents are being prepared for the EIR and the EIS, DWR's document is including all CEQA and NEPA requirements, even though USACE is preparing a separate EIS to satisfy NEPA requirements. As the project proponent, DWR knows that USACE will be incorporating a lot of DWR's information by reference as the basis of their document and if there are any other subsequent NEPA compliance efforts needed, the team would like to have them available. The plan is to structure the environmental justice analysis similar to the requirements of NEPA. More in-depth detail can be provided at an upcoming meeting if there is interest.

Ms. Taylor said the team has been thinking about how the survey would be received. Another distraction could be the election. The strategy is to work with community organizations that have trusted relationships and give them plenty of information so they can speak to it. The marketing has been made to be engaging and the language made to be inviting to assure the public how information is being used and why. The hope is that folks have several points of contact. For example, mail, Facebook, or around the community to make it worthwhile to be involved.

Ms. Martinez asked if it would be helpful for the SEC members to push the survey out to their communities.

Ms. Taylor said SEC members sharing the survey link would be helpful to show that it is a worthwhile endeavor. The intent is to be useful in different ways.

Mr. Hsia asked if the survey will be pushed out to Elk Grove.

Ms. Taylor said yes, the goal is to reach anyone that is somehow connected to the Delta. Zip codes are also included in the survey. That demographic information will be very important in determining where folks are at and what that means.

Ms. Hsia mentioned that there is a large Chinese population in Elk Grove.

Ms. Taylor said it would be great to make sure that the survey makes its way there.

Ms. Tayaba asked how the survey would work for tribal groups.

Ms. Taylor said the team would love to have tribal groups participate. However, because sensitive information would be included, that information might be better provided through the formal tribal consultation process. There is a question under the maps about historical and cultural resources that is identified as confidential. The team will go through the answers and anything that could be confidential will be flagged.

Ms. Buckman said to add in on the DWR's perspective, it will be ensured that everything is kept confidential and addressed in a complex way that the tribes are looking for. This is a good way to collect information quickly, but this is not the only way information will be collected from tribes.

Ms. Tayaba said tribes would definitely like to participate.

Ms. Barrigan-Parilla said that in the North Delta, 52 percent of people who live there speak a language other than English as their first language. There is a poverty rate in communities of color between 13 and 18 percent. We commend DWR for getting this work done and going above and beyond the requirements of CEQA because the only people who brought folks from the environmental justice communities of the North Delta during the Water Hearing at the Water Board during the last round of WaterFix was Restore the Delta. Water Board acknowledged and understood that there is a human right to water consideration that goes with this project. It's outstanding of DWR to do this survey and it’s some of the best action they’ve taken as a group. There is a systemic history of racial isolation of communities of color and landowners from the Delta. With all that is happening today across the country with equity, access to resources, and public health there is a moral obligation to do more. More means more information to do what is best by the entire community.

Ms. Swenson said she commends the efforts to try to receive more input from a more diverse group in the Delta. The limitations with COVID are understandable. There is a greater response to paper surveys. It is old-fashioned but the Delta is old-fashioned. Requests will probably be made for the survey to be in paper form and potentially to be placed in post offices. Is it possible to get this format? The QR codes are great but might not work out for everyone. Be mindful of the audience. The Census is still done by hand.

Ms. Taylor responded that the team will definitely take that into consideration. It's been surprising what bandwidth looks like in the Delta and the team truly believe this will be a good

way, but if people need support in filling out the survey, there will be a hotline to help. Please keep in touch with the team if people are requesting paper surveys and requests like placing it in the post office.

Ms. Martinez said the survey is made for the computer and also cell phones.

Ms. Taylor said the survey is designed for cell phones as well and it has been tested with older cell phones to ensure that everyone can use it effectively.

Mr. Cox said the survey is a great idea and it's good to see fishing included in the topics. The Delta Protection Commission would be helpful to get the survey out as well.

b. Bethany Alternative Siting

Mr. Bradner began the presentation on facility siting analysis for the Bethany Alternative.

All of the alternatives have intakes in the northern part of the project area. The Eastern Tunnel Corridor and the Central Tunnel Corridor proceed south, connecting with the Southern Forebay. The Bethany Alternative heads much further south on the eastern side of Clifton Court Forebay, connecting into Bethany Reservoir. The presentation focuses mostly on areas south of Lower Roberts because everything else is similar to the other alignments that have been presented to the SEC. There will also be focus on Twin Cities because the different approach to RTM management affects the launch site.

The Bethany Alternative deviates at the Lower Roberts Launch Shaft. The Bethany Reservoir is up in the foothills at an elevation of about 245 to 250 feet. For reference, a lot of other areas in the Delta are at a -10 to –15-foot elevation. This is a different approach to getting water into the State Water Project. The Bethany Alternative eliminates the Southern Forebay and the tunnel connections down to the State Water Project. A pumping plant will still be used to not only lift water out of the tunnel but also deliver it directly to Bethany Reservoir with this alternative.

Mr. Bradner presented an overview of the configuration for the Bethany Reservoir system. The water comes in from the tunnel and up through the shaft to the pumping plant. The shaft will be multi-purpose as it can also flow up into the surge basin if necessary. The water will go up through a wet well into the pumping plant that will be responsible for pushing the water up the hill through pipelines into the Reservoir. There will be surge tanks associated with the pipeline to address any abrupt shutdowns.

In terms of the system components, everything will begin at the Lower Roberts Launch Shaft and there will be two maintenance shafts along the tunnel alignment to the pumping plant. There are two maintenance shafts because the distance is about 15 miles. The pumping plant will lift the tunnel flow up to the Reservoir and the surge basin will be adjacent to the pumping plant to release water during a surge event. From the pumping plant, there will be four parallel pipelines to convey water to the Reservoir, with associating surge tanks. Lastly, there will be a discharge structure into Bethany Reservoir.

Mr. Bradner pointed out the constraints with the site. The presentation image showed the pumping plant at the southern end of the project, south of Clifton Court Forebay. The image also pointed out the Banks approach canal on the left and the federal approach canal on the right. There are several high-power utilities and gas lines that zig zag along the site. There are many conservation preserves and easements that cover the front end of Bethany Reservoir, which are constraints when looking at the different siting options. Something to note is that the Mountain House School and the community of Mountain House are nearby. Another consideration with this area is that the topography starts to change; it is mostly flat by Jones Pumping Plant, but once the foothills are reached, it starts to climb. The steeper grade is another element that will need to be dealt with.

He outlined the other pumping plant sites considered. There were a total of 10, including several along the outer rim of the Reservoir for a cavern style pumping plant. A few more locations were partly down the hillside and two other locations were down at the lower elevation by Byron Highway. The main comparison criteria used included system operations and flexibility considerations, construction considerations, geotechnical considerations, property and land use, and environmental setting.

A comparison of all the Pumping Plant options was presented, showing option 3 being eliminated prior to the siting evaluation based available information. The color coding used on the chart are green for favorable, yellow for neutral, and orange for negative. An importance factor was also applied in a separate column. As a result of this analysis, site 10 scored the highest ranking and is therefore the preferred site for the pumping plant and the associated surge basin. Site 10 is relatively close to the federal pumping plant. This site avoids impacts to the conservation easements and there is excellent access from Byron Highway and Interstate 580 and to existing power. The pumping plant configuration would be similar to many existing DWR facilities, pumping from the base of the hill. There is adequate space in this area and at a low ground elevation to minimize the height of the surge relief basin and avoid dam safety regulations, but not an excessively deep excavation.

A total of six routes were considered for the pipeline alignment (A-F). Route E was eliminated from further study, similar to the previously discussed Site 3. The pipeline corridor extends from the pumping plant to Bethany Reservoir. Four 15-foot diameter parallel steel pipelines are required (at 6,000 cfs). The pipelines would be constructed with cut and cover methods, with some areas requiring tunneling depending on obstacles such as topography and other features that exist in the area. There are many narrow valleys and high peaks that need to be dealt with in finding the appropriate route. The presentation image also shows the conservation easements.

The same approach for comparison was used as the pumping plant. Both the color coding and importance level systems were used in determining the preferred route. Based on the analysis, the recommended alignment in Route F. This alignment results in the shortest overall length and discharges at a location in the Reservoir that provides adequate mixing of the water to limit stagnation. It also avoids embankment dams that stretch along the northeastern end of the Reservoir. It maintains adequate distance from sensitive receptors that were looked at in the siting analysis. The route minimizes conflict with existing surface structures and conservation easements. It does require two tunneled sections—one under the federal aqueducts and another under the conservation easement along the southern perimeter of Bethany Reservoir.

Mr. Bradner discussed the tunnel alignment and the shaft siting analysis. The presentation image showed colored squares that represent sites that were selected and evaluated based on the criteria shown on the left side of the presentation, including that the total route is about 15 miles and a maintenance shaft would be needed every 4-6 miles. Two potential maintenance shafts will be needed along the route, with a minimum 10-acre site each. Additional desirable criteria for the shaft sites are that they be along existing roads, more than a half mile away from existing schools, conservation land, refuges, preserves, etc., and that they be more than a quarter mile away from existing homes. None of the locations presented conflict with any of the criteria. Based on all this analysis, an Upper Jones Tract Maintenance Shaft and a Union Island Maintenance Shaft were sited. The image shows straight line rough tunnel alignments, but more work needs to be done for the exact tunnel alignments. The Upper Jones Shaft is right along Bacon Island Rd. and Union Island is right off Bonetti Rd. Clifton Court Forebay is shown for reference.

In summary, the Launch/Reception Shaft would be at Lower Roberts Island, two maintenance shafts, one at Upper Jones Tract and another at Union Island, the Reception Shaft would be just south of Byron Highway at the Bethany Pumping plant and Surge Basin, with a pipeline route of four parallel pipelines directly into Bethany Reservoir.

Ms. Mann said it looks like it would be a great cost savings not having to dig another forebay. Was that part of the plan?

Mr. Bradner said it's unknown at this point how the cost will end up turning out, but the cost of pumping plant and the pipeline will still be pretty significant.

Ms. Mann said it appears that there are no additional fish screens. Is that correct?

Mr. Bradner said correct, there would be no connection to any water bodies, except at the intakes.

Ms. Mallon explained that there were no additional fish screens on the Eastern or Central alignment, once the water is screened at the Sacramento River it stays isolated on that route.

Mr. Bradner added that the Eastern or Central corridor options would discharge into the Banks Channel, but it was downstream of the fish facility at Clifton Court.

Ms. Mallon said when Ms. Buckman did the presentation where she explained why she was requesting the DCA study this, it met all of the goals and objectives of the project and it had a perceived reduction of impact. The elimination of the Southern Forebay, the tunneling, and the hydraulic structures along the aqueduct results in a substantial reduction of the footprint of this alternative. This is why it was added in the analysis.

Ms. Mann said to clarify, there are three different alternative sites to present to the governor, correct?

Ms. Mallon said Ms. Buckman has asked the DCA to evaluate the three alternatives in detailed engineering documents, which is why it's being reviewed with the SEC.

Ms. Buckman said in addition to these alignments, there may be additional operational components that DWR would analyze in the EIR. It's undetermined at this point what the final number of alternatives will be.

Ms. Mann asked if the SEC is also looking at alternatives as far as intakes. Is there flexibility for the intakes?

Ms. Buckman said the intakes are set where they are, and there were no good alternatives for those.

Ms. Mann said the amount of electricity that is required to pump water over the Tehachapis to Southern California is a great amount. What about this pump station? What kind of magnitude of electricity? It's a big deal, especially with all the fires.

Ms. Mallon said there are no differences in power requirements between the different alignments; all water needs to get pumped up to Bethany Reservoir. In the last alternative, the reliance was on the Banks Pumping Station, but obviously this will not be needed with the use of Bethany. This will run independent of the Clifton Court Aqueduct and Banks facilities.

Ms. Barrigan-Parilla asked what are the levee heights for the maintenance shafts for Lower Roberts Island down to Bethany Reservoir.

Mr. Bradner said the pads themselves are generally going to be constructed to elevations similar to the surrounding levees. It will vary based on individual site configuration. In general, from Lower Roberts down to Bethany, those are probably going to be about 15-20 feet tall, as the areas are at lower elevation.

Ms. Barrigan-Parilla mentioned that in a recent presentation for new modeling for flooding inundation for the Delta that takes into account sea level rise, storm surge, and storm events running down the San Joaquin River, it seems that this entire alignment is placed at the most vulnerable part of the Delta. Tremendous flooding is being forecasted mid-century to 100 years at Lower Roberts Island past Clifton Court Forebay heading towards the Reservoir. In particular, Site 10 will be a flood site. There might be some homework to do along those lines. Right now, the Jones pumping plant is used at almost 100% capacity during pumping season, and it was discussed at the last meeting that a storage facility for water would be unnecessary because it would always be in operation. Can Jones handle this alternative? It was mentioned that with pumping to get water up there, energy use would need to be increased regardless of which direction it came from. In light of trying to decrease energy use, can there be a solar alternative?

Mr. Bradner said the presentation mentioned was referring to work that the Delta Stewardship Council is presenting. He said he has not seen it yet but looks forward to seeing it when it is released publicly. When looking at different locations for the potential pumping plant and surge basin, elevations played a key role. At the site being shown for Bethany, elevation ranges from about 40-50 which is pretty far above the flood plain. In DCA's analysis, they coordinated with DWR to figure out a 200-year flood elevation of 20.8 feet that incorporates future sea level rise and changing climate conditions. The pumping plant site is higher than that. With the

maintenance shafts and launch shaft, the shaft structure would be built up to 200-year flood protection, with those changing environmental conditions, originating up at the intakes at the Sacramento River. It's higher than many of the numbers down in the Delta. Those shafts are being built to the highest elevation to ensure there's no flooding or inundation inside the tunnel, or if there were to be some sort of malfunction or incident where the inside of the tunnel was flooded, it wouldn't flood out.

Ms. Mallon added that the Sacramento River hydraulic connection is driving the height of the shaft. It's higher than the flood level or the climate change level.

Ms. Barrigan-Parilla said the team really needs to look at flood inundation on the San Joaquin River side because that's the biggest flood threat, not the Sacramento River. The Delta Stewardship Council is using sea level rise forecasts from the Oceanic Administration and is middle of the road in their forecasting. Keep in mind flood threat and an accelerated threat that would flip the switch.

Mr. Bradner said he would like to see what the DSC is producing. Jones Pumping Plant which is the federal Pumping Plant, only gets involved if the federal agencies are participating in the project, in which case they would receive a 1500 cfs diversion into their approach canal that would then be lifted into their system.

Ms. Barrigan-Parrilla asked does this project's pumping plant replace that completely?

Mr. Bradner said this pumping plant does not even involve it; it's parallel.

Mr. Wirth asked who owns the easements. Were they set out to protect particular species? Why shouldn't we assume that the downslope habitats aren't as important as those in the easements?

Ms. Buckman said those are easements that are associated with different projects. Generally, DWR and DFW hold a number of easements. The reason they are being avoided is because it is a requirement of the easements. When the easement was created, it prohibits any construction activity on them. As part of the EIR, it will be looked at if there is the potential to affect other resources on other parts of the alignment and if there is the need to mitigate, but it's a requirement that those areas are avoided. The easement next to Bethany is held by DWR and DFW for California red legged frog, California tiger salamander, San Joaquin kit fox, and burrowing owl. It was in response to the South Bay Aqueduct Improvement Project.

Ms. Swenson said it seems dismal to have the construction activity so close to schools and homes. It doesn't seem like a preferred alternative because it's still close range. How do you analyze which is best? Are you looking from a position of land use? One view is being preferred over another because if it was coming from a community aspect, it wouldn't be so close to schools. What is the main driver in determining facility routes? Why is something so expensive being built for water to go into an aqueduct that is leaking, not covered, and loses water to evaporation? It doesn't seem like the best use of water. Not being used beneficially with tax dollars.

Ms. Mallon said the question will be recorded with a response in writing in the Q&A to clarify some misinformation in that question.

Mr. Bradner said the main driver for siting this is an engineering analysis to site the facility to lay out a concept project that will then be analyzed through the environmental process. This is not the finished project; there will be more evaluations done.

Ms. Mallon said in terms of the proximity to schools, a slide was also shown about all the constraints in the area. DCA had proposed for construction close to school to only be done in the summer. The work that is in close proximity to schools can be isolated to only do in the summer months. Since this is a pipeline, the work would continue to move along as it gets done.

Ms. Swenson asked if residents will be put up in hotels during the construction if it is close to their homes?

Ms. Mallon said if there was a direct impact that would warrant it, it would be part of a fund for that.

Ms. Martinez added that community is a big factor in the EIR and a determining factor in the siting for this project.

Ms. Mallon agreed and said the team is trying to avoid houses where possible and optimize given the constraints.

Mr. Moran said in previous presentations, there have been mockups of what facilities might look like in the landscape. Will this pipeline be buried?

Mr. Bradner said it's cut and cover, so it would be buried.

Mr. Moran asked for more clarification in writing on any scenario where both Bethany and Banks will be operating at the same time, keeping in mind flood control, high flows, etc.

Ms. Mallon said the DCA is not part of the operational scenario, that will be developed by DWR down the line. This won't be able to be answered in the SEC questions.

Dr. Lytle asked how much water Banks and Bethany are capable of pumping. Has there been any preliminary analysis on seismic vulnerability in that area? When another pumping station is placed so close to the state and federal pumping stations, if there is a seismic vulnerability area right there, all the conveyance facilities will be sabotaged. Please look at this closely.

Mr. Bradner said Banks is a little over 10,000 cfs and Bethany would be designed to discharge whatever the current flow capacity is. It could range between 3,000 and 6,000 cfs. The additional 1,500 cfs for a 7,500 cfs project would be delivered to the Central Valley project, before it got to Bethany. The maximum of the discharge to Bethany Reservoir would be 6,000 cfs, even for alternatives with capacity of up to 7,500 cfs.

Mr. Hsia asked about the present condition of Bethany Reservoir. Will it require much improvement?

Mr. Bradner said some conversations with folks at DWR about those conditions have begun. There are no impending critical issues and it will be inspected regularly by DWR.

c. RTM Management Plan Updates

Mr. Bradner provided information on the RTM Management Plan specific to the Bethany Alternative. RTM is only generated at tunnel launch shaft sites, in this case at the two locations, Twin Cities and Lower Roberts. Slightly more would be produced at Lower Roberts, with 6.6 million cubic yards being generated at Twin Cities and 7.5 million cubic yards at Lower Roberts. There is no Southern Forebay on the Bethany Alternative, so there is no need to transport RTM from Twin Cities to the Southern Facility Site. Borrow material would be needed for the launch shafts, so the RTM would be used to restore the topography of those borrow areas. For size reference of a million cubic yards, it's equivalent to 600 acres at a foot deep, or 60 acres 10 feet deep, or 300 Olympic sized swimming pools.

The first option for RTM Management associated with the Bethany alternative is to stockpile on-site. The second option is off-site disposal; hauling it off from where it's generated to somewhere else with another use. It can often times be used for mining and quarries operations.

The first stockpile, the Twin Cities Stockpile, would need to allow space on-site for natural drying. It's essentially the same site boundary as the Central and Eastern alignments, but without rail. With no need of rail, there is also no need to relocate Franklin Blvd. A range of heights were looked at for the stockpile, ranging from 15-25 ft. A stockpile with a height of 15 ft would have a footprint of 222 acres, 20 ft would be 167 acres, and 25 ft would be 133 acres. A photo render was shown from Dierssen Rd. to give an idea of what the site would look like from I-5. The image shows the launch shaft on the left with the extension and the wall with 200-year flood elevation. It goes up about 20 ft above the existing grade. The stockpile is shown in the background, with Franklin Blvd. behind it. Another render was shown from Franklin Blvd, showing the intersection at Twin Cities. The 25-ft height and the 15-ft height renders were shown. The team has reviewed many options but are thinking a 15-ft stockpile would be better, although it would consume more acreage.

The second stockpile, the Lower Roberts, is at a lower elevation of -10 ft. The levee by the Stockton River is shown with an elevation of 14 ft. On the right of the image presented, there is a dredge stockpile area that is used periodically. A 15-ft. height is similar to the existing dredge stockpile height. Same as Twin Cities, different site dimensions were looked at for different heights. At 15 ft, the site would be 265 acres, at 20 ft., it would be 199 acres, and at 25 ft., it would be 159 acres. The team thinks a 15-ft. area would make the most sense and be less visible. A photo render was shown from on top of the levee with Windmill Cove to the left, looking over the Port of Stockton. The 15 ft. stockpile was shown and other facilities were still seen in the background behind it.

Mr. Bradner reviewed Option 2, off-site disposal. It's a much smaller site required, and the material would only be held on-site long enough to be tested before being hauled off. There

would be no on-site drying because that would expand the site footprint. The material would be hauled wet to look at the benefits of a much smaller site. The options for hauling methods are road and rail. Disposal options include potential quarry reclamations and landfills.

The Twin Cities site would only need to be 175 acres for off-site hauling. It would still require the perimeter ring levee to protect the interior of the site. There would still be the borrow area for construction of shaft pads and wet containment cells for holding and testing. There is a significant difference in the construction size as the drying area is not needed.

The Lower Roberts site reduces from 370 acres to 130 acres. The shaft pad area would still be needed, and the tunnel liner segments would be adjacent. The area in the center is where the RTM would sit for testing and where it would get loaded for off-hauling. An additional area on the right of the construction area is tentative and would be used as a borrow area for pad construction.

The options for off-site material transport are road and rail. Trucks could haul about 13 cy averaging about 3,600 truck trips a week (round trip). If tunnel boring is moving faster, it could be up to 7,200 truck trips a week (round trip). Rail would hold about 1,200 cy per trip for a 20 rail-car load, averaging about 21 trips a week, with a max of 42 trips per week.

With a little less than half of the material at Twin Cities and a little more than half at Lower Roberts, the team is looking at restoring the topography of the borrow areas and then the total number of trips required to haul off the material. Twin Cities would be a total of about 449,000 truck trips and 5,000 rail trips. Lower Roberts would be a total of about 536,000 truck trips and 6,000 rail trips.

In determining where to haul the RTM to, several quarries are nearby seeking restoration. There is the Vernalis site with the quarries of several companies, 53 miles from Twin Cities and 33 miles from Lower Roberts. There is Ione and the Sacramento Landfill and Gravel Mines. Other options are the Telchert Rock Plant in Tracy, the Mossdale Brown Sand Dredge Pit in Lathrop, and CalMat in Pleasanton. All of these locations would require a transfer and delivery would need to be done by truck because there are no provisions that could handle a delivery by rail.

There are several sites with adequate capacity. The Vernalis site is estimated to need about 33 million cubic yards needed for restoration, Ione is about 22 million cubic yards, and the Sacramento Florin Perkins Landfill is a complex site with many different features. There is room there, but it would require a lot of coordination to determine specifics. The recommendation from the team is the Vernalis site. It is along the I-5 corridor, so it has good access. The area is rural which is good for off-peak hauling. It has conservative hauling distances allowing for better future options.

Truck hauling to Vernalis would require about 1,800 trips per week from Twin Cities, totaling about 449,000 trips. The roundtrip total is about 106 miles, totaling about 47.6 million miles. Lower Roberts would also be about 1,800 trips per week, but with slightly more material, it would total about 536,000 trips. The roundtrip total would be about 66 miles, totaling about 35.4 million miles.

In comparison of the two options, stockpiling or off-site disposal, one of the key benefits of stockpiling is a substantial reduction in truck traffic and associated air emissions and greenhouse gas emissions as it eliminates nearly 83 million trucking miles. The material would be available for Delta Area Reclamation District levee maintenance and other local beneficial uses; the current estimate of levee repair needs is nearly 13 million cubic yards. It would also give time for the industry to advance to electrified hauling vehicle technology as commercial vehicles will likely be available over the next decade. The negatives of this option include the aesthetic issue of on-site stockpiled material and significant land requirements for drying and stockpiling, which is about 580 extra acres.

The main advantage of Option 2, off-site disposal, is substantially less construction and permanent area required at Twin Cities and Lower Robert Island sites. However, it adds significant truck traffic and associated air emissions and greenhouse gas emissions along the I-5 corridor and near the Port of Stockton. The material would also not be available for local beneficial uses. The DCA is recommending Option 1.

Ms. Swenson asked regarding the Twin Cities site, what was the rationale for choosing it? This landowner is lacking information about his property. There is concern about the direct correlation between the Reserve and its relationship to that parcel. It seems like decisions are being made off of satellite imagery. A lot of work is being done out there to expand crane territories and to restore vernal pools. What's the significance with that? The locations that DWR is selecting are concerning. One million truck trips is concerning. The justification seems disingenuous with the aesthetic issues. That is why it shouldn't be stockpiled on land.

Mr. Bradner said Twin Cities was chosen after an extensive siting study. That site has engineering and logistical advantages that made it most ideal. As this is an engineering analysis and study, environmental and community impacts will be evaluated as part of CEQA.

Ms. Barrigan-Parrilla Option 1 includes aesthetic issues due to stockpiling and takes significant land from landowners. Option 2 alleviates the problems of Option 1 but leaves communities of color with increased air quality issues. If it's looking like there will be improvements in vehicles and equipment in the next 10 years, there could be a push for that to happen at the Port in an accelerated fashion so that Option 1 could be skipped, going straight to Option 2 without overly burdening the communities in Option 2. Neither option is what is best for doing things fairly in the Delta. The presentation says the material isn’t available for local uses but aren’t there quarries near enough on the perimeter where material could be stored for levee upgrades?

Mr. Bradner said the team has discussed this. There are some limits as to what the CEQA process can assume. It's one thing to say it will be available for others to get but the Reclamation District taking that material would be a separate CEQA process. If electrified vehicles can be combined with Option 2, the discussion would be different.

Ms. Barrigan-Parrilla said equity is about trying to do what’s best for everyone at the same time.

Ms. Martinez reminded that things would change moving forward as technology changes.

Ms. Mallon said if electric trucks existed today, discussion might be different. Nearby rail would be helpful. We know the Reclamation Districts need this material and it's hard to find. There is rail by Lower Roberts and a barge landing could be built. There are some advantages at Lower Roberts. Twin Cities requires a lot of truck vehicles. Because electric isn't yet guaranteed, it adds to air emissions at this point in time. I'm fairly confident there will be access to electric vehicles at the time, especially with the announcement from the Governor.

Ms. Barrigan-Parrilla said this is such a massive project, do you have any leverage to push these things like electric vehicles in the industry?

Ms. Mallon said it's not so much leverage as it is buying power. If they're available on the market and we mandate them and create the demand for them, that helps move the market. If High-Speed Rail, the City of LA, and others join in, we'll get some leverage there. The team is thinking similarly.

Ms. Buckman said this has been explored because that's the idea of the team as well, but at this point in time, they didn't think the vehicles would be available to count on that plan. They will continue to think of ways to push that technology.

Mr. Moran said Twin Cities is a big crane habitat. Are there any studies on the physical impacts of putting that much soil on top of the existing land that can impact the Consumnes area?

Mr. Bradner said more work will need to be done with site specific data. Right now, there isn't a lot of that. What is available has been studied and ground conditions are better there. It's further out of the Delta so the ground is more consolidated. More work will be needed in the future.

Ms. Martinez said this is a plan for the moment and will continue to be adjusted.

Mr. Bradner said even with the post-construction land restoration work that was went through, there is quite a bit of site-specific data needed to gather to restore the conditions and return them back to productive use.

Mr. Robertson asked for the percentage on contaminated RTM that can't be used.

Mr. Bradner said there are limitations on site specific data on the tunnel alignment because the project is needed first, then data can be collected along that alignment. Based on what is known, there is no reason to anticipate any significant levels of contamination. In the soil balance work, we did assume 5% would be unsuitable for whatever reason. That's built into the Central and Eastern analyses. It can be the same thing for Bethany.

Ms. Mallon said that environmental data will be available when the Geotech program is finished later this year. That sampling is part of the program.

Ms. Giacoma said she is concerned about the area around Twin Cities; they have flooding issues currently. If stockpiles of RTM are added, it will severely impact their situation that is already a problem. Not just the obvious risk of flooding to the people but that flow also goes to the preserve. If there is a flood there that is exacerbated by the RTM, it will flow to the preserves.

Mr. Bradner said the area does flood periodically. The floods are within the perimeter of the levee system which are within the Reclamation District. Unfortunately, the eastern side of the Reclamation District is the railroad embankment that also serves as a form of flood protection for the district, although not intended. More work will be required to determine impacts, but the goal is to avoid that. To reiterate, the location being discussed for the stockpile is within the Reclamation District, not the floodplain itself. Flooding is common within that area. The team is taking that into account to assess the impacts.

Dr. Lytle said this is troubling because there have been lots of questions regarding RTM from the beginning of this process. The whole concept about whether or not Reclamation Districts can use this material because its stockpile is unknown at this time. It's difficult to think about what is essentially tunnel waste to be used by Reclamation Districts for levee improvements when it's unknown if it's a usable product. It's important that when this begins being proposed, there must be a good siting plan. There are lots of questions about the management of a substantial amount of materials. There's a lot of work. The options 1 and 2 are too contrasting and need compromise and blending. It can be taken to offsite disposal areas, it can be stockpiled at the Port, which has been done for years. The numbers for truck trips are huge.

Mr. Bradner said in terms of the stockpiling, the plan is to hold in containment and test for contaminants. Once cleared, it goes into the drying process or hauling it off. In terms of finished stockpile, it would be seeded with erosion control. We wouldn't plant it with deep contaminants. More testing of the material will be done to answer any remaining questions. All work has shown that it is suitable material and meets the geotechnical properties. The focus will be on organic based conditioners. Good work is being done, but yes, there is a lot associated with all the options due to the volume.

Dr. Lytle said when looking at the initial analysis on the usability of the material, long term chemistry of the weathering of that material with years of environmental exposure and how that might affect the material and the water that goes through it is not being considered.

Mr. Bradner said those are still questions that will be answered. Long term potential weathering and such will be evaluated. More material will be tested.

Ms. Martinez reminded that the discussion regarding usability of RTM has taken place several times in past meetings and while the team understands this is an area of concern, the focus should remain on engineering.

Mr. Wirth floodplain is active and floods every 7-10 years. It's a major conservation area for several species including Sand Hill Cranes. When it floods, the cranes head east. They don't like to go far from their usual lands. The area south of Elk Grove is being consumed quickly by urbanization. The argument could be made that it's worth exploring having an upland forage area created with the tunnel muck if it was possible based on the chemistry and long-term viability. Having more available long term could potentially be very useful. It would need to be done on someone's land willingly. There is an increasing shortage of upland forage for cranes by Elk Grove. Climate change is here and with sea level rise as well, it will become more common.

Ms. Mallon said in terms of the use of this material in the Reclamation District for levees, if the team didn't feel comfortable with using this material for construction of levees, they wouldn't have used it to build the embankments. That issue has been addressed, but with upcoming work, those conclusions will be reconfirmed. There has been no exploration of the use of the material for any sort of habitat construction done yet.

Mr. Wirth added that it would also need to be able to support agriculture so that the cranes can forage. A viable food source is a potential option.

d. SEC Questions or Comments on August 26th Meeting Presentation

Ms. Swenson said when discussing with a community member, they reminded her that during the BDCP WaterFix there was an Appendix 3F that needs to be revisited because it talked about the direct impacts of the locations of the intakes and there's no reason not to use information that has already been gathered. She is concerned that Delta land knowledge is not being used. The focus is a lot on fish and biological, which are also very important, but we also need to include land-use expertise here in the Delta to fully understand the physical effects. It's clear maps and plots are being looked at but that BDCP knowledge is needed for integrated decisions.

Ms. Martinez said there have been a lot of discussions about using past information wherever possible so that is being done.

Mr. Hsia said regarding Intakes 2 and 5, his constituencies mentioned that near the south of maintenance area 9, according to their study the levee condition is very bad there and they are wondering if any levee improvements could be done.

Mr. Bradner said a Delta-wide evaluation was done about vulnerability. That was based on a variety of factors, including geometry. Many of the Sacramento River levees are overbuilt and taller than necessary. Many of them are also built from sand and have a variety of problems. In terms of what the project would accomplish, the team looked at the vulnerabilities of the levees that could affect various elements of the project and then identified the appropriate response. The team looked at structural repairs and nonstructural repairs. For the most part, nonstructural are the best approach. Emergency response, flood risk training, and anything else that can be used to reduce risk was examined, ensuring there are enough provisions onsite in the event of something. In situations like Bouldin and Lower Roberts, repairs to existing levees were included.

Mr. Moran said regarding recreation facilities and mutual benefits, would Davis-Dolwig considerations be utilized? To clarify what Ms. Mallon said, the RTM was at least preliminarily evaluated for use of reclamation and not for habitat use, correct?

Ms. Mallon said a thorough analysis was done to ensure it could be used as structural fill. The material is clays and silts from 150 feet under the ground, it's not organic like at the surface. An additive would be needed for some type of growth. It's a relatively inorganic material to begin with.

Mr. Bradner said the team looked at both agricultural and habitat uses post-construction but didn't see anything about the property of the material that would prevent it from being used for habitat purposes. It would just need additives like Ms. Mallon said to get the growth started. There's nothing about it that would prevent growth.

Mr. Moran asked if the RTM analysis includes physical subsidence reversal and putting topsoil?

Mr. Bradner said the post-construction restoration work encapsulates all of that. It was covered as a module two sessions ago.

Ms. Buckman regarding Davis-Dolwig, we will follow up. It is being worked on and a team member is leading the effort working with Parks and Recreation, as well.

e. Public Comment on Item 4

Sherri Norris said it seems that the survey is not really geared towards the tribes. She works with the California Indian Environmental Alliance with the State Water Alliance and the California Department of Health with fish concerns. Since questions regarding fish will be included, is there an opportunity to assist in reviewing surveys to include items that have been done over the years? When the results come out, is there an opportunity for the final draft to be commented on by the public to see how the results are being looked at?

Ms. Martinez said that this is a DWR survey. This will be an opportunity for discussion after the fact to see how information will be translated or reviewed.

Ms. Norris said that when you look at the results and tease out what they mean to interpret the results. We have seen results interpreted and pieces missing. If there could be an opportunity for groups to see how these results are being interpreted, it could make the survey more accurate. We know that DWR and the Water Board have done surveys before, but I don't think they have done any about fish, and those of us that have worked at the Water Board have. She recommends some cross referencing with the making and interpretation of the survey.

Osha Meserve represents Local Agencies of the North Delta. The discussion today regarding sea level rise is going back to the presentation in July with the preliminary rejection about the alternatives not meeting climate resiliency objectives of DWR. There were questions today from the SEC members about sea level rise for the Bethany Alternative, but the answers were unknown. It is disingenuous and untrue about what the DCA and the DWR are looking into since the alternatives don't have sea level rise criteria. When DWR and DCA are giving updates, the SEC process is described as being a great place that reduce and address impacts on the environment and the community. But when the restraints of this process aren't disclosed that this process is constrained to technical engineering issues and is not a part of the DWR and CEQA process. It's important that SEC output and inputs constraints need to be noted. This is giving a false impression because of the failure to disclose constraints. Tunnel muck shouldn't be on top of the best farmland in the world.

5. FUTURE AGENDA ITEMS

a. SEC Tour Updates

Ms. Parvizi informed that the new DCA website is live and the tours are located there under the August SEC meeting page. The information on the T-screen tours will also be posted.

b. Future SEC Meeting Topics

Ms. Mallon said that the team went through all SEC questions that have been asked since the start of the whole process that received the response that it would be covered in a future meeting. The majority of them have already been covered in other meetings but a couple of them have not been and will be addressed at the next meeting. This includes Mr. Wirth's questions about the power corridors being considered.

Ms. Keegan asked Ms. Mallon if she could list those topics.

Ms. Mallon said there was a request for a list of renders, operation space, truck traffic, existing train traffic and idling in South Stockton, and power corridors. There will be 1-3 slides on each topic to close out the Q&A log.

Ms. Martinez noted that agenda item 8 would be addressed at this point in the meeting.

Ms. Parvizi discussed the meeting schedule for the rest of the year. With a once a month schedule, the SEC has had their meeting every fourth Wednesday. However, given the holidays in November and December, DCA is proposing the November meeting take place the first week of the month and cancelling the October meeting, otherwise there would only be a week between the two meetings. The December meeting would take place the second week instead of the fourth.

Ms. Barrigan-Parilla suggested making an exception to the usual Wednesday meeting for November and moving it to Thursday, in light of the election.

Ms. Parvizi mentioned that the following Wednesday is also an option, but it is Veterans' Day. Wednesdays are the days that all members are available, but a Thursday could be done depending on everyone's schedules.

Ms. Swenson asked if November 18th is a holiday.

Ms. Parvizi said no, but it is nearing Thanksgiving.

Ms. Martinez asked if a November 18th meeting would give the team enough time with engineering to be ready for the December meeting.

Ms. Mallon said yes, they could be ready in those three weeks. Depending on what works for everyone, moving the meeting to a Tuesday or Thursday would be fine, in order to have it earlier in the month.

Ms. Parvizi said she will send out a Doodle survey to the SEC with some of the proposed dates for the next meeting and decide on a majority rules basis.

Ms. Barrigan-Parilla asked although the SEC can't talk about operations or water quality enforcement, could there be opportunities in design and construction for creating solutions for water recirculation for HABS?

Ms. Buckman said that falls under the community benefits discussion, but it'd be good to explore and discuss.

Ms. Mallon asked what specifically Ms. Buckman meant.

Ms. Buckman said the possibility that when talking about community benefits that projects that could address or improve conditions related to HABS could be looked at.

Ms. Swenson asked if December 2020 will be the end of the meetings?

Ms. Mallon said no, the Bethany alternative will run probably through March and then Ms. Buckman mentioned using the SEC after for a community benefits framework. Possibly until June of 2021.

c. SEC Report to DCA Board

Ms. Martinez said what's been working lately is for any interested folks to email Ms. Parvizi and she sends them the materials they need for a reasonable presentation. If anyone would like to volunteer now, they can, otherwise it can be organized offline.

Ms. Parvizi said there have been no volunteers the past two meetings so any interested members can reach out to her.

6. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

Ms. Parvizi reminded that the application will be going out in the next day or so to join the SEC in representation of the Hood community. An email will be sent out to all members for them to forward as necessary.

Ms. Martinez noted that there were no public comments for item 5.

Ms. Mann said considering the proximity of the Bethany alternative to the community of Mountain House, DCA may want to consider adding an SEC representative of the Mountain House community.

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.

There were no public comments.

8. NEXT MEETING

Ms. Martinez said the team will be sending out the updated date for the next meeting to the SEC after each member fills out the survey regarding a date that works with their schedule.

9. ADJOURNMENT

Ms. Palmer adjourned at 5:59 pm.

APPENDIX: WRITTEN PUBLIC COMMENT

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING
Thursday, November 5th, 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 3:00 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, David Welch, Douglas Hsia, Gia Moreno, Isabella Gonzalez-Potter, James Cox, Jim Wallace, Karen Mann, Lindsey Liebig, Philip Merlo, Malissa Tayaba, , Mike Hardesty, tribal representative alternate Chairman Jesus Tarango, Dr. Mel Lytle and Sean Wirth. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance.

Member Peter Robertson 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, Gwen Buchholz, Neil Paynter, Nazli Parvizi, Claudia Rodriguez, Jasmine Runquist, Carrie Buckman and Janet Barbieri.

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 stated that this meeting has a change of platform within RingCentral which places the SEC members in a different virtual meeting room than attendees. The SEC discussion and public comment processes remain the same. Attendees will remain muted and not have a video option unless they are speaking during public comment. The DCA will unmute the speaker however the speaker will have the option to turn on their video. The SEC members have full control of their video and audio. The chat function will not be used in this meeting even though it can be seen.

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.

Ms. Palmer noted that there are two new members, Chief David Welch from the Courtland Fire Department and Gia Moreno. Both members introduced themselves and briefly discussed their backgrounds. A new directory has been circulated and will include their contact information.

3. MINUTES REVIEW: September 23rd, 2020 Regular SEC Meeting

Ms. Palmer noted that there were no comments regarding the September 23rd minutes.

4. WORKSHOP: STAFF PRESENTATION & COMMITTEE DISCUSSION

a. DCA Responds to Deferred SEC Questions

Ms. Mallon discussed deferred SEC questions. The team went through the database of all questions and comments from past meetings that were given the response that the team was not yet ready to answer. The deferred questions were mostly focused on the Eastern and Central alignment discussions. There are five DCA presenters covering the questions because there is a wide array of topics.

The first category is Coordination with the Port of Stockton – Sustainability. This was a request to work with the Port and help them with their sustainability as a clean Port. The team held a call with the Port months back introducing them to the project and looking at opportunities for barging through the Port. Their sustainability was also discussed and they shared they are running two different programs. The Delta Environmental Enhancement Program (DEEP) aims to enhance air quality, water quality, and wildlife habitats in the Delta and surrounding communities. This could be a potential program for partnership. The Port is also a voluntary member of the Green Marine Organization and they have their environmental certification. The program helps industries share best practices nationally. There is room for partnership here as well because many of the goals of the program align with those of the project.

Ms. Barrigan-Parrilla shared that the Port has received two letters in the last 90 days from CARB for failure to do appropriate community outreach, especially around air quality. Working with them through the AB 617 process has been difficult. The Port isn't listening well. 92 people are involved in this process. The Green Marine program is also not meeting standards quickly. She shared that she is working with people from the business community that are equally concerned about the Port and not using clean technology fast enough. There are a lot of issues there and help is needed for pressuring cleanup if the project goes through because the area is awful.

Ms. Mallon said that that conversation will continue with the Port over time.

Ms. Mallon continued the presentation with the Site Renders Package category. This included questions regarding the features that will be left at sites and how visible the facilities will be from freeways and local roads. Project booklets were given to the SEC including site plans for construction and post-construction with site photos and logistics routes. A new render book has been made with renders of each of the sites, or a typical site, to get an idea of what will be left behind.

She presented a typical intake render. It includes the intake structure with fish screens along the Sacramento River, the sedimentation basins to remove the settleable solids, the flow control structure that controls the water going into the tunnel which flows south into the Southern Complex, and the sediment drying basins that dry out the solids removed before it gets hauled off.

Next is a typical launch shaft site render. The Twin Cities site was selected for the render. There are dual shafts to the left because the tunnels will be going in two different directions there, one towards the intake and the other south. In the background is the RTM stockpile which is about 100 acres 20 feet high. As discussed, this would be available to various local beneficiaries of borrow material. The plan is to put hydroseed on it. The render shows the area as brown, but it will show green during the rainy seasons and will dry out like the grass in other areas. The rest of this site would be returned through reclamation for agricultural use.

A typical reception shaft has a single tunnel shaft on the site with access coming off of local roads. For this render, the Terminous reception shaft was selected. There is a maintenance and parking area, as well as a ramp leading up to a working platform near the shaft. The sites are around 10 acres.

The South Delta Pumping Plant is right up against the Southern Forebay and is about 20-25 acres with about four different facilities on the site.

The Southern Forebay Complex has a tunnel connecting to the South Delta Outlet and Control Structure which connects the Delta Conveyance water into the existing California Aqueduct. There is the California Aqueduct Control Structure connected to the Aqueduct to control the flow range and allow service from both of the water flow sources.

All of these renders have been printed on 11x17s and will be provided to the SEC members for reference.

Mr. Wirth said for the intake render, there was a suggestion to carry on the riparian bend of trees through to the other side of the screens, between the screens and the settling pond, does it mean it's no longer being considered if it's not shown on the renders?

Ms. Mallon said the render was done beforehand. Details such as possibly adding a riparian zone will come in a later phase, but that comment is recorded.

Mr. Hsia asked if there will be renders for the Bethany Alternative too.

Ms. Mallon said the next meeting will cover the Bethany pump station and surge control facilities and those renders will be available. The renders just take some time.

Ms. Mann asked what is the distance between Highway 4 and the pumping plant by the Southern Forebay? What is on the western part of the Southern Forebay? Are there homes over there?

Mr. Ryan said it's about a mile away from Highway 4. The western part is mostly big power corridors. They are pretty wide and run all along that side. Most of the homes are further north and would be on the other side.

Dr. Lytle said assuming that each of these sites will be secured with gates and fencing, do you know the details as far as the visual impact?

Ms. Buchholz said the team has talked about 8-ft fencing around the properties, in some areas there will be more formal fencing and more security, like around the pumping plant, because people will be coming in and out of the pumping plant regularly. The shafts, post-construction will just have fencing with gates. There will be lights only for emergency work at night.

Dr. Lytle added that as a member of an agency that has facilities in the Delta, particular attention to security issues will need to be paid because nighttime is interesting and without security, damage can occur.

Ms. Buchholz said the team recognizes that security is necessary especially at places like the intakes and the pumping plants. The tunnel shafts will have secured lids covering them that are so heavy, they will require a crane to be removed.

Dr. Lytle said all parking structures, etc. need to be secured because otherwise unwanted activities will occur there.

Mr. Merlo added that there is a lot of boat-driven theft of private properties in the Delta. It could be copper wiring from irrigation pipes or people's homes; it's an easy place for theft like this. The DCA should start planning what collaboration systems will look like with local law enforcement. It would be helpful for local law enforcement. Security cameras or any type of monitoring systems could be helpful for law enforcement in the nearby cities.

Ms. Giacoma said there are a lot of roadway access thefts in the Delta in addition to boat. Regardless, there is a lot of theft at nighttime. What is the height of the shafts and what will be used to hydroseed?

Ms. Mallon said there is not that level of specificity at this point. The hydroseed will be something that is native to the area that grows and prevents runoff on those piles but what that is, not there yet. The height varies by location depending on the flood level there. It could be 10 ft out of the ground or up to 15-20 ft.

Ms. Giacoma said they look flat at this point.

Ms. Mallon said each of them have a built up pad around it to access the top of the shaft. Hopefully the renders help to understand.

Ms. Barrigan-Parrilla shared that there is no sheriff on duty from 9 pm-6 am in the southern part of the Delta. Some work will need to be done with the Sheriff departments in terms of security.

Ms. Buchholz continued the presentation with the third category of questions: Site Water Management During Construction. The information addressed the questions about how water will be managed on the construction sites, particularly stormwater, and if the existing sloughs will be used as a source of water or point of discharge. The overall goal is to avoid reductions in surface water and groundwater supplies. This will maximize use of on-site water supplies to reduce the discharge of stormwater and minimize the need for other supplies, limit the on-site surface water use to historical diversions, limit the on-site groundwater use to regional groundwater use/acre, maximize the possible use of recycled wastewater, and maximize the use of water from public water supplies.

The major water demands are construction site dust control, water to mix soil and cement to stabilize the ground, moisture for soil compact, water to mix with cement/bentonite to create slurry of wall structures, water injected at tunnel head to loosen soil, water to make concrete at the Batch Plants, and tire wash basins at exit locations. At large sites such as the Southern Forebay, there will be various exit locations and there will be a tire wash basin at each one to protect the roadways and limit soil/dirt accumulation.

Potential water sources that could potentially be used are dewatering flows from excavations, existing surface water diversions (not to exceed historical diversions), site runoff from storm events, groundwater wells (not to exceed regional diversion rates), recycled water from nearby wastewater treatment plants, and public agency water supplies. Treatment plants onsite will be

used to treat dewatering flows from excavations and site runoff from storm events. Single trailers will be used to contain treatment plants and store onsite for later use. Only six construction sites have surface water rights. Surface water diversions would not be greater than historical diversions. For groundwater wells, SGMA requirements will be followed and groundwater withdrawals would not exceed historical diversions. Site runoff from storm events would be captured, treated on-site, and stored for on-site re-use. Re-use of storm runoff would reduce peak runoff flows into adjacent drainages. Recycled wastewater could potentially be used to provide additional water supplies.

Ms. Buchholz presented charts that display a relative example of total water demands for smaller sites, particularly the New Hope Shaft, and larger sites, particularly Byron Tract. Tire Wash and Dust Control would be needed throughout the entire construction process. Some of the larger sites will have dust control with irrigation sprinklers to avoid the trucks. For New Hope Shaft, the site does not have surface water rights and is believed to have minimal groundwater capabilities, and the biggest water supply here is anticipated to be recycled water. The larger Southern Complex on the Byron Tract requires water for three tunnel boring machines and concrete batch plants as well as dust control and tire wash facilities. There are surface water rights on this site that have been historically diverted. There is also surface water than can be acquired from the California Aqueduct. All of the site runoff would be treated to maximize reuse.

Ms. Giacoma asked if the numbers on the pie charts from the presentation could be filled in for reference.

Ms. Buchholz said it's difficult because the pie charts are for the entire construction period. The total is 100%. Focus on the month by month, which is the kind of information that would be provided to the EIR team, but it’s not yet available. There are only the percentages for now.

Dr. Lytle asked if some estimates for water usage could be provided, total acre feet, etc.? How will runoff from the spoils piles be handled?

Ms. Buchholz said the focus for today was just construction. For the areas with RTM storage, would continue to have the detention basins and treatment facilities on there. All of the water would be treated on that and tested. During construction, a lot of people will be out there testing the water every day and different water supplies. Post-construction, this will also have to be monitored and there will be a stormwater pollution prevention permit for each site location, even if it's just a maintenance shaft. They will also have a detention basin prior to discharge.

Dr. Lytle said as far as spoils piles go, there’s the potential for treatment in perpetuity. That should be considered. Also, use of groundwater in the Delta is sometimes prohibited due to its quality and salinity so that should be considered with use of groundwater for concrete, etc.

Ms. Buchholz said the team is also aware that in the southern part of the Southern Forebay and in the South Delta Conveyance there are a lot of boron issues that need to be dealt with.

Dr. Lytle shared that there is some historic groundwater analysis that has been done by the USGS that might be helpful.

Ms. Buchholz said the information is appreciated and they realize the treatment facilities will be different at different locations. Trucks might handle treatment for groundwater and surface water individually.

Dr. Lytle added that salinity in the groundwater is difficult to treat.

Ms. Moreno shared that in Hood, the concern is with the groundwater. There is a bad water situation and Hood just recently got a water treatment plant. A lot of water is being taken when Hood is right between Intakes 3 and 5. How will that affect the water for Hood? What will be done to the water if there are problems while the water for the project is being taken?

Ms. Buchholz said an example for the intakes was not included, but each of the intakes have surface water rights. The team anticipates that recycled water would be used for additional water supplies.

Ms. Moreno asked if water is being brought in for that, how will traffic from those trucks affect existing traffic in the area plus the other materials and employees coming through?

Ms. Buchholz said those truck trips were included with the numbers for the EIR for their traffic considerations.

Ms. Swenson shared that a big topic in the Delta is SGMA, the Sustainable Groundwater Management Act. The goal of SGMA is to reduce the reliance of groundwater to refresh the aquifers in the areas. The reliance on groundwater will only deplete already impacted aquifers. This is troubling because farmers use this to irrigate their crops. Regarding recycled water, is this an existing contract created with utilities or just a hope?

Ms. Buchholz said they recognize SGMA and the issues that go along with it which is why groundwater isn't being relied on in a major way for any of those sites. By the time construction is underway, those programs will be up and running and heavily regulated because they need to meet their goals by the 2030's and also by 2042. The team can only look at the potential groundwater that was used on these sites prior to acquisition. If that historical use was higher than what's allowed with SGMA, it can only be what was allowed in SGMA. That cannot be changed. The project would not rely completely on groundwater. The Harvest Water Program with their latest study mitigated negative declaration of about 50,000 acre feet of water that they have looked at for provisions to those areas east of I-5. It's been analyzed in two environmental documents that would likely become part of the baseline for these situations. The team hasn't met with Sacramento Regional Wastewater Agency yet to discuss this yet. There is a water balance that goes month by month over the entire construction period.

Ms. Swenson said SGMA is not supposed to maintain historic use, it's supposed to create a reduction. With the Harvest Water Project, that water is delegated completely to the farmers and then for the ecological benefits; there should be no leftover. This is a wrong assumption. There is no leftover water for this project. The idea of using groundwater for this project will not work.

Ms. Martinez clarified the project is going to follow statutory requirements. There seems to be a concern that the project is going to be using a lot of water. The graphs are showing relative percentages. Is there going to be a lot of water used for the movement of this project in construction?

Ms. Buchholz said the amount of water would be different for each site.

Ms. Martinez clarified that it will be a balance between groundwater, reused water on-site, and surface water.

Ms. Buchholz said they recognize the groundwater is not a major water supply. During the wintertime, there will be site runoff and historical rainfall used for those assumptions. Reliance would be mainly upon recycled water. Trucking recycled water into the area has also been submitted to the EIR team.

Ms. Mallon added that just for clarification, the concrete batch plants, tunneling operations, and other things need significant amount of water during construction. Just in some cases, there will need to be an alternative water supply when there's not enough runoff on site to treat and service.

Mr. Hsia asked if there is a standard scale to measure the optimal use of water and dust control? Or a scientific standard to monitor the amount of dust?

Ms. Buchholz said the water demands used are from similar construction activities. In smaller areas like access roads, a water truck would be used to spray down. No, there is not a scientific standard in that sense, but there is a standard to meet for the air management control boards for this. This is a regulation.

Mr. Hsia asked how much dust will there be per cubic foot?

Ms. Buchholz said she doesn't have the number of dust per cubic foot on hand.

Mr. Moran asked when the total water used numbers do come out, could some type of percentage of use be provided? Through the seasons as well. Water use might be pretty consistent for the project itself but the water flowing through the Delta may not be so. How was historical use determined? Is that an average of different years?

Ms. Buchholz said they only have surface water rights diversions at the intakes, Byron Tract, Lower Roberts Island, Bacon Island, and Bouldin Island. Since 2008-2009, all surface water rights diverters have had to submit their diversion amounts to the State Water Resources Control Board and the team used those numbers for each of the properties to see the variability in a range of Januarys, for example.

Mr. Wallace said in the site runoff charts, there is about 20% of potential water supply. That means the water has to be collected at each site. Were there any structures like that on the previous site drawings? Particularly in talking about meteoric water and rainfall.

Ms. Buchholz said that will be included. These are the larger sites and it's been provided in recent drawings for the EIR team.

Mr. Wallace clarified this isn't something that's been seen though?

Ms. Buchholz said they were just added in the last week or so.

Ms. Liebig commented that the Harvest Water Project is concerning because they have been working since before this was proposed to use that for agriculture. There are more farmers in other areas that want that water so there is a lot of competition there. She would like to see the numbers and projections about what would be used for certain areas. Yes, SGMA is still fluid at this moment, but GSPs are in the process of being developed for this entire basin. She encouraged attending some of those meetings and requesting updated documents because a lot of decisions are being made right now that could help further the discussion. Ms. Liebig help coordinate this information as she is involved in the GSP discussions. There is some more information beyond what has been public by DWR regarding where specific GSP plans will be instead of waiting until the drafts are released in 2022.

Dr. Lytle said as far as GSPs are concerned, Eastern San Joaquin Subbasin GSP was submitted to the state back in January. Tracy Subbasin GSP is under current development. Dr. Lytle suggested Matt Zedare of San Joaquin Public Works as a point of contact. Also, the previously mentioned USGS publication is called the California GAMA Program Groundwater Quality of Northern San Joaquin Basin Study Unit published in 2005.

Ms. Barrigan-Parrilla said please provide numbers whenever they are available.

Ms. Buchholz continued the presentation with the fourth category of questions, Air Quality Emissions During Construction. This is a process in which they provide more information to the EIR team and they do the analysis based on the models from the California Air Resources Board, USEPA, and others. The work includes a detailed analysis and schedule of all the different types of equipment that would be used at each construction site and the hours they would be used. This includes electric equipment and nonelectric equipment. The team went through all the equipment and pulled specification sheets to determine that if electric versions of the equipment were currently available, that would be used. Nonelectric equipment, or diesel, includes Tier 4 diesel engines if currently available. The currently available information was used because on other projects, comments have been received that there was too much optimism regarding available electrical equipment. CARB has a very specific process of allowing for the use of some types of equipment that are currently available. If the equipment is commercially available, we assumed use of electric or tier 4 diesel. If CARB hasn't approved them, or they're not commercially available, the equipment was not provided to the EIR team.

The team created a list of diesel equipment operating hours for each site and operation per construction schedules for each facility. Major diesel equipment includes excavators, dozers, pavers, generators, cranes, and forklifts. The truck trips that have been previously seen include those to get all of this equipment onsite. The EIR team will use the Air Quality models to quantify emissions and compare to background air quality and thresholds. If necessary, they will be the ones to identify mitigation measures, which range from alternative fuels to

purchasing offset measures. The graph shown on this slide of the presentation is an example from a similar project, the numbers are not relevant to this project.

Electric equipment was also included because some equipment like the tunnel boring machines need to be analyzed for greenhouse gas emissions related to regional electricity generation.

Ms. Buchholz presented total operating hours for the construction period for 6,000 cfs of the Central and Eastern Corridors. It really varies by month. Most of the construction use for the nonelectric equipment are at the Southern Complex on the Byron Tract because they're being used to build the embankments for the Southern Forebay, move RTM around, and raise the tunnel shaft pads. There are also two batch plants at the Southern Complex. The next largest are the intakes because they have a lot of earthwork like re-alignment of the highway and sediment basin excavation. The air quality analysis will be done through the EIR, not through the DCA.

Ms. Martinez emphasized that the project will follow statutory requirements and CARB directives.

Ms. Buchholz confirmed that the EIR will follow the CARB regulations and the modeling must be done in accordance with that.

Ms. Martinez mentioned that this will all be handled with CEQA and the environmental document. Today's discussion is just an explanation of the construction equipment use, not a definitive air quality plan.

Ms. Buchholz agreed and added that this isn't even the modeling. This becomes hours of nonelectric equipment use and is used as an input to the models for the EIR team.

Ms. Moreno asked are there any kind of analysis or studies for the wind erosion by the construction sites? There is a large breeze that will kick dirt up.

Ms. Buchholz said that the air quality model to be completed by the EIR modeling team considers soil and RTM stockpiles, including the height, surface area, and the locations of the stockpiles with respect to wind directions.

Ms. Barrigan-Parrilla asked if when it comes to offset purchases, can it be advocated that purchases are made to benefit impacted communities. There was a problem with the last EIR for WaterFix where offsets were going to be purchased for elsewhere. M. Buchholz said that the EIR team would be determining the mitigation methods.

Mr. Ryan proceeded with the presentation for the fifth question category, Post Construction Operations – Solids Hauling at Intakes. This is regarding a request to identify post-construction traffic and noise levels at the construction sites, in particular, the intake sites. The intakes themselves just have gravity flow; there are not a lot of motors or anything like that. They don't make a lot of noise, it's the people working there that would be making some noise during any operation. The biggest issue at the intakes is the annual removal of sediment. It would be dredged out of the basins using a floating dredge and pumped into the sediment drying basins in a rotating pattern. The flow goes in, the water is decanted off, it's dried off, removed, and it's

rotating through the basins in a different part of the process to keep continuous operation. The material would then be hauled off.

Solids are pumped from the Sedimentation Basin to the Drying Beds once per year during the summer. The anticipation is 10 to 20 weeks each year to pump, dry, and haul solids off-site for disposal. The Total Solids Generated is dependent upon the solids in the river and how much water is diverted (0 to 3,000 cfs per intake). If there aren't many solids in the river and not a lot of water is diverted, the sediment collected is less.

There currently is no specific operating data to predict on a statistical basis how DWR would divert water. For now, low, moderate, and high situations have been speculated. In a low year, it would be a drier year so the project isn't diverting as much water as it normally would be. There would be an expected lesser flow in the river, therefore there would not be as many flows to stir up sediment, and therefore there wouldn't be as much sediment. Based on a set of assumptions currently, in those cases, both intakes would have about two truck trips per hour for about two and a half months. This is for 10-hour workdays, five days a week. In a moderate year, it would be about three and a half trucks per hour for both intakes. In a high solids year, the river carries more sediment only about 5% of the time. This would approximate the upper level of what would likely happen in a wetter year. This is when the full five months would be needed and as many as 10 trucks per hour for the two intakes. The very high bracket and the very low brackets would not happen often, it will usually be somewhere in between.

The dredges are mostly electric so they would not make a lot of noise. The noise that would be heard is the machinery. The solids will have to be tilled to get them to dry quickly so this would basically be an agricultural vehicle on the floor of the basin. It wouldn't be too much different from the tractors that are already in the area. There will also be loaders for the trucks coming in and out. It shouldn't be particularly noisy. There are no other engines running or any pile driving activities.

Ms. Swenson mentioned that the work on I-5 recently has been more of an impact to the Delta and Elk Grove, which are nearby the project. No analysis was done when preparing for the I-5 construction but has nonetheless been a noise impact. That is on a smaller scale than this project, which is worrisome. The acoustics within the Delta should be considered locally on a regional basis, rather than a statistical basis because the way the noise carries in the Delta is different. Living in the Delta community, during harvests, machinery is loud. That is on a parcel by parcel basis, not the size of this project. Keep in mind it would be the construction noise on top of work being done locally. Please consider cumulative noise impact on the communities, not just the project itself.

Mr. Welch said the condition of the roads is already terrible. With 2-10 trucks per hour, is there a plan to renovate these roads?

Mr. Ryan said yes. The traffic would be on haul roads. They would come out either onto Lambert or Hood Franklin. Traffic analysis has shown its light.

Mr. Welch said the noise for the equipment is going to be loud. The backup noise for equipment for other projects in the area has gotten a lot of complaints.

Ms. Moreno asked if when the RTM is being hauled, is anything coming off of it like toxins or odors? A lot of it will be surrounding Hood on both sides. Sometimes when you dig out of the river, it stinks.

Mr. Ryan said that this is mainly sand, the larger particles flowing in the river. Quality issues are not anticipated but that will be tested to be quantified better. It's mainly from organic parts of it the material. It won't be sitting out for long periods of time and it will be dried out as fast as possible. There haven't been odor issues in the other settling systems.

Ms. Buckman confirmed and said in reference to understanding local noise conditions (like Ms. Swenson mentioned), the team has been exploring doing more noise monitoring, but more interested participants are needed to have the equipment. DWR is interested in coordinating to increase the monitoring of baseline noise conditions. If an SEC member knows of a willing participant, they can forward that information to the team.

Ms. Martinez asked Ms. Parvizi if she could send out an email to coordinate.

Ms. Swenson said the smell at Freeport, if you have ever taken a boat by that intake, there is a smell, and it can be smelled from the houses. The smell would probably be worse since the intake is much bigger.

Mr. Ryan continued to the sixth question category, Total Power Requirements and Power Line Corridors. This covers what the total power requirements are at the sites and how power will be brought to the sites. Regarding questions about if any renewable energy will be built as part of the project, that is part of the EIR and DCA is not covering it.

Mr. Ryan presented the total power requirements for the facilities, shown in kVA, similar to kilowatt. Some standout numbers are 62,000 kVA for the Twin Cities Dual Launch Shaft and RTM Drying for construction and 122,000 kVA permanent load for the Southern Complex and Pumping Plant. Most of the permanent loads are relatively low. Intakes have a bit of a higher load due to things like dredges and the South Delta Conveyance Facilities have a higher load as well. The shafts have very low loads for monitoring equipment and such.

As far as how power will get to the sites, currently there is a proposal for a reasonable approach to include in the EIR. This will be continually negotiated and developed with the various power companies. The north is mostly SMUD, so these concepts are being worked on with them. Over on the Eastern alignment side, for the intakes and the Twin Cities Launch Shaft, the main power supply would be at the Franklin Substation. There is an existing power line down Franklin that would be added to. Lines would run down to Lambert where it would go underground to Twin Cities, down Lambert, and up the haul roads to the intakes. There will be small switch yards for places that branch. In the images shown, if there are no green dots shown, it means the power is basically right on the site. On the Eastern alignment, the power lines tend to be further from the sites so there is a small drop off pole to a metering box, then it will go to the site where there will be an onsite electrical facility.

In the middle of the alignments, the big green line that cuts across at Bouldin Island is only for Bouldin Island. The small square next to Terminous is for the Eastern route. Boudin Island is a big site so a new substation would connect to the PG&E powerline that parallels the freeway, it

would run underground in the enhancements to Highway 12 and the new haul roads down to the Bouldin Island Launch site. Similarly, at Lower Roberts, it's a connection to PG&E or WAPA with a substation, then underground in the access roads to the RTM Management site, and over to the launch site. All of the shafts include small underground lines in access roads to access the shaft sites. Those are all lower powered demands.

At the southern end, there is more overhead because there are less protected bird species. The lines that are needed for the Southern Forebay are much bigger and a dual feed is necessary for dependability of the project. A new pole line, 150 kV, is coming in from Brentwood Substation and angling its way down into the substation onsite. The green lines are for routing to the various roads onsite. On the bottom right is the WAPA Tracy Substation, which is a new 15 kV line that comes up into the Southern Forebay. These are above-ground lines. The purple lines are where it's directly parallel to another line. Orange is either new or parallel to existing powerline, they're just not as big. The overhead drop at the South Delta Outlet and Control Structure is from an existing powerline.

Mr. Moran said regarding that southern area, please give early consideration to migratory bird species, tricolor blackbirds and the raptor use—the Wind Resource Area has a lot of research with some of those birds. Give that some consideration please.

Mr. Paynter continued the presentation with the seventh category, Existing Train Traffic Loads and Idling in South Stockton. This is regarding comments regarding current issues with air pollution from idling trains in South Stockton and questions about what DCA can do to help with reductions.

First off, there is no data on rail idling in South Stockton available because it is a commercial facility. What is known is that BNSF operates about 20 services per day and there are about eight Amtrak trains per day. DCA would operate about two weekly deliveries at the Lower Roberts Island site carrying materials such as liners and bulk materials. DCA would also run about two trains a day to the Southern Complex site carrying materials such as liners, RTM, and bulk materials. The trains would operate by pulling off the main line onto the site spur, drop off about 20-40 railcar loads, and the locomotive would depart after the drop off. There will be minimal idling. Onsite rail movement would be managed by a DCA Contractor under DCA governed operating specifications.

The eighth question category is Emergency Response Plan – Construction. This is regarding how emergency services will be provided during construction and a response to the comment that local facilities have lost funding recently and emergency response times and preparedness have suffered as a result. The goal is coordination with Emergency Response Agencies throughout the region to provide for the safety of those working on the project without compromising community coverage. The Delta Conveyance Emergency Response Plan will conform to existing plans and regulations including Cal OSHA/Federal Tunneling Regulations, general civil construction requirements, and during operation, DWR's Emergency Action Plan Requirements.

Outreach was conducted to determine the capabilities and opportunities to enhance emergency response. Emergency services must be within 30 minutes of a tunneling site, which given the nature of the Delta, could get complicated. The project would aim to construct onsite facilities where needs cannot be adequately met with local facilities, during the course of

construction. It would also aim to augment or expand existing local emergency response agency facilities. This could look like an addition to a facility, providing equipment, or providing a dedicated crew for the needs of the project. Lastly, the project would aim to leave a legacy to the community in the way of equipment and training.

Mr. Paynter presented a graphic in reference to the outreach that was done for emergency response coordination agencies. The nearest fire departments and fire protection districts to each key facility were mapped out. The agencies were reached out to and many provided responses, which has been considered for the plan. The plan at this point requires much more information and consultation, but it is recognizing that there is a need for a plan.

Ms. Swenson asked for elaboration regarding the keys on the presentation.

Mr. Paynter said looking at the table to the left, Courtland is CRT, for example. On the map, CRT 01 and CRT 02 are the two fire stations in Courtland.

Ms. Mann shared that living in the eastern Contra Costa County area, there are three fire stations that handle about 250,000 people. ECC05 would leave about 15,000 without a fire station or emergency access. ECC02 is about 25 minutes away from Discovery Bay. Could there be another fire station put into that location? Something could definitely happen in the South Bay and it puts residents at risk.

Mr. Paynter responded that the team is acutely aware of that and the plan is not compromising the existing coverage. Yes, construction activities could place high demand on emergency services, and the project needs to figure out where support comes from. In cases like that, support from East Contra Costa Fire Protection is being considered, for example, but it's also recognized that the Southern Complex is a complicated construction location. This is an area where it would be considered to establish independent fire and emergency EMS for the project.

Ms. Mann added that the closest one to the Clifton Forebay area is not Tracy, it would be Mountain House, but then they only have one fire station. It's tough.

Mr. Paynter responded that this is an older map that hasn't taken Bethany into account, but Mountain House is being considered for the Bethany alternative. Yes, they only have one fire station that covers seven square miles and was established only for the Mountain House development. The Bethany complex falls within Alameda County though, so Mountain House would not be the priority fire station called upon. This is all material that is still being developed.

Ms. Mann asked Alameda county services would not be used then since the closest is Livermore?

Mr. Paynter said yes, Livermore is the closest.

Ms. Mallon added that what has been heard loud and clear is there is a need for synergy and is a theme moving forward.

Ms. Giacoma said that River Delta Fire and Isleton Fire are shown but not Rio Vista Fire Department. That is needed on this map. They are the primary department that supports those volunteer departments.

Mr. Paynter said the team will look into it.

Mr. Hsia mentioned that many of the Water Grove firefighters are volunteers. Would they get special training so they can properly take care of facilities/incidents?

Mr. Paynter said yes, that will be the plan. The particular types of construction activity that are occurring close to any individual fire station would be looked at. Some have water rescue capability already so augmenting their capability to provide additional equipment and training to support our needs might be considered.

Dr. Lytle asked if Stockton Fire Department has been contacted because they are not on the map. If not, he can be a contact to help coordination. What about transport to and from local hospitals based on emergency issues?

Mr. Paynter said in addition to the fire departments and EMS, proximities of law enforcement and medical facilities have been considered. In terms of medical facilities, the team has also looked at those that have trauma units and ability to receive helicopters casualties.

Mr. Moran said the slide about the emergency response plan during construction said that the project would aim to augment or expand existing local emergency response agency facilities. It said that these are facilities that leave a legacy in the way of equipment and training. What about staffing? There are fire stations that aren't staffed that currently exist. That seems to be the biggest hurdle as far as fire safety goes.

Mr. Paynter said this falls into the broad category of consultation that would need to be undertaken moving forward. The team is aware that there are some fire stations, particularly in the South Delta that have been closed, but the fire department retains ownership and the facility is sitting there ready for use. Travel distance to the construction site would just need to be considered. If it was within a reasonable distance to satisfy the regulations, it could be recommissioned in cooperation with the fire department. The resources and training needed to support the project would be provided, with those not in use for the project supporting the community.

Mr. Bradner proceeded with the ninth question category, Soils Environmental Data – Year 1. This is regarding the comment that some naturally occurring constituents may be present in the excavated RTM at background levels that could exceed various national or state standards. This also covers the question of how this issue will be assessed.

The Year 1 Testing Program is what is actually scoped out. There are three different targets for the sampling that will be conducted. These include background surface conditions—0 to 3 ft, shallow excavation—0 to 10 ft; sites where soils excavated for use on the project (e.g. intakes), and tunnel depth—115 to 160 ft; representative of RTM. The constituents that will be tested are listed on a table to the right of the presentation, which includes materials like hydrocarbons, metals (such as Arsenic, Mercury, Methyl Mercury, Hexavalent Chromium), and

Herbicides. Drilling will take place from October 2020 to June 2021 with results available around mid-summer 2021.

The background test sites are Glanville, Staten Island, Bouldin Island, and Lower Roberts. The shallow test sites are the intakes and the Southern Complex on Byron Tract. The tunnel depth test sites are the intakes, Glanville, Staten Island, Lower Roberts, and the Southern Complex—Byron Tract.

The tenth question category is DCA Seismic Study, intended to address work being done by the DCA related to earthquake and seismic analyses.

DCA is performing various studies and field and laboratory tests to assess seismic risks at each site. Some of these go beyond the current year. These are to ensure that the features that are being designed or modified for the project meet all of the seismic standards for building code regulations and factor of safety for stability and performance. This is focusing on project facilities and anything touched by the project, which does include existing levees that would be affected by the project. There are Seismic Cone Penetration Tests (SCPTs) that will be performed Year 1, these examine the propagation of the ground motion from shaking. Downhole suspension logging, West Tracy Fault Studies, and Laboratory Cyclic Shear Strength Testing—liquefaction potential will also be done. These analyses are required by building codes and regulations for site specific responses. The data is used for the design of the project facilities to meet seismic criteria for foundations and physical structures including existing levees.

Mr. Cosio said regarding seismic testing, will some of the levees where the intakes are, protecting areas like the railroad and such be tested? On the Twin Cities side, that's had problems during floods. Will the levees down the tunnel path be tested as well?

Mr. Bradner said yes, once there is a project there will be a series of investigation programs that would test for all the geotechnical properties including the density or consistency of the soils and analyzing how those soils would behave not only during flood loading, but also seismic shaking. These studies would be conducted for the project over time, so some would be pretty far out on the schedule.

Mr. Cosio asked if the project will build up some of the levees that protect some of the shaft locations?

Mr. Bradner said there are plans that have been included in the conceptual designs being analyzed by CEQA. Depending on what the eventual project is, there will be further details associated with levee repairs. For the purposes of the CEQA document, we are assuming repairs for the levees on Bouldin Island and on Lower Roberts Island which would be used for major tunnel launch site operations. A variety of other assessments have been performed by the DCA to determine how to mitigate flood risk within the project. This will be an ongoing effort as more data is collected.

Ms. Swenson said there were a lot of local concerns about the vulnerability of the tunnel segments to seismic activity. Has any of that been resolved? It looks like the same segmented tunnel design. There was concern about that segment shearing that could create an

underground flood and destroy the area. A lot of people have tried to analyze the seismic risk in the Delta through modeling and have not been successful. Those modelings in the past have not been correct nor accurate. Those segments are very important.

Mr. Bradner said the tunnel design team would have more information on tunnel liner segment designs and what's being done to accommodate these conditions. The seismic studies are being performed to ensure that the tunnel will meet the codes and requirements for seismic loading. The West Tracy Fault Studies are being performed to evaluate what could happen during a seismic shaking event. Every element of the project will be designed to meet the seismic design standards.

Dr. Lytle asked is there a date when year one begins? Or is that hypothetical?

Mr. Bradner said the date for the year 1 investigation was listed to start in October, so it has begun but the exact timeline is unsure. We expect to have results in summer 2021.

Dr. Lytle added one comment regarding the soil sampling, it looked like a half a dozen sites over the extent of 47 miles. It seems very minimalistic. He hopes it becomes much more detailed as this perpetuates.

Mr. Bradner confirmed that it will be.

Dr. Lytle asked if there are specific criteria that is developed for the seismic analysis? or something to that nature? Will that be a part of the EIR, or will that be a separate report?

Mr. Bradner said each of the different facilities have different design criteria. Some require site specific responses; some require stability analysis under seismic loading. There is a whole range of criteria that might apply depending on the type of structure. The seismic design criteria have been developed for the entire project that includes each of those individual facilities.

Ms. Buckman added that the design criteria will not be a part of the EIR, but the engineering reports will be public at that point, so those will be accessible.

Ms. Moreno asked during the seismic criteria, will consideration be taken regarding homes in the area? The intakes are so close to Hood. Will this hurt the older houses or historic buildings in Hood? Some of the buildings are very fragile.

Mr. Bradner responded that potential surface vibrations induced by the project will be evaluated as part of future work and monitored during construction. Some of the seismic analyses summarized would be applicable, particularly in terms of characterizing the soil properties. There will be additional analyses to assess those types of effects.

Ms. Barrigan-Parrilla commented that Lawrence Livermore Laboratory is currently doing outreach to landowners in the south and central Delta around a deep carbon sequestration project—deep wells that go significantly underground. That project comes with many impacts to the Delta, including 1,500 trucks a day for a couple years and leakage. Overlap of these two projects could be a concern. The timelines seem similar. Impacts need to be determined regarding the seismic activity.

Mr. Bradner said the team will look into it and collaboration is warranted.

Mr. Moran said as far as cumulative impacts, Contra Costa county is in the early stages of plan approval for a 2,000-unit development adjacent to and east of Discovery Bay. Although it's not within the alignment, might be worth consideration in terms of truck traffic and such.

Mr. Bradner continued to the final question category, Twin Cities Stockpile – Potential for Uplands Habitat. This is regarding a request to consider post-construction rehabilitation of the Twin Cities site for uplands foraging habitat.

The graphic on the presentation showed an orange area which is the size of the stockpile for the 6,000 cfs project. It's similar for the Eastern and Central with about 100 acres of RTM at 20 ft high. A lower terrace is being considered to establish as upland foraging. The area would be about 270 acres at about 4-10ft high. The height varies because the area naturally slopes east to west, whereas the upland foraging habitat would conceptually be established as a terrace. This would require deeper stripping to provide more native soil, grading and leveling the site to be above the recurring floodplain at elevation 19 ft, spreading amendments and cross rip, spreading topsoil and cross disc, and final grading and level. The last two requirements might be different depending on the crop type, irrigation might need to be constructed, and it's also dependent upon the season. Winter wheat might not need irrigation, but it might a short grow period. The crop selection might also support Swanson's hawk and white tail kite. This is just a concept; it does not represent any type of decision.

Ms. Mallon added this is just to let folks know what this would look like if it went in this direction.

Ms. Swenson said there is no willing seller. The person who owns this property already does foraging. There is a plan in place to create potential crane habitat and forage that would be well-established and well-placed before this project would break ground. Another site might need to be considered. It might be beneficial to try to find willing participants for something like this.

Mr. Bradner responded that he has heard this comment previously and as previously discussed there is no project, so no specific landowners are being approached to discuss property acquisition.

Ms. Martinez reminded that there is a property acquisition process that is nowhere near at this point. There have been some discussions about reaching out to key landowners. Have there been any attempts to speak to this landowner in particular?

Ms. Parvizi added that the images are showing up on tours and map books. DCA did courtesy calls to these folks. If anyone knows the owner, the team hasn't been able to get in touch with them, so please do send in the contact info. It's not at all something being avoided.

Mr. Wallace said recognizing that this is just a concept, if habitat is made here at the Twin Cities Stockpile, it's close to the runway by Franklin Field. It becomes a wildlife attractant. The Airport Land Use Commission has jurisdiction over land use. Has that been factored in? Building this off

the end of a runway is a big deal. Migrating birds going back and forth between different habitats so it should be considered if a wildlife attractant will affect Franklin Field and the Sacramento County Airport Land Use Commission.

Mr. Bradner said this is being presented as a concept for now and additional evaluations would be needed to make this into a viable option.

Mr. Cosio said that this area by the Twin Cities Stockpile is very sensitive to Sacramento County. It floods from two different directions, from water under the railroad and flooding as the Consumnes River comes up, as well as in the south by Snodgrass Slough. Just north of this area is Point Pleasant, these people have been getting flooded for about 40 years and Sacramento County has been helping them out. The hydraulics here are very sensitive to changes. Sacramento County has a working model, it might be helpful to talk to them about Point Pleasant flooding.

Mr. Bradner said that more analyses will be needed to assess the hydraulics impacts of temporary and permanent site activities.

Ms. Gonzalez-Potter commented that her colleagues at the Nature Conservancy would like to be consulted and can provide feedback.

Mr. Wirth said due to cyclical flooding in the lower Cosumnes Floodplain, every 7-10 years the cranes have to leave to find higher forage. Although previously commented that this upland forage would have to be with a willing seller, it also has to be figured out if this would this work and if the cranes would use it. Placement is really important and there seems to be many issues having it where it's currently placed, right next to where it's being generated. If it is moved elsewhere, it will have to be balanced with other obstacles, including traffic. This has some promise but it's something to consider.

Dr. Lytle mentioned that there hasn't been the chance to discuss the RTM storage concept in detail. Storing large piles of RTM in the Delta, whether it will be covered or turned into a sustainable habitat, is extremely unattractive.

b. Bethany Alternative Logistics & Traffic

Mr. Ryan presented on Bethany updates including a logistics plan to access each of the four main work sites and a review of how the pipelines will be installed from the Pumping Plant to Bethany Reservoir. The next meeting will cover the surge basin.

Starting with the Lower Roberts Island Launch Shaft Site, access is through the Port off Highway 4. Tracy Blvd. could also be used to come up to Highway 4. The first maintenance shaft south of the Lower Roberts Launch Site is Upper Jones. It can be seen here how South Tracy Blvd. provides an alternative path off the 205/580 area, versus the I-5 path. It still avoids the bridges on Victoria Island. Access is out onto Bacon Island Rd. Union Island Maintenance Shaft is very similar. South Tracy Blvd. would be used again here, either off the 205 or Highway 4. Clifton Court Rd. would go to Bonetti Rd. up to the site.

What is being called the Bethany Complex Area is much more complicated. As has been previously discussed, Byron Highway is not ideal as it is a crammed road. There is development on Byron that might make it a slightly less impact up to the Mountain House Shaft, which would be potentially extended up to the interchange. The primary site is coming off the 205 and 580 through the lesser used county roads like W Grant Line to Mountain House Rd. There is a small hamlet at that intersection where a traffic circle would be built away from them so that the traffic doesn't go through there. The site would be approached from the south. There are also some roads to get to and around the site, and up to the Bethany Reservoir end on a new haul road. It goes up around a new conservation easement in that area.

The Bethany Alternative Pipeline Route has the pumping plant coming out of the surge basin. It routes to the Reservoir with two short tunnel sections. The aqueduct for a 6,000 cfs project is four parallel 15-ft diameter pipes. The pipe icon shown on the outside in the presentation slide are just temporary where pipe would be stockpiled during construction. They would be laid out there then set in the trench. The overall trench for the four pipes is the darker grey area, which is about 140-160 ft wide and about 12-15 ft deep.

There will also be a mound over the top which will minimize hauling of material. This is similar to what the Central Valley Project did on the Jones Aqueduct cross. The trench will be backfilled with soil cement and reuse of excavated trench material. There will be space on each side of the trench for stockpile of excavated material, pipe section laydown, and access roads. The maximum temporary impact width will be about 400 ft. Some of the spoils from other parts of the project will also be used to help fill over the top. This would be fully buried under the roads and there would be facilities for drainage when that is needed to come past it.

Mr. Ryan continued to the Construction Phase Profile of the Tunnel Portal which included a graphic and images of the Portal. The pipe would come in through the left, there would be excavation through the tunnel portal, the tunnel would be built, and then the pipe would be laid. Special cars will be needed to set the tunnel into place. This tunnel is different than others with segmented liner. It is a peat rock area and a roadheader tunneling machine would be used to essentially grind the material out to be put in low void hauling vehicles, then the support systems are built as they go to support the workers and make it a safe working area. The space between the tunnel and the pipe would be filled with grout.

The tunnel portal is constructed to receive "cut and fill" pipes and launch tunneled pipe sections. The portal is about 200 ft long by 150 ft wide and 25-40 ft deep excavation. 15 ft dia pipe would be installed in 30 ft sections and welded on site.

Ms. Swenson said that Tracy Boulevard is really small and traffic is heavy, especially during rush hour. Increasing truck traffic isn't good. Those roads were never intended for that kind of impact. Please reach out to the folks that are in that area so they fully understand what conditions will be like.

Mr. Ryan said similar traffic impact analyses would be done, just like those for the Central and East alignments. As the project moves forward, work will be done with the county that has jurisdiction over those roads.

Chair Palmer informed she would be exiting the meeting at this point and Vice Chair Keegan would continue with the meeting.

Mr. Gloski said previously there was a southern forebay that was quite large. The new design has no need for that because they're not using the same pumping station. Can you explain this? Looking at a map, Bethany is so small in terms of area, yet the forebay looked so big. Before, there was water being stored there and now it's just being pumped out to Bethany. It looks like the water storage is no longer really the focus. Can you explain this? Are there side effects since previously water was going to be stored and in the new design, it's just being moved along as it's being used?

Mr. Ryan said the main purpose of the Southern Forebay was to provide the balancing act for dual conveyance to allow the existing south Delta facilities and the new Delta conveyance project to work together. A certain amount of storage is needed because yes, they share the Banks Pumping Plant. That balance is needed to equalize so they can work together. Since Bethany does not use Banks, it discharges into Bethany and flows down the California Aqueduct, which is balancing flow at that point and the need for the storage is vastly reduced. Downstream, there is some need for balancing storage. The Southern Forebay wouldn't serve any purpose on the Bethany system because a pump station is not being shared with the existing system. Bethany is not a big reservoir, so when the state is lifting water into Bethany, it's on its way south immediately. The Forebay was not to manage downstream flow, it was to manage flow up into the pumping plant.

Mr. Gloski asked is there any connection between the new Bethany line and the existing Clifton Forebay?

Mr. Ryan said no, there is no connection between facilities and there is no desire for that because it's not necessary.

Mr. Gloski asked is there any way to store water in there?

Mr. Ryan said that hasn't really been considered. Probably not because by the time water gets to Bethany and the tunnel, because of friction loss from the river, it's so far underground that getting it into Clifton Court would required pump station.

Mr. Moran asked if the reason to have both the tunnel and the pipeline because of the substrate? It will be tunneled through the rock and the tunnel will go through softer ground?

Mr. Ryan said the reason for the tunnels, one, to pass underneath the existing CVP Delta-Mendota Discharge penstocks. The small one that goes underneath is where the federal aqueducts are. It could go over the top of them or underneath. It's set up like this because it gets pretty technical with surge control, so it's better to go underneath. They are being tunneled because they need to be in service and they are large pipes. It's the crossing of two major facilities. At the end, that is a tunnel because it's a conservation easement which is a limiting factor. Tunneling under the conservation easement, so the tunnel ended up a little longer than the width of the easement due to the grades affecting the ability to tunnel underneath.

Mr. Moran asked to clarify, the purpose of the forebay is not storage during high flow events, it was just to set up the water to be pumped through the Banks plant? Are there any capacity issues at Bethany to hold Banks and the pipeline going full-bore?

Mr. Ryan said yes, it is what's called equalization storage that allows for the management of the inflow. The Banks Pumping Plant can pump as much as 11,000 cfs and the project is basically 6,000 cfs. The Clifton Court system can operate at the same capacity. It's really to allow the facilities to balance each other and make more efficient deliveries to the SWP. There are not capacity issues, but the downstream canal is designed for the same capacity as Banks. For small periods of time, some of the storage at Bethany could be taken, to overpump the downstream canal. But really, if pumping at 6,000 then Banks has to pump at less than 6,000. It can't be taken downstream.

Mr. Gloski said it seems that there are these two parallel systems and pumping plants together. In terms of operational flexibility, if something happened at one and the other needed to be used, would you consider tying those two together? If there was a forebay there, there would be flexibility, right?

Mr. Ryan said it’s what we’re doing with tying the two systems together with Bethany Reservoir. The system goes for hundreds of miles to the south. The existing pumping plant could not be used with Bethany even if they were connected together, due to the difference in the water levels. Wouldn't be able to use the Banks pumping plant with Bethany. Because of friction loss from the river, by the time the water gets to the Southern Forebay, it would have to be lifted up because it's 50 feet underground.

c. DWR Updates

Ms. Buckman provided an Environmental Review update. The last step that has been completed in the Environmental Review Process is the Scoping Summary Report, but the Agency Outreach Plan is in progress. This is the internal plan and process for working with the agencies for CEQA. Work has also been done on Project Definition related to formulating alternatives and identifying methods to complete the technical analyses that will feed into the impact analysis.

For CEQA, the team is working on existing conditions, documenting conditions currently in place, and identifying analytical methods for the different resource areas. They are finding some models so they can be used as part of the effort and analysis.

For NEPA, the Army Corps closed their scoping period on October 20 and received about 90 comment letter or emails. They are working to process those comments.

For Soil Investigations, field work has started under Initial Study/Mitigated Negative Declaration. As shown earlier this meeting, some of these will continue through next year.

For the Community Benefits Program, DWR is preparing for a discussion of a Community Benefits Program concept at the December SEC meeting working on a framework for that program.

For the Environmental Justice Community Survey, the survey is open through the end of November.

Ms. Mann asked if CEQA is being done on all three alternatives or just one? It seems like this has been going on for a while. When will it be known if there's going to be a project and if there is one, where it's going to go?

Ms. Buckman said they are analyzing the Eastern, Central, and Bethany alternatives. The team is still determining how to layer in operations, which may increase the number of alternatives. A preferred alternative will not be chosen until just before release of the Draft EIR. Even at that point, the preferred alternative will be a recommendation based on the environmental impact analysis but there will be no decision until the process is complete. Under CEQA, a preferred alternative must be identified in the Draft EIR. Before a final decision can be made, we need to hear from the public. The final decision will not be made until after the Final EIR. It's a long way away.

Ms. Mann asked who will make the final decision? At that time, will fiscal impacts be examined as well?

Ms. Buckman said DWR is the agency completing the document, so they will finalize the Notice of Determination. The governor is the ultimate decision maker. The idea of CEQA is to make it clear what the tradeoffs and impacts are.

Ms. Mann mentioned that the governor has no knowledge of the Delta.

Ms. Buckman said the purpose of the EIR is to document impacts and tradeoffs to help decision-makers understand the implications of their decisions.

Ms. Mann asked if it would matter which communities contribute more to the governor than others?

Ms. Buckman said no.

Ms. Martinez said this is a great refresher and just know it's a prescriptive process; it is not a fast process.

Ms. Mann asked if fiscal recommendations will be made as well?

Ms. Buckman said the state is not funding the project; the water agencies receiving the water are paying for it. They will all have their own fiscal processes for deciding that funding effort. As the state, a cost benefit analysis will be done, but that will be after the CEQA document in order to know which alternative to include in the analysis. The State would issue bonds but the money to pay for them would come from water contractors directly.

Ms. Swenson asked if there is another opportunity for public comment besides this forum? I want to ensure that there is other outreach for the public to engage.

Ms. Buckman said the SEC is not going to satisfy CEQA requirements for outreach. DWR posted a response that CEQA related outreach is being done aside from the SEC, particularly around the time that the Draft EIR goes public.

Mr. Gloski asked if one of the alternatives that the governor will be evaluating the no-action?

Ms. Buckman confirmed.

Ms. Barrigan-Parrilla commented that money coming from public agencies is public money. It would be great if the DCA reviewed financing of the project because it could bring a lot of clarity. There are some important upcoming votes for MWD.

Ms. Martinez responded that one of the struggles of this committee is that there are guardrails of what this committee can discuss. That is one of those issues because it doesn't necessarily talk about engineering or construction.

Ms. Mallon added that the water bill pays for it. That money would be used to repay this bond. DWR would essentially invoice the payment. The water contractors are still paying back the bonds used to pay for the original system. If it is helpful to do a primer, that can be done. It is out of the purview, but it is straightforward and easy to do. The voting is regarding the funding of the planning phase of the project, not on the design and construction phase.

Ms. Barrigan-Parrilla said it gets weird for the public when agencies are voting on different bonds for different agencies. It should be done more clearly.

Ms. Mallon said that can be done. Perhaps maybe DWR and someone from MWD.

d. SEC Questions or Comments on September 23rd Meeting Presentation

Mr. Hsia asked what is the most important advantage of Bethany over the Southern Forebay? Is there less cost and less footprint?

Ms. Mallon said the Bethany Alternative eliminates all those facilities that were required at the Southern Complex like the forebay, the tunnel, and the connection into the aqueduct. Those are replaced by a pump station that pumps the flow directly from the tunnel and up into Bethany Reservoir. There is a difference of what facilities are needed. Bethany does have a slightly smaller footprint because the Southern Forebay is eliminated, which was about 750 acres. It also gives a separate fully redundant system. The Eastern and Central alignments connect directly into the pump station, which takes the flow up to Bethany. This is a more autonomous parallel system as it pumps directly into Bethany. Those are the engineering differences for those two options. The recommendation of the alternative will come down to the work that Ms. Buckman does. Cost doesn't play into the analysis.

Ms. Buckman added that there is a smaller surface impact and therefore has the potential to reduce environmental impacts, but the details of the environmental impacts are still to be studied.

Mr. Gloski said there are benefits to having some of that water in the south Delta, in terms of water quality and emergency response situations. While it's a separate system going up, it seems that there would be less operational flexibility. The separation could inhibit doing anything operationally down below. Having the ability to flush water out can buy some time along with a cross over in community benefits. This should be explored more.

Ms. Mallon confirmed if what Mr. Gloski was trying to say is that the volume of the southern forebay could provide some additional benefits in certain circumstances in addition to providing equalization to two pump stations that operate in sequence.

Mr. Gloski said that process would allow to dump into the south Delta but the completely isolated path up to Bethany removes that altogether.

Ms. Mallon said the team will help them see volume of the Southern Forebay and whether or not it falls into the range of something that could be impactful.

Mr. Gloski said he understands that there is a volume issue but he is not speaking in terms of weeks, rather hours or days.

Mr. Moran mentioned that the EJ survey is scheduled to end on November 30. Is that still the case? Are we satisfied with the response thus far to end on that date?

Ms. Barbieri said at this moment in time, November 30 is still the target but there is a lot to look at. We are still connecting with some partners in the community currently. There could be some flexibility.

e. Public Comment on Item 4

Deirdre Des Jardin, research analysis and policy advisor for Delta Legacy Communities Inc., which supports and advocates for Delta communities, said she has significant questions and comments to make. There is no way the organization can engage within three minutes of public comment considering we didn't receive the materials in advance. It's hard to have comments on information not given beforehand. This isn't a public process, but as far as other organizations and their experts being able to participate in this, is a disaster. There's not a way to get questions answered, let alone providing 3 minutes of comments on a very long presentation all while claiming it's a public process. It is cutting out input on those impacted by the tunnel project and those experts who have done construction on the tunnel project.

Osha Meserve, Local Agencies of the North Delta. I agree with Ms. Des Jardin regarding the small amount of time for public comment. Waiting hours for a few minutes to speak is not adequate. In listening to the responses for questions not responded to yet, it's clear the project has no respect for private property and local communities. The DWR owns very little property required for this property. All the land that would be necessary would have to be taken, probably forcibly, from families living here for generations. It relies on taking people's water directly because those water rights belong directly to people with water underneath their land. It's taking people's land and water rights. It's not transparent to talk about water demands and present charts without informing how much is needed. The same goes for sediment trucks. During the operation of the project, the high end of exports is unknown. Certain issues have

become more apparent for this discussion, which may be helpful. We need an integrated water planning process that takes into consideration local needs and is planned alongside locals. The project is coming not as a partner but taking over.

5. FUTURE AGENDA ITEMS & NEXT MEETING

Ms. Mallon discussed future SEC topics. The Original Charge of the SEC was presented to remind what the aims were for the Committee. It was developed by the DCA to work collaboratively with a group of Delta stakeholders to help solicit feedback and receive site-specific information on how engineering modifications might be made to reduce the effect of the project. Many changes have been made to the design as a result of these discussions. It's understood that participation doesn't necessarily mean support for the project.

When the Committee was formed, there was one identified alternative, the Central and Eastern Corridor Design. Delays were experienced with issuing the NOP and significant changes from the DCA. The SEC was originally anticipated to end mid-2020, but it's actually finishing closer to the end of the year.

Currently, work for the Central and Eastern Corridor has wrapped up and the focus is on the Bethany Alternative, which is planned to be wrapped up by first quarter of 2021.

The team is a proposing a schedule that continues the SEC process through 2021 to include topics such as a continued update on Bethany, feedback on a Community Benefits Program Framework, update on Geotech Studies, and design changes for mitigation. These design changes could include air quality, noise, traffic terrestrial resources, and agricultural resources. The team thought it would be helpful that as DWR requests any changes, they are brought to the SEC as well. In some cases, there would be multiple ways to address these issues and the SEC would be used to solicit feedback on preferences of alternatives.

Ms. Mallon added that although this is consistent with the initial goals of the Committee, it's understood that this would be going past what was originally anticipated. Is the SEC interested in continuing on through the next year, if not monthly, perhaps every other month?

Mr. Wallace said it's a good idea to continue these discussions and it's a good idea for the SEC to participate in a community benefits program. He disagrees with the suggestion for the SEC to help identify places for noise monitoring as it seems like direct involvement in CEQA. There is a lot of CEQA discussion.

Ms. Mallon said the design changes coming back do fall within the design of DCA purview and does stay within the original SEC boundaries. This is just regarding continuing to keep the SEC involved in the iteration process from an engineering perspective. It wouldn't be a forum to discuss mitigation measures in general, as that sits with Ms. Buckman's team.

Ms. Swenson said she would be happy to spend more time talking about the important things that will have direct impacts on the community such as air quality, noise, and protection of agricultural resources. DCA needs the input of the SEC to ensure that they better understand the realties and parameters of the Delta. She would prefer that the focus is away from community benefits discussions.

Mr. Gloski said he appreciates the opportunity to have information flowing in both directions and provide input. The experience has been really positive and there is a lot of value in continuing.

Ms. Moreno added she would like to see more done with community engagement, especially in terms of having hard copy information available to some Delta communities.

Ms. Parvizi said the team is more than happy to continue that. If others are doing outreach or working in communities that have a hard time accessing connectivity, please reach out to the team.

Ms. Mann commented that her concern with the community benefits discussion is that in terms of also trying to figure out the feasibility of the project, it seems like quid pro quo.

Ms. Buckman mentioned that the community benefits discussion would not be to determine specific recipients of potential benefits. It would simply be to look at the framework to determine how those decisions might be made eventually, focusing on process, targets, and objectives.

Ms. Mallon added that they are not asking the SEC to be the exclusive deciders. It would just be one of the topics brought to the SEC periodically to comment on. Certainly, elected officials and various organizations or communities in the Delta, would be utilized to solicit feedback for the framework. The SEC just has the benefit of understanding the project at a deeper level than the public in general. Soliciting feedback from the SEC would be especially helpful in using the knowledge gained in the last year.

Ms. Martinez clarified that the idea initially came from some of the committee members.

Mr. Hsia said that he has gotten a lot of satisfaction from the process because he has used social media to advertise the report he has put together. Many people have reached out to him with questions, so he feels fulfilled as a conduit.

Ms. Barrigan-Parrilla added that in terms of continuing to meet and looking at the Bethany Alternative, it makes sense. The community benefits discussion can be viewed the same as the finance discussion. Transparency is key and it's important to know what the DCA and the state are thinking, and to be able to provide input. Things go wrong when people begin meeting in subgroups angling for their respective positions.

6. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

This is the time and place for SEC members to address the Committee on matters that are within the Committee's jurisdiction but that are not on the agenda.

There were no comments at this time.

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.

Caty Wagner said it has been said since July that there is not a true no-tunnel alternative being studied in the EIR. There is no investment on projects around the state to reduce reliance for water on the Delta. The DCA is going to continue to hear that until something is done. Someone said it's not a publicly funded project, but it is considering it's 65% funded by Metropolitan. I live in Los Angeles and we see it in our water rates and property tax. It's already incredibly expensive to live in Southern California and would hate to see it only increase. Regarding communication, these are sensitive topics since we're talking about taking away people's homes that have lived here for generations. This needs to be respected and every voice needs to be included. I could understand why some people aren't willing to meet with you even if the offer is there. Open communication is something that needs to be pressed more.

Deirdre Des Jardin, Delta Legacy Communities, mentioned the Delta Reform Act from 2009 mentioned that the state goal for water supply be achieved in a way that restores, protects and enhances the Delta as a moving place. One of the key issues is that the previous project did not comply with the Delta as place policy. This is supposed to have the DWR reduce conflicts in current and future land uses. The DWR is required to consider comments by local agencies which include the Delta counties, that are elected representatives, and the Delta legacy communities, as well as local water agencies and local reclamation districts. It's disingenuous saying it's wrapped up even though it's never been said how this process relates to the DWR implementation of the Delta Plan Policy DPP2. We know the DWR has been presenting to the Delta Stewardship Council that these meetings are a part of that outreach. Ms. Whaley had asked directly for an explanation. I would like to request that you explain clearly how this process relates to Delta Plan P2.

Osha Meserve, Local Agencies of the North Delta said she heard a few times that there is no project. It sounds like a weird thing to tell the agencies that are getting ready to gather the funds and go into four more years of planning, especially with a project that already has 10 years of planning and has costed over $300 million, much of which was taxpayer and water district money. The best thing ever would be no project.

8. NEXT MEETING

Vice Chair Keegan informed that the next SEC meeting will take place on December 9th on RingCentral.

9. ADJOURNMENT

Vice Chair Keegan adjourned at 6:44 P.M.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING
Wednesday, December 9th, 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 3:00 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 Anna Swenson, Barbara Barrigan-Parrilla, Cecille Giacoma, David Gloski, Douglas Hsia, Gia Moreno, Isabella Gonzalez-Potter, James Cox, Jim Wallace, Karen Mann, Lindsey Liebig, Philip Merlo, Malissa Tayaba, Mike Hardesty, tribal representative alternate Chairman Jesus Tarango, Dr. Mel Lytle and Sean Wirth. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance.

Members Angelica Whaley, David Welch and Peter Robertson were 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 stated that this meeting has a change of platform within RingCentral which places the SEC members in a different virtual meeting room than attendees. The SEC discussion and public comment processes remain the same. Attendees will remain muted and not have a video option unless they are speaking during public comment. The DCA will unmute the speaker however the speaker will have the option to turn on their video. The SEC members have full control of their video and audio. The chat function will not be used in this meeting even though it can be seen.

Ms. Palmer reviewed housekeeping items. Members of the public can request to speak during the public comment period by emailing publiccomment@dcdca.org. Written comments will be added to the record but not read during the meeting.

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 the Meeting Facilitator Valerie Martinez.

Ms. Palmer noted that this meeting pertains to engineering topics only and discussion can only contain topics in the DCDA purview.

3. MINUTES REVIEW: November 5, 2020 Regular SEC Meeting

There were no changes to the minutes.

4. DWR UPDATE: STAFF PRESENTATION & COMMITTEE DISCUSSION

4a. DWR Planning Status

Ms. Buckman briefly presented a DWR update. She said the team is still working on CEQA documentation and the focus has been on documenting existing conditions and providing models and tools to prepare for impact analysis. Some soil investigations have also been worked on. Ongoing soil boring is taking place until next week, then there will be a break until spring. She reminded that the Environmental Justice survey is closing on Friday, Dec. 11.

4b. Community Benefits Framework Discussion

Ms. Buckman moved on to introduce the community benefits discussion. A community benefits program is a defined set of commitments made by project proponents and created in coordination with the local community. She emphasized that the main focus of today's discussion is the process. The idea is that it be developed together with the community. The commitments are made separate from and in addition to permit conditions and environmental mitigation. If there is an anticipated impact, ways to avoid or reduce that will already be explored through mitigation. The community benefits program can include a wide range of benefits to address effects beyond what may be afforded by existing regulatory processes. The program is a demonstration of goodwill and concern regarding adverse effects communities may experience through construction of major capital works.

Ms. Barbieri continued the presentation. She added that the goal with the program is to identify and build in aspects of the project that could provide lasting benefits to the Delta communities. The program would provide opportunities for Delta communities to articulate ways the Delta Conveyance Project can address project conflicts with any local Delta uses that affect the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place. The economic development opportunities are potentially substantial. This would be best achieved with local insight through collaboration.

A community benefits program would aim to provide a mechanism for the Delta community to identify opportunities for local benefits, provide a mechanism for the project proponents to demonstrate good faith, transparency and accountability to the community through commitments developed with stakeholder input, and support project consistency with the Delta Plan policy DP P2 and, ultimately, the state's coequal goals for the Delta.

The goal would be to build on and be responsive to the work that Delta communities have already done in creating a local vision. This could include the Delta Plan, National Heritage Area, Conservancy Grant Program, and other local community action plans and master plans.

Conceptual categories of benefits could be Delta As Place fund (a community driven fund) and project implementation commitments which could be hiring practices or local business commitments. This could also include broadband service, sidewalks, electric bus service, or bike lanes.

Ms. Barbieri explained that there are three distinct but complementary processes that come along with the project which are regulatory mitigation, community benefits program, and an ombudsman program. Each in their own way aim to be responsive to requirements and also to the community.

Ms. Mallon presented case studies and best practices. The case studies she chose to include were the LAX Expansion Program, NYC Dept of Environmental Protection Croton Water Plant, and various offshore wind programs in the US and international.

The LAX Expansion case study is an example of a very long-term project, with various phases of implementation. A new organization was formed that served as a negotiating partner with LAX. This coalition was responsible for coordinating input from a diverse array of existing community organizations in the area. This streamlined gathering the information and the negotiating process. There was a wide variety of benefits categories that included things like noise, which

could include things like funds for soundproofing affected schools and residences. Economic development was another category that could include local hiring programs to give priority for jobs at LAX to residents and low-income and special needs individuals. Another was community health which could include funds for studying the health impacts of airport operations on surrounding communities. The last category was air quality emissions reductions, which included electrifying airplane gates to eliminate pollution from jet engine idling.

This list of priorities from the community was developed before further developing a list of projects within each category. These were memorialized with a signed agreement and the organization releases a progress report yearly laying out the achievements and the performance metrics. They also have a third-party monitor that helps them mediate the program.

The next case study was the NYC DEP Croton Water Treatment Plant (WTP). It was a $3.5Bil project with the selected site on a public golf course in Bronx, NY. Agreements for this project were negotiated in two areas: on-site impacts to the golf course and to the broader Bronx community. There was a community monitoring committee formed that held monthly meetings to review the overall progress and updates.

There was a temporary driving range and course reroute built prior to the start of construction and payments made for lost revenue. Post-construction, a new driving range and clubhouse were built. This example shows how to integrate the benefit into the design and construction process.

The second set of benefits that were to support the Bronx community included support for Bronx borough parks, such as a borough-wide tree planting fund and contributions to the parks department in New York to upgrade existing parks to absorb the diversion of park users from that of the treatment plant location.

The last case study focuses on the example features of offshore windfarms. These examples include ones where the local community is not necessarily the exact benefactor of the project, but they endure a significant portion of the construction, as well as visual impacts. The communities for each of the projects received a portion of the profits of the power as part of these agreements. There were also some environmental restoration projects, like the funding for the restoration of Bird Island with the Cape Wind Project in Cape Cod. In North Norfolk, England, a grant program was established for assistance on local projects such as the upgrade of a local village pond as its adjoining land. Power and fiber optic lines were added at the Block Island Wind Farm in Rhode Island to connect the island to the mainland grid to provide high speed internet and eliminate a diesel fueled power plant. They hired an ombudsperson to help keep the town informed. They also had grant money to hire a third-party expert to help understand the planning submission drawings and other technical issues.

As community benefits programs have been around for decades, it's led to an expansive list of best practices. Ms. Mallon highlighted some especially important to the Delta project. These include a grassroots process with open and transparent collaboration to encourage broad community participation and outreach to interest groups that do not always have voice or participate. The results of all meetings will be recorded and made public. Participants will be made aware that their participation does not affect their rights in the planning process, in this

case, CEQA. It's important to build on plans and strategies that have already been developed in the community and ensure that benefits are fair and proportional to the project magnitude. Clear oversight and a monitoring programs are important to ensure the sponsor and recipients are meeting their responsibilities.

Ms. Barbieri continued with next steps. Phase 1 is Information Gathering which would take place through February 2021 and include interviews. Phase 2 would be Develop Community Benefits Program Framework and would take place through December 2021. Phase 3 is Complete Benefit Identification and Finalize Program. Phase 4 is Implementation and Oversight.

Information Gathering would include interviews with Delta stakeholders and stakeholder groups to introduce the proposed Community Benefit Program concept and solicit initial feedback. These programs require communities to be clear on what they need and the long-term benefits that can be derived. Local planning organizations can often serve that function to work with citizens to develop long term plans. Input is needed on how to navigate the current Delta community structure and identify methods to work collaboratively with the community to develop the program and stakeholder identification.

Included in the Framework Document could be benefit categories and goals, tenets and stakeholders, objectives for each benefit category, and process design. The community engagement approach would be to first conduct interviews with community members and community groups. The thought is that the SEC would also be interviewed as one of several groups but could be done as individuals. These would all be documented and published for transparency.

Public workshops would come next. These would be a space to review the interview results, present draft language, and solicit public input. DWR would then use the interviews/workshops to prepare the Draft Framework. The current thought is that it would be included as an appendix to the DEIR.

Ms. Buckman closed the presentation with the core commitments. These include:

1. Transparent – Open process to collaborate effectively.
2. Constructive – Participation in good faith with the community to create a positive legacy.
3. Inclusive – Broad stakeholder participation to expand capture of voices.
4. Fair – Benefits related to localized nature of effects.
5. Unconditional – Community benefits are not dependent on support for the project.

Chair Palmer pointed out that it makes sense for DWR to include the SEC in this process because they know so much and have been so involved thus far. She expressed hope that the SEC will be open to participating.

Ms. Martinez provided some talking points for structure of the conversation including: do you understand the concept? Do you have any thoughts about how the SEC fits into the Framework development process? Do you have recommendations for who to interview? She reiterated that this discussion is focused on a potential framework, not what the benefits themselves will be.

Ms. Moreno asked if there are any community benefits examples that take place in a rural area? The examples in the presentation don't outline how a project of this scale would affect an area like the Delta. How did the programs work? Things like job training and such, when would that take place? There are a lot of agricultural jobs in the Delta. How would businesses function with traffic and such? It would bring more comfort if these types of issues were addressed.

Ms. Barbieri said the case studies were just a few examples, more so of the overall process. There surely are many more that the team could provide. Keep in mind, with the community benefits program, the idea is to acknowledge that a major project like this has an effect on the community, but benefits can also accrue to the community. The community needs to have a way to provide input though. These are great questions that would come out of the process that is developed. Right now, it is conceptual and needs to be organized to eventually get to those types of questions along the way.

Ms. Swenson said after researching other projects in California that DWR has participated in with community benefits programs, the one in Diamond Lake stood out. It's located in Hemet and was the largest earthwork project in the US at that time. DWR conducted this same process but a majority of the promises made were never completed. A majority of the community members there aren't satisfied. How can DWR be restructured to ensure that they are responsible for these projects and carry out what they promise to these communities? These examples hold opposition and problems that the community is left with. It seems like this project is promising the community what the Delta was supposed to get with the Delta Reform Act of 2009. Operations are an ongoing negative effect on the communities, and they have no say in how the project is operated or mitigated.

Ms. Barrigan-Parrilla said in terms of the way the community benefits process has been designed, putting together the plan makes sense. The transparency is good. The SEC fits into the framework because people here represent different constituencies. Interviews could be done with small groups that deserve a voice in the process. The initial framework needs some more work from the DSC. Vulnerability also needs to be part of the discussion. There needs to be protection around the community for flood threat. There will ultimately be water quality implications as a result of the project so DWR should begin talking with the community about mitigation for the project. The community needs to be engaged with the negative impacts that could occur. The framework is right. There aren't enough of those community benefits elements yet though.

Ms. Barbieri said one of the other things DWR has been working on is an outreach plan for the next 18 months. This acknowledges that the SEC has narrow focus, so this includes other topics that the community outreach needs to focus on in order to be successful. Hopefully by next year the team will give a solid outline for what DWR will do about outreach.

Ms. Barrigan-Parrilla added that there is a lot of uncertainty for a community regarding the vulnerability assessment and water district votes. The whole thing needs to be a package. With that much change, the vision needs to be articulated with solutions.

Ms. Giacoma said having dealt with hundreds of stakeholders in the Delta, there is a lot of negative input from the community. There are people with six-figure incomes who are

supportive of the project, but there are also Delta community members who will be struggling with this project so when they reach out, they need to be heard for a successful project.

Mr. Cosio said there are some issues that may come up as community benefits that are actually requirements with mitigation. Hopefully those get sorted out. Are there cost estimates? This is a big project.

Ms. Buckman said in terms of mitigation, DWR will be working on that as part of the environmental analysis. It's a broad process trying to figure out the topics and objectives. By the time there are specifics, the team will have a broad idea of the process. This is looking at more of the effects not captured with an EIR. In terms of funding, not there yet. Work is being done in concepts and the process and not so much the specific dollar amount at this point. It varies widely.

Mr. Cosio asked is there a rule of thumb for how much money could be in this fund?

Ms. Buckman said there is not.

Mr. Gloski said the discussion has focused on the difference between mitigation and benefits; it's important to keep those separate. There was a lot of talk today about principles/mission statements and not so much the process and framework. This would include funding, project criteria, and how that is evaluated. This needs to be worked on. The discussion about maintenance is also important. For any of these benefits there needs to be discussion and budget for maintaining these items. Besides just monetary benefits, once the project would be done, there could be room for benefits to the actual Delta with what the project is able to deliver and its functionality.

Mr. Wirth said the environmental community is going to be looking at CEQA and NEPA. No matter how much money is available. The importance of the legacy will be a concern. As an example, maintaining the dairy industry is important. A plan that could allow the dairy industry to be more sustainable would be good. The agricultural community is a big part of this discussion and in need of benefits.

Mr. Wallace said for those that are in the Delta and have opposed the project, this community benefits process is a paradox. They're still opposed to this project but if they don't engage in this process, they may get nothing to benefit their community. He pointed out that anyone who chose not to participate in the process due to concerns of DWR transparency, forfeited an opportunity. The term "grassroots" should be used instead of "community." Moving forward, it's important to look at existing organizations, such as the Delta Protection Commission and Delta Stewardship Council only as technical experts, not as participants or signees to the contract that would ultimately come out of the community benefits agreement. The community benefit agreement is a signed contract. There are no guardrails, and the process doesn't have to be fit into a box. Think of it open-mindedly, or it will not go well. It has to go to grassroots. He suggested that it not be the same organizations, counties, etc. that are usually dealt with. There are lots of opportunities for small grassroots organizations to be formed or represented that aren't currently. Community benefits agreements are not a new process. He hopes they can find a way to move forward with this.

Mr. Cox said that fishermen are anxious to be heard, they want to be heard, and they are deserving of benefits. Fishermen have felt they are being ignored from this process. Hope they are included.

Ms. Barbieri said the team absolutely wants to include all of the stakeholders that want to be included in this process.

Mr. Cox said money comes from water contracts, where would money come from that pays from community benefits? Is it the end-user?

Ms. Buckman said the funding would be part of the whole construction funding so it would come from water agencies.

Mr. Moran suggested to really clarify what mitigation is and what is community benefits. The Davis-Dolwig Act and funding need to be separate and clear. He supports ongoing funding because more will be needed for maintenance and such. Staffing needs to be stated as well, so that the money isn't just for road repairs, etc., on an ongoing basis for a long period of time. Some type of an ongoing per user fund turns into a big amount of money with the scale of this project and wipes out concern for schools. Scale is really important. Really bringing forth to people in these meetings why this is still being done. The public hearings have been the team coming to propose a tunnel while the community is coming to oppose a tunnel. How do we get past that? The idea of sharing the vulnerability studies is good to give a better understanding and reasoning behind decisions. That upfront education rollout is going to be critical. The SEC has good members who will help with that.

Ms. Barrigan-Parilla said there are grassroots categories. There are rural groups that will live with construction changes and people who will live with long term secondary impacts due to water quality of air pollution. It's not an urban community thing, it's an everyone thing. The AB 617 process is very good, it has people that represent organizations and then there are people that are just community members dealing with the impacts. AB 617 is for environmental justice communities and the participants receive stipends. That is a good idea. Dealing with people in the community are a gateway. Also avoids being taken over by politics.

Mr. Hsia said at the last meeting held with the Delta Protection Commission, they talked about the Sustainability Plan and the next five years. The marina industry in the Delta was high hit, so the benefit needs to improve the marinas. How is it perceived that the money is being used to help out private industries? Is it acceptable?

Ms. Barbieri said it's all on the table, having looked at other programs. It's also part of the community and a result of vetting different projects that come up. Once that step has arrived, it will be discussed. There would also need to be metrics, accountability and follow-through on how funds are used. There would be specific goals and timeframes. However, that organization is set up to vet and monitor, that would be part of the agreement.

Ms. Parvizi said for example, if the community needed help with something, to do that it would be giving money to private entities, but it would indirectly benefit the community as well. It will lift other areas in the community.

Ms. Moreno asked how will this process be diversified? There have been translations to Spanish, but some people weren't aware of this so how can we ensure that we get their voices as well? Will there be a translator?

Ms. Parvizi said absolutely. That is done as much as possible. It wasn't mentioned so thank you for the reminder and it will be brought up.

Ms. Moreno mentioned she hasn't seen a reference for people on the DCA website. She hasn't seen a way to get translated maps to people.

Ms. Parvizi said the new website can be translated but the issue is with PDF documents. The response to most state agencies is they just got rid of the back haul of material because they couldn't afford all the translations. The materials can be translated. If anything needs translating, please reach out. The team is aware. It gets tricky with DCA's requirements since it's not a state agency. Very few people took the survey in Spanish or Tagalog, so it's also a process of figuring out where to focus.

Ms. Moreno added that a lot of the materials are being requested in Spanish and this would be helpful to get to residents, so they know what's going on.

Ms. Parvizi said a translator can be organized for a presentation in groups.

Ms. Giacoma expressed concern about bridging the gap between the people against the project and winning them over to the efforts of good faith from the project team. Alternatives that are less destructive should probably be explored because more people would get on board. Consider the constructive element.

Ms. Swenson asked when does the project and money kick in for the community benefit fund? After the project, in years, or immediately?

Ms. Buckman said the detailed timing is still part of the process. The funding would not be available until the start of the project is approved. DWR is looking for feedback on whether the community prefers a large block of funding or disbursing smaller amounts over a longer time.

Dr. Lytle said it's an interesting proposal in the sense of community benefit. There was an effort by Secretary Crowfoot months back to gather stakeholders in the Delta to start a process that included discussion about how the project may impact as it's being developed but this faded. Is this a new process? There is a vast area between support and opposition, the City of Stockton opposes this project still. It's important to understand the intent. There is a division between regulatory mitigation efforts and a community benefits program even after construction is over. There has to be a way to better define how this will work. For this to be successful, need to identify those who are/could be in support but also those who oppose because this is a longstanding issue in the Delta. There needs to be change, which is critical to a process like this to be successful.

Ms. Barbieri said one of the slides that Ms. Buckman presented with core commitments laid out that community benefits are not dependent on support for the project. The goal is not to pull

support but just engaging in the community benefits. Participation in the discussion doesn't pull away from any disapproval to the project.

Ms. Buckman added that it is a core commitment from their end. This will continue to be a concern.

4c. Public comment on item 4

Ms. Osha Meserve representing the Local Agencies of the North Delta noted that the project implementation is one of the phases that can be looked at with respect to community benefits. One of the big concerns with the project is the long-term effects of water quality in the Delta. Looking at past versions of the project with respect to water quality, proponents generally stated that if the project complies with D1641 it does not constitute a significant effect. In trying to understand the operational scenarios last time, there were changes in salinity that would make it more difficult to grow crops in the Delta. Most of the farmers do not consider D1641 equivalent to better water quality for sufficient use. An attempt to address that could be to include the Delta interests. There are cities that are concerned with water quality. They should have a role in the operation of project. The South Delta has an adaptive management which includes contractors, the state, the fed, and fisheries to participate. The cities are impacted by the operation of the project. A role for this is necessary because otherwise the exporters will take what they want and the Delta is left with the impact of that.

5. DCA UPDATE: STAFF PRESENTATION & COMMITTEE DISCUSSION

5a. Bethany Complex

Mr. Ryan began his presentation with updates for the Bethany Alternative. To review, the Bethany Alternative uses the same alignment as the Eastern Alignment up to Lower Robert Island Shaft, at this point the shaft becomes a double launch shaft. Two additional maintenance shafts would be needed, Upper Jones Maintenance Shaft and Union Island Maintenance Shaft. The tunnel reach from Lower Roberts extends to the Pumping Plant complex near the existing Central Valley Project facilities just south of Byron Highway. He noted that the Lower Roberts Island is the drive shaft in this alternative. The Bethany Alternative has two drive shafts, Twin Cities and Lower Roberts, and they are both doubles, meaning they drive in both directions. The pumping plant diverts the tunnel flow an pumps it up to a discharge structure along the shore of Bethany Reservoir via 4 parallel pipelines.

Mr. Ryan explained the schematic of the system configuration for the reception shaft. This one is key because it is inside the surge basin. The reception shaft drive will be for the tunnel coming from Lower Roberts and it allows flow in a surge condition. This means when the project is flowing, and the pumping plant has some kind of an upset, the water would need to go somewhere, so it would come out of the shaft and into the surge basin to be let back in later.

The surge basin is right next to the pumping plant and flow will go into it from the tunnel, but the water from a surge overflow needs to be kept out of the tunnel because as the water swings in, it would swing back towards the intakes. This would result in less water to overflow

back upstream in a surge event. The project has been designed so that potential surges would be contained within the various facilities.

The pumping plant is a deep structure with the pumps themselves inside. The pumping plant building itself is not very big above grade, and there are support buildings around it. There are surge tanks for the flows that come from the downstream side of the pumps. During a power surge, there is the flow coming from the tunnels and also the flow going up to Bethany Reservoir.

Mr. Ryan presented a graphic of the entire Bethany Complex. There is a blue line on the left of the graphic that is the tunnel alignment into the surge basin. The pumping plant will discharge into the aqueduct, shown in black, which is four pipes that will go to the discharge area shown at the bottom. The red lines are the permanent footprint and the yellow lines are the temporary footprint. The temporary footprint is mostly just support to build facilities. The Bethany facility would not be much different at completion than during construction, similar to the golf course project that Ms. Mallon shared earlier.

Zooming in on the tunnel, the tunnel comes into the surge basin on the left. The reception shaft has an underground tunnel connected to the pumping plant. The pumping plant would have pumps to lift water into the pipes. Each of the four pipes have surge tanks and valve banks. In the event the pumps were to fail, these tanks would feed the flow behind and up the hill. There is a new electrical switch yard for connection to the Tracy substation from WAPA. Some holes will be dug here and as much material as possible will be reused onsite. Since there isn't the footprint of the Southern Forebay, there actually aren't enough places where excess material would be needed. It would generally be piled on the side facing the Mountain House community.

The surge basin itself is about 30-40 feet deep. The surge basin shaft comes up and has a branch that goes into the pumping plant There is a bridge reaching over the shaft to dewatering and access. There is no building over the top of the pumping plant because everything is underground. The elevation here is about 40. There are some canopy structures where people could work outside protected from the weather. There is also an electrical building and an equipment storage building. The storage building is a little taller because there are cranes in there to do work. The substation is located as shown. The surge tanks are only about 25 feet tall and would be screened from views from at least Mountain House by the excavation stockpiles.

The main part of the temporary construction area for the Bethany Aqueducts other than the main corridor is the CLSM Batch Plant for the soil cement that will be used for the pipe trench. There are various places to manage the excavations. The red area is the permanent footprint of the project.

The discharge structure has four 15-ft tunnels coming in. They are pretty deep because they have to be underneath the conservation area. There is a valley in this area and the tunnels need to be well beneath that. The shafts are bigger than the tunnels for construction needs. The flow would come through the pipes and up into the structure. The water level is about 2/3 the way up the walls. It basically comes into a pool and flows out with low velocity into the reservoir. In order to ensure that the structure is protected from erosion, an area will be

riprapped and a cofferdam will be built to dry it out to work there, but would later be removed. There will also be a silt curtain. The main purpose of the structure is the transition from the aqueducts into the reservoir. The other part is in the event that something happens on one of the pipelines, it has to be isolated on this end so that the lake doesn't go draining back through the pipeline. Isolation will also allow the aqueduct to be pumped out to go in and work on it.

There is some red lines for the staging area as well. This area is not necessary to maintain any feature, but the red lines surround a permanent impact footprint. The area will need to be graded so its contours would be changed.

The schedule for Bethany is similar to the others, working off a 13-year schedule. The early works will be done with roads and such being built, then the reception shaft, and the pumping plant has connections to the pumping plant and the surge basin. The pumping plant encompasses the entire remainder of the schedule while the aqueduct and discharge structure can be built at the same time. The surge shaft is built in years 3-4 but the TBM isn't removed until year 11-12.

Mr. Merlo said he's curious as to where this location is by Bethany, Mountain House, and Clifton Court Forebay. There were a lot of references to indigenous peoples living in the area from the 19th century. Before the Clifton Court Forebay was formed there had been studies done in the 1920-30s of indigenous peoples that had lived in that area, both oral histories and archeological studies. Is consultation being done with the North Valley Yokuts Tribe? This could be done with Katherine Perez who is a former Chairperson of the tribe or Andrew Galvan. Do you know what their input would be and have you thought about potential mitigation with these findings and the land. Where would artifacts go if there was a consultation?

Ms. Buckman said the team is consulting with tribes that have native resources in the area to identify tribal cultural resources. The specifics are confidential but the EIR will include general information (without specific locations) presented in aggregate.

Mr. Gloski asked for a recap of the pros and cons list of this approach and the previous approach? Why did this get started?

Mr. Ryan said it's a smaller footprint since a 900-acre forebay won't need to be built. It would be built directly up into Bethany Reservoir which results in flexibility. That is an advantage to Bethany. The existing system to Clifton Court is still dependent on Banks. The Bethany version of Delta Conveyance Project would not be dependent on Banks. It's a big feature. If either system ever needs to be rehabilitated, there is a built-in backup.

Ms. Buckman said the team is looking at tradeoffs in terms of environmental impacts. Without the Southern Forebay, there is the potential for fewer impacts. More analysis is needed.

Mr. Gloski it sounds like the advantage is that there's a second pump to rely on.

Mr. Ryan said that is a big advantage, but it can only be used for the tunnel. A separate pumping plant would be necessary to feed the existing forebay and pumping plant, and someone could do that as a separate project.

Mr. Gloski said it's great for the redundancy and in the future, this repeated pumping station can be used so that way you don't have to use the next station only.

Mr. Ryan said it can only be used for the tunnel. A separate pumping plant would be necessary to feed the existing forebay and pumping plant, and someone could do that as a separate project.

Mr. Gloski said in reference to a comment last week, there was an overhead powerline going from Highway 4 down and was cutting through parcels. Can you provide a map of these parcels because a lot of people would be interested in this?

Ms. Mann said next to the inlet is a marina called Rivers End Marina. It is very active in the community. Is there an overview of Byron Highway and Mountain House Rd? Concerned about the effects to the boaters going in and out. They are mostly ski boats which are less than 10,000-15,000 pounds so they get pushed around a little more in the water. The water flow due to the increase of the intakes while the water is pumping into the Bethany Aqueduct at the same time as the Delta-Mendota Canal is concerning.

Mr. Ryan said keep in mind that the water is coming from the intakes at the North Delta, which is no different than the other alternative. Other than the changes in operation from dual operations with a new North Delta Diversion, in a different pattern than it would today, operations in the south Delta are no different than the southern and eastern. The impacts to people using the waterway in the South Delta would be nearly identical.

Ms. Mann asked would it be coming through the 40-ft tunnel?

Mr. Ryan said all of the flow in Bethany is coming from the 40-ft tunnel.

Ms. Mann asked to be shown where the tunnel goes. The people in this area don't have an idea that this could be a possibility. Would it be underground?

Mr. Ryan said it's 150 feet deep but it's not underneath the marina. It crosses the Old River there and the Delta-Mendota Canal, but it'll be 100 feet down. The flow into the system is the same as the others.

Ms. Mann asked will more water be put in Bethany Reservoir? Will there be a proposed expansion of Bethany Reservoir? Concerned about water pumping in two different directions but the water storage remains the same.

Mr. Ryan said theoretically it's the same amount of water coming from a different direction. There is no expansion, it will be delivering the same flows as the California Aqueduct. The main reason storage is not needed is because there is no dependence on sharing the Banks Pumping Plant with the existing South Delta diversions. This is still dual conveyance but a step beyond the Banks Pumping Plant; the facility does not need to be shared with the existing facilities. It takes it one step further downstream. In order for the balance of flows, the operational storage is needed. Bethany isn't necessarily storage. It is very small storage. The flow is essentially being pumped in the same direction.

Ms. Mallon said they can follow up and show some more detailed diagrams.

Ms. Mann asked is it correct that Bethany Reservoir is encased by the valley? What is the seismic activity? Hoping it's more stringent.

Mr. Ryan said Bethany has dams on the downstream side. There are all kinds of seismic criteria, probably more today than when the reservoir was built. The amount of water stored, nor the dams will be changed.

Ms. Mann asked do you have to beef up Bethany Reservoir dam for this project? When was the dam built? Was it the same people who built Oroville?

Mr. Ryan said no, the dam doesn't have to be touched. It was probably built with the rest of the project in the 1960s. Highly doubt it was built by the same people but not sure.

5b. Bethany Alternative Traffic Analysis

Mr. Hubbard presented on the Bethany Alternative Traffic Analysis. He reminded that this is not a CEQA EIR analysis. It is a planning study being done as part of the engineering work to identify the footprint of the project.

He reminded that the traffic is analyzed using Level of Service (LOS) and a grading level A-F. Levels A-C are good flows and allow traffic to move at the posted speed limit. Levels D through F have increasing levels of restriction from other traffic and make it harder to speed up and move around. LOS D is very common on urban roads that can be encountered on a normal day.

Most of the counties in the Central Valley have a LOS D target, including Sacramento and San Joaquin counties. Under existing conditions, that is already not being achieved. I-5 and I-205 see LOS F during peak periods of the day. SR-4 is LOS E during some points of the day. Byron Hwy is LOS E during some points of the day and LOS F during peak hours.

There are two parts to thresholds for remedial action. Construction traffic needs to create a LOS worse than the target LOS and the project's traffic is 10% or more of the total traffic volume. If both of these conditions exist, remedial action must be taken to make the traffic flow better. The target LOS is C for local roads, D for major commute routes (SR-4, SR-12, and Byron Hwy), and LOS D for any new roads built for the project. Note: this is similar to the LOS goals in San Joaquin and Sacramento Counties but with consideration of the project's traffic in relation to existing traffic (10% threshold).

The Bethany alignment has four main sites involved. At the north is the Lower Roberts Island Launch Shaft which will see much construction work at the beginning since it is a launch shaft. Then are the Upper Jones and Union Island Maintenance Shafts. These are relatively small, minor construction sites. At the south is the Bethany Reservoir Pumping Plant, Surge Basin, and Reception Shaft, which will collectively be referred to as the Bethany Complex.

The road serving Lower Roberts and Upper Jones is SR-4. Two sections were analyzed, one is close to the City of Stockton and the other is to the west of Bacon Island Rd. There is some traffic that will be coming up from the south on Tracy Blvd.
There is a big spike early on in the schedule when work is being done on Lower Roberts Rd. to build in the rail access. All traffic studies are done based on the peak month. The worst possible effect from the project is what will be shown.

Mr. Hubbard presented bar graphs for traffic conditions. The vertical axis is the traffic volume in Passenger Car Equivalents (PCEs). For reference, a car is one PCE and a truck is three. The horizontal axis is the time of day, starting at 6am and ending at 5pm. The blue bars are the volume of background traffic; traffic that would occur even without the project. The darker grey represents the truck volumes for the project and the lighter grey represents car volumes from workers going to and from the sites. The LOS is color coded with green being LOS A-C, yellow being LOS D, red being LOS E, and LOS F above that.

Beginning with the traffic conditions for SR-4 west of I-5, this area is already at LOS E for some periods of the day. This particular area is when SR-4 goes from a 4-lane road to a 2-lane bridge. The project would temporarily add 16% to the total so remedial action would be taken. In this case, it would be a park-and-ride shuttle in Stockton to take workers to the site. The result would be adding only 6% of traffic from the project and LOS would remain in E.

The background traffic for SR-4 west of Bacon Island Rd. is LOS D because project traffic would be minor. The target LOS is maintained.

For Tracy Blvd. between SR-4 and Clifton Court Rd., LOS would be C or better even with the addition of project traffic. Project traffic would be minor in relation to background traffic.

The peak month for Lower Roberts, Upper Jones, and Union Island, affecting Tracy Blvd. would be January 2027. For Tracy Blvd. between I-205 and Clifton Court Rd., project traffic would be significant in relation to background traffic, but LOS would be C or better even with the addition of project traffic.

For the Bethany Complex, there are various paths that the project traffic would take to reach those sites. Traffic would go on I-205, then north on Mountain House Pkwy., west on Byron Rd., to a new interchange at Lindemann Rd., then on a haul route to the site. Another route would be I-205, up Mountain House Pkwy to Grant Line Rd., through a roundabout to Mountain House Rd. to get to the Reservoir or shaft sites. The third route is from the west, coming from I-580 to Grant Line Rd., through the roundabout, and north on Mountain House Rd.

One of the main complications is Byron Hwy since it is already very congested for the majority of the day. The developer of that northeast quadrant, however, is widening the road from a two-lane undivided to a four-lane divided with turn pockets, allowing for a high capacity. They are only doing their frontage and a bit more, so DCA proposes to continue the expansion to the new Lindemann Interchange. The four-lane section would allow for a lot of capacity and good traffic conditions for both the project and background traffic.

Due to several different construction works at Bethany Complex, there are a couple different traffic peaks. The analysis was done for September 2033 since it would have the highest

combination of project and background traffic. Other alternatives had up to 21,000 truck trips in the peak month, but Bethany, with peaks at about 6,000, has much less problems to solve with regard to traffic because not as much is going to the sites and there are several routes to take.

The Lindemann Interchange allows project traffic to turn left without disrupting traffic. There is also a haul road there that would only be for construction traffic. This interchange would allow more capacity on Byron Hwy.

Where Mountain House Rd. and West Grant Line Rd. meet, there is currently a stop-controlled intersection that gets a lot of traffic. DCA proposes to replace and the left turns that make the stop signs necessary with a roundabout. This would allow the project traffic to get to Mountain House Rd. without having to go through the community at all.

The other road change being proposed is a bypass of Mountain House School. There isn't a lot of parking there and the school is very close to the road so having truck traffic go through here at a time when children might be crossing creates a safety issue. Existing traffic would continue to use the road, but the project traffic would use the bypass.

Without widening Byron Hwy between Lindemann Rd. and Mountain House Pkwy., existing traffic would be a LOS F during peak periods of the day and E during midday, so additional project traffic would be a big problem. With the widening with turn pockets, the traffic wouldn't change but the capacity would. The LOS would be C or better at all times of the day.

For Mountain House Pkwy. Between I-205 and West Grant Line Rd., LOS would be C or better even with the addition of project traffic. Nothing is needed here.

For Mountain House Pkwy. between Byron Hwy. and Arnaudo Blvd., LOS would be C or better even with the addition of project traffic. Nothing is needed here.

For West Grant Line Rd. between Mountain House Pkwy. and Mountain House Rd., LOS would be C or better even with the addition of project traffic. There is some more traffic later in the day due to cars avoiding the freeway, but project traffic would be minor in relation to background traffic.

On the other side of West Grant Line Rd. between I-580 and Mountain House Rd. going towards the roundabout, much more traffic is being added. The roundabout is expected to result in better operation so although project traffic would be significant in relation to background traffic, LOS would be C or better even with the addition of project traffic.

Mountain House Rd. between Bethany Reservoir and West Grant Line Rd., from the roundabout towards the school, there is not much existing traffic. Project traffic would be significant in relation to background traffic, but LOS would be C or better even with the addition of project traffic.

The final traffic conclusions for the Bethany Alternative are that the project would worsen traffic operations to an unacceptable level at two locations. The first is at SR-4 at the Swing Bridge where it's two-lane and traffic is near capacity. Project traffic would push it to LOS F. The

solution is to capture worker trips with a park-n-ride lot in Stockton to eliminate this problem. The second is Byron Hwy is already heavily congested, and project traffic to the Bethany Reservoir site would exacerbate the problem if no improvements are made to the road. Extending the current widening work to the proposed Lindemann Interchange would enable to project traffic to use this section while maintaining a good LOS. The Plus Project LOS on the other roads serving the Bethany Reservoir would meet the LOS target without capacity improvements.

Ms. Giacoma said regarding Bethany, when was the last seismic analysis done?

Mr. Ryan said they'll get back with that information and put it on the matrix.

Ms. Giacoma asked what kind of arrangement is there in this area with CHP and medical support? It's quite a way from a hospital.

Mr. Ryan said the team has evaluated the distance and this site is good, but there will be first responders and staff on the site. That burden will not be added locally.

Mr. Wirth asked for the Byron Highway road widening, how was induced demand done?

Mr. Hubbard said they believe it would be limited because there are two-lane sections on both sides. If you're just creating one 4-lane section and it's not controlling the total amount of traffic the facility would use, it wouldn't have induced demand effect. The widening would just be extended a bit further.

Mr. Moran said it seemed like the assumption is that the bulk of traffic will be coming from Stockton. Is that correct?

Mr. Hubbard said there may be traffic going to the northern site which is Lower Roberts Launch Shaft, that would be coming from I-5, whether it's Sacramento, Stockton, etc. From the south side, workers would be coming from the Bay Area.

Ms. Swenson said it's her understanding that the governor wants everyone to go all electric in the lifetime of this project so is that the intention here as well? She's worried about the air quality. Can you describe outreach to Mountain House community to install these roundabouts and widening? She's worried that they're unaware.

Mr. Hubbard said the team doesn't have any control over worker vehicles but when it comes to shuttle vehicles, there could be the option to make them EV.

Ms. Buckman said this was discussed last month as well. If an electric version of a construction-related vehicle currently exists, we are requiring use of that vehicle during construction. But we are not assuming that new options will become available.

Ms. Parvizi as soon as the Bethany Alternative came about, they started reaching out to Mountain House. They have monthly board meetings. Mr. Ryan walked them through. The team can also present to their Board. There have been changes to the county election-wise,

when that gets settled, we'll be reaching out again. That was a first round of outreach just for initial understanding.

Ms. Swenson said asked will there be land that will be taken or bought out because of widening roadways?

Ms. Parvizi said they are unsure at this point, not for the preliminary discussion. There is a process. Folks that are willing and able would be the goal when it comes to land acquisition. There is still no project, it's a conversation that will come after. The best than can be done now is inform folks about the process and get them involved. This community will probably be much more interested now but has some catching up to do. This will also be on us to ensure it happens.

Ms. Swenson asked would you consider bringing on a representative from Mountain House like we did with Hood so that they hear all of this information and have a voice here?

Ms. Parvizi said yes, that's a good idea. Regarding Hood, they will be impacted regardless of the alternative. We'll discuss about Mountain House. Information needs to go out, and once Bethany is done, that changes. It is worth discussing.

Ms. Mann said many people really dislike the state route for the swing bridge on Highway-4, especially truck drivers of diesel rigs. Only one diesel truck can go across that bridge at a time and everyone else has to wait.

Mr. Ryan said there are no plans for trucks there, that's why South Tracy Boulevard was shown.

Ms. Mann asked if the traffic would come in from Stockton to Byron Highway then south to the construction site? Would Mountain House Pkwy be widened as well?

Mr. Hubbard said the orange arrows on the map are the three routes. One comes up from the south on Mountain House Pkwy to Byron Hwy, then over to the new Lindemann Interchange. From there it goes on to some haul roads, that are just for construction traffic. This is how the traffic would get there. They'll be coming in from the 205. We'll tell them to do it but they would self-select anyways because it's unlikely that anyone would want to take the two-lane route on Byron Hwy if there is an alternative. There are different projects that are widening it Mountain House Pkwy.

Ms. Mann said regarding the roundabout on Mountain House Road, from Brentwood and Discovery Bay and Byron, the traffic that doesn't want to deal with Vasco Rd takes that road. Going around the school does make more sense. Can roundabouts handle more traffic?

Mr. Hubbard said yes it can, especially with trucks because they don't have to decelerate and stop and then start up again. It's better for the environment as well because they don't have to stop and start.

5c. SEC Questions or Comments on November 5th Meeting Presentation

There were no questions or comments.

5d. Public Comment on Item 5

Ms. Meserve noted regarding the earlier part of the Bethany presentation, it seems like a long-term plan to not rely on the Delta and the Banks in the future. The current configuration is part of keeping the South Delta fresh for water users in that area. The Bethany Alternative seems to include not updating Banks in the long term. If that is the case, it should be part of the analysis, including the water quality degradation. The DWR should be transparent on this issue. These are important concepts in CEQA. It's important to know what the whole project is and all that is required.

Deirdre DesJardin asked to observe the climate vulnerability analysis. Unless the levees are raised, 35% of the Delta is going to be at risk of flooding about 10 years after the project starts operating. You're showing so many visuals of tunnel shafts and I'm not seeing how you will access these if the levees fail. Adaptation to climate change is critical. With respect to Mr. Nejad, you have not clarified to local agencies what the actual input process is under Delta plan DPP2. They need to have way more than three minutes to make a public comment. These stakeholders are lay people who aren't completely aware and don't have expertise in these local impacts.

Ms. Parvizi clarified that people with different interests and expertise are welcomed. Other outreach is also conducted outside of the SEC. If it is helpful to have members from Mountain House be a part of these meetings, the SEC can help conduct that outreach. This is not the only time these members will have a voice.

Mr. Anush Nejad representing the Mountain House community stated that members of Mountain House are concerned about the traffic impacts especially on Grand House Road. Grand House Road is a major way that residents access the freeway. We are looking at either roundabout or traffic signal at the intersection of Mountain House Road. Ensure that whatever is proposed from the project matches these updates from Alameda County. Additionally, avoid additional traffic especially during peak hours. It's currently bumper to bumper as it is. The one lane roadway has minimal traffic analysis and is very crowed already. Consider additional widening to Byron Road. Make sure that any truck impacts are studied further and please coordinate with Alameda County.

6. FUTURE AGENDA ITEMS

Ms. Mallon stated the last of the Bethany updates as well as the geotechnical updates from the last couple of months will occur in the next meeting on January 27th, 2021. There will also be an update on the community benefits information gathering phase.

Chair Palmer noted it might be helpful to have a high-level revel of the various Bethany Alternatives in a relativity simple format. Also, there will be an updated term glossary on the DCDA website. Any suggestions from the SEC members are welcomed.

7. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

This is the time and place for SEC members to address the Committee on matters that are within the Committee's jurisdiction but that are not on the agenda.

Mr. Gloski said it would be great for the SEC members to be able to raise issues that we would like to discuss in the meetings. The meetings are packed with good information, but it would be helpful to be able to dive deeper into other topics that we are interested in. Topics could be about delivery of water to the South Delta and emergency operations.

Ms. Swenson said it makes it hard to prepare for these SEC meetings if the meeting materials are given to them 40 minutes before the meeting. Without time to review the materials beforehand, she felt behind the whole meeting. She would like to politely request the materials a little sooner so the SEC members can have it and to send out to the public as well. It creates for a better meeting and output.

Ms. Parvizi understands and is frustrated too. Sometimes the holdup could be as simple as an incorrect number in a graph. Maybe in the future the approach could be to keep materials as is and included a redacted page if there are certain elements that need to be updated or worked on.

Ms. Swenson said she doesn't want to miss public engagement because of this.

Mr. Hsia asked in case there is a slightly weak levee, whose responsibility is it to strengthen that levee?

Ms. Mallon said that answer will be posted in the Q&A matrix. There will be a follow-up to that.

Ms. Barrigan-Parrilla stated it is imperative that the members of the DCA do not misspeak on positions when working with the water districts. The DCA will lose the goodwill that you gain by working with the water community. It's for the good of everyone in the state. You cannot misrepresent other communities because of what one community wants.

8. 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.

There were no public comments.

9. NEXT MEETING: January 27th, 2021

Chair Palmer said the next DCA SEC meeting will be January 27th on RingCentral.

10. ADJOURNMENT

Chair Palmer adjourned at 6:24 P.M.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING

Wednesday, February 24, 2021

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 3:00 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

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

Members Isabella Gonzalez-Potter and Philip Merlo were 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 stated that this meeting has a change of platform within RingCentral which places the SEC members in a different virtual meeting room than attendees. The SEC discussion and public comment processes remain the same. Attendees will remain muted and not have a video option unless they are speaking during public comment. The DCA will unmute the speaker however the speaker will have the option to turn on their video. The SEC members have full control of their video and audio. The chat function will not be used in this meeting even though it can be seen.

Ms. Palmer reviewed housekeeping items. Members of the public can request to speak during the public comment period by emailing publiccomment@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.

Ms. Palmer noted that this meeting pertains to engineering topics only and discussion can only contain topics in the DCDA purview.

3. MINUTES REVIEW: December 9, 2020 Regular SEC Meeting

Mr. Gloski commented on page 13 of the minutes. He would like to clarify that what he was trying to figure out was that if a new pumping station is put in, if the Bethany Alternative is carried out, could either an existing one or a new one be used interchangeably? The change was noted and will be applied to the minutes.

4. DCA/SEC Housekeeping Updates

a. AB 922 Brown Act Amendment – Social Media Postings by SEC Members

Ms. Palmer addressed some updates made to the DCA Board, as well as to the SEC. Mr. Robertson has stepped down from the SEC for personal reasons. Sean Wirth has also stepped down from his position.

Mr. Nelson presented an overview of AB 992. He presented the background of the Brown Act and who it impacts.

Mr. Nelson discussed serial meetings, which happen to be the most prominent issue with violations of the Brown Act. He then discussed emails and the importance of avoiding the "reply all" option. Depending on how far an email thread develops, it could violate the Brown Act. Mr. Nelson proceeded to talk about the new legislation that went into effect on January 1, 2021. This new legislation affects social media posts made by members of both the DCA and the SEC. He clarified that members of the legislative body can use social media to communicate with the public using an internet-based social media platform that is open and accessible to the public regarding a matter that is within the subject matter jurisdiction of the agency. It is permitted to answer questions and provide information to the public. These means of communication could be subject to the Public Records Act. However, a majority of the members may not use an internet-based social media platform to discuss agency business. Further, a member may not directly respond to any communication posted or shared by another member regarding agency business on an internet-based social media platform. These are special rules that only apply in the social media context, but it does apply to the SEC the same way it applies to the DCA Board and any other legislative body subject to the Brown Act.

Ms. Martinez mentioned that Mr. Nelson would be available for personal question via phone call after the meeting.

Ms. Barrigan-Parrilla asked what exactly is defined as Agency Business, is it how the SEC runs? Are they allowed to discuss topics of discussion if they need to gather feedback from people?

Mr. Nelson said that anything discussed at the SEC qualifies as agency business. One of the purposes of the SEC is to increase outreach, which gets at the first part of the bill. It clarifies that it is appropriate for members of the SEC to use social media to talk to the public. Those type of exchanges are not a problem. The only issue would be if one SEC Member were to reply to the posting of another SEC Member. Mr. Nelson advised that each person focus the outreach to their specific stakeholder group and ensure that they aren't responding to another member's social media post on that specific platform.

Ms. Barrigan-Parrilla asked if collaboration would be allowed between a minority of members over social media? They collaborate more online now than they do in-person due to the global pandemic.

Mr. Nelson said a minority of members can correspond with one another virtually, as long as it is not a social media posting. It is a bit confusing, because of the way the bill is written, it is something still being navigated and worked through. It does create a new and separate standard that applies to social media postings only. Hosting a webinar does not count as a social media posting. Hosting a webinar with less than the majority of the SEC would not be an issue. However, using Facebook to have a discussion with 3 other SEC Members about a topic through a posting, for example, would violate AB 922.

Ms. Moreno asked what would happen if they are already involved in another organization that falls under the Brown Act, does one cancel the other one out when having a discussion? This issue applies to multiple Board members.

Mr. Nelson said the majority of concern was about the type of forum the conversations and means of communication were conducted through. Colleagues are allowed to collaborate, as long as it is not through a social media posting. There is a new separate standard the bill places when regarding social media postings. If one were to host a webinar, they may do so as long as it maintains less than the majority of the SEC members.

Ms. Swenson requested a memo that outlines how the SEC qualifies as being covered by the Brown Act, as well as the SEC's relevance to the new law. She expressed the need for further understanding of the Brown Act and what its update entails. It feels like the SEC is being silenced. It's concerning that these limitations affect how members can communicate with each other and the general public during a pandemic.

Mr. Nelson said a memo was sent out to the SEC, but it can be resent. Further communication with Ms. Swenson to address her questions and concerns can be conducted one-on-one. Mr. Nelson said these updates were not something that the DCA came up with. He clarified that this was a bill that came down from the legislature and that it applies to all local agencies. He also mentioned that these updates were addressed to figure out how they could be adopted. Mr. Nelson said that it might be something the legislature might want to revisit after they think through some of the consequences. However, there is an obligation for DCA to comply with state law.

Ms. Palmer expressed that this is not something that one can adjust to easily, but that it is necessary in the moment.

Ms. Swenson said she doesn't understand why the SEC is governed by the Brown Act when they do not vote. She said they should not be considered a Board if they cannot vote.

Mr. Nelson clarified that the Brown Act does not define who falls into a legislative body depending on whether or not they vote. He also explained that committees formed by a legislative body do qualify. When the SEC was formed, it was known that they would be subject to the Brown Act.

b. DCA Board Update

Ms. Mallon went over updates regarding the DCA Board structure. There were new Board members present who she wanted to give background information to. Current and future DCA member agencies have voted on participation in the ongoing planning work for the Delta Conveyance Project. The vote included decisions on the level of participation in DCP, the funding agreement with DWR for DCP, and approval of a revised DCA JPA. A total of 16 Member Agencies signed the Revised Joint Power Agreement, which is the document that governs the DCA. All the member agencies signed the amended JPA.

Ms. Mallon reviewed the original Board composition and the current Board composition. The original Board composition consisted of four members: Metropolitan Water District of Southern California (two seats), Kern County Water Agency (Vacant), Valley Water (one seat), and all other classes (one seat each). The current Board composition consists of seven members: Metropolitan

Water District of Southern California (one seat), Kern County Water Agency (one seat), Valley Water (one seat), Class 8 (two seats), Class 2 (one seat), Class 3 and 7 (one seat each). There will be a continuation of SEC representation by Sarah Palmer (SEC Chair) and Barbara Keegan (SEC Vice Chair). They will remain in their respective roles.

Ms. Mallon discussed recent Board activities. The Member Agencies finalized their appointments of Board members and backups. The appointments ended in January. A Public Special Session was held on February 3, 2021. It was an Orientation Session that helped new Board members get orientated with paperwork, background on the DCA, and basic information to help them get better adjusted to their new role. The first regularly scheduled Board Meeting was held on February 18, 2021. The Board Meetings are regularly held on the third Thursday of the month. The reason there is a new Board layout is largely because of the amended JPA that occurred as the various agencies approved participation in the program.

Mr. Hsia asked who are the 16 DCA Agency members.

Ms. Mallon said DCA has a list on the website and that information would be sent out to SEC members during the meeting.

Ms. Swenson asked how many stakeholders are on the Board.

Ms. Mallon said that seven members represent the 16 agencies. Some of the members represent multiple agencies. Ms. Mallon asked Ms. Palmer to explain what her role is.

Ms. Palmer said that they are part of a Class 2. She used to represent 27 agencies, but now represents two agencies. Those agencies are Zone 7 and Alameda County Water District. They would probably tradeoff between representation of the two agencies.

Ms. Mallon encouraged participants to watch the Orientation Session to learn more about the new Board members. The new Board members introduced themselves during the Orientation Session and explained their role and the agency they represent.

Mr. Anabtawi briefly joined the meeting and introduced himself. He is one of the two Class 8 Board seats. Class 8 is essentially the Southern California Contractors who get water from the State Water Project on the East Branch of the California Aqueduct, excluding Metropolitan. He is one of the recently appointed Board members. Director Robert Cheng is also a Class 8 Board Member. Mr. Anabtawi's background is in the water business. He's been with the Mojave Water Agency for nearly two years.

Ms. Giacoma requested that every time a memo is to be sent out, that it goes to everyone.

Mr. Nelson said he was planning on sending out memos to the entire SEC so that everyone would have a copy.

Ms. Palmer shared that she finds it helpful to send memos to her attorney to send out to ensure that there are no Brown Act violations. She mentioned that Mr. Nelson is a helpful resource for this and other Brown Act-related matters.

Mr. Gloski asked whether the representation or the number of Board members corresponds with the number of dollars contributed to building the tunnel. How is DWR involved with the Board? Has there been any discussion of having some Delta representation on the Board?

Ms. Mallon said that there is not really any proportional representation, everything is distributed across all 16 water agencies. This is done so that there is a good distribution of voices heard within the DCA. The DCA Board governs the actions and activities of the DCA. When it was originally formed, the Board was anticipating a Design and Construction Authority. Now that they are back in planning, the JEPA clarified the role of the DCA to provide support to DWR. The DCA performs work at the direction of the DWR under the JEPA and they are also governed by a Board of Directors that is made up of the State Water Contractors that are paying for the project.

Mr. Nelson said that the relative share of planning cost is attached to the by-laws that were adopted earlier this month, in the DCA Board packet as an exhibit. He said that the DCA itself and its Board is just a collection of participating water agencies. The DCA's interaction with DWR is governed by the Joint Exercise of Powers Agreement (JEPA). It is a contract between the DCA and the DWR which clarifies what services are provided to the DWR during the planning phase. Mr. Nelson added that when the participating water agencies formed the JPA, they determined how the Board composition would be organized.

Dr. Lytle commented that the introduction to the new Board Members was important in understanding the changes to the Board and how it pertains to activities of the project, as well as what the SEC is doing. Dr. Lytle is trying to corral information in the sense that the DCA Board meets independently once a month or during Special Meetings. The SEC does this as well, but it is hard to cover activities of the DCA Board as well. If there is significant action taken by the Board, where the SEC can have part of their program dedicated to being briefed on DCA activities? He feels it is important to understand the dynamics of what is going on outside of what the SEC is tasked with.

Ms. Mallon said that they would be able to make those accommodations.

c. Public Comment on Item 4

Ms. Osha Meserve, Local Agencies of the North Delta, noted that there was a mention of amendments to the JEPA. A key point was that the date of payment for the $43 million loan to the DCA from the DWR was extended two years to January 10th, 2023. The previous deadline for those funds to be returned to the DWR was on January 10th, 2021. The districts who were asked whether they would pay for the planning cost of the tunnel in the fall don't think this money was authorized. So instead of that money getting paid back, there is a trail of debt of the JEPA to the DWR which could potentially put water districts at risk. It is unclear that their funds are being used for tunnel activity. This is irresponsible and should've been included in the update to the SEC. When Mr. Wirth resigned from the committee, he provided a letter explaining his reasoning for his resignation, which said that he doesn't feel comfortable participating in the community benefits discussion because of the organizations that he works with. This letter, along with the letter of the other member who have resigned, should be given to the other committee members.

5. Technical Updates & Committee Discussion

a. DWR CEQA Status Update

Ms. Buckman provided an update on the CEQA Process. At this point the Initial Outreach portion is complete. They have now moved into the Project Definition process. The first step of this section is Alternative Analysis which means working to identify a set of alternatives, so that there is a reasonable set of alternatives included in the EIR. There are still aspects of that step that are being worked on. The next step would be Project Definition which focuses on defining those alternatives to an extent in which they can be analyzed in the EIR. The majority of that work is what the DCA is doing in collaboration with the SEC. The third step is technical reports. Since this is an engineering-related committee, it would be technical from an engineering perspective. This mostly pertains to a technical environmental analysis. Technical background is being gathered for the environmental analysis. This would focus on things such as air quality and transportation. A lot of the technical analysis form the basis for the Impact Analysis and the EIR. These pieces are all in various stages of movement. This will be moving into an Impact Analysis and Identification of Mitigation. From that point, there would be an Internal Admin Draft that will be reviewed. Then a public draft of the EIR will be released in early 2022 which will be available for public review and comment during the public meetings of that time. Then there will be a final EIR that will take into consideration the comments made during the public review period. It will then be documented in a Notice of Determination.

Ms. Buckman then reviewed the current CEQA status. The team is currently working to identify the methodology for some of the different impact analyses, as well as working on the technical studies to support that impact analysis. For NEPA, the Army Corps of Engineers is working to develop an EIS. This is similar to what CEQA is doing. For soil investigations, there was field work that was completed under the Initial Study of Mitigated Negative Declaration in 2020. The field work is on hold during the winter season, but it will start up again in mid-March. Outreach regarding entry permissions is starting next week, the first week of March. When the Initial Study was started, it was much earlier in this process. As things have been moving forward, they have identified the need to look in different locations. There were some sites removed, as well as some that were added. It was taken into consideration whether or not the new sites would change the effects that were already analyzed. It was determined that they did not change the impacts that were already analyzed. An addendum was completed and documented on the website which is available for review. The Environmental Justice Community Survey closed in December and the results are still being compiled into a report. That data is expected to be shared at the next SEC meeting in April.

Ms. Moreno commented that she does not feel that due diligence was done regarding outreach to the communities within the Delta. There is no information in Spanish. There is a large population of individuals who do not speak or read English well, let alone know that this project is happening. She mentioned that there might not be anyone on the SEC who is fluent enough in Spanish to inform these people what is going on. She added that the SEC had suggested to halt meetings during the pandemic because there is poor internet in the Delta. This left many people without the means to voice their opinion or gather information on what was going on. Ms.

Moreno asked if there is a way for the low income and marginalized communities to be heard before the project gets pushed through.

Ms. Buckman said that when they first starting the scoping process, in early 2020, materials were released in multiple languages. There was, and still is, a hotline available for individuals to call if they would like to receive additional materials in different languages. When the Environmental Justice Survey was released, there were multiple language translations, including Spanish and Chinese. However, there are still ways being explored to involve stakeholders who speak different languages. One thing currently being explored is how to reach those individuals who may not be able to attend meetings as easily as others. Language is a key part in what they are keeping in mind when communicating to the public.

Ms. Parvizi said that there are many reasons why it is difficult to have an internet meeting compared to that of in-person. There are also many reasons why individuals attend and do not attend these meetings. The average attendance of the number of people in the in-person meetings were 10 to 15 people, and virtually there are regularly about 50 people in attendance.

Ms. Moreno said that an entire town of Hood did not know about the project, even though they are in the center of it all. There were postcards given, but the majority of people thought they were junk mail.

Ms. Parvizi said that it is tricky finding the right people to entrust with certain parts of outreach, because it is a partnership at the end of the day. Sometimes it is a partnership with individuals who oppose the project and may not want the information to go out. Material has been left at post offices and libraries, which are two trusted institutions. DCA also left material at the Firehouse. She reiterated that the team can always do better. There are a lot of gatekeepers when it comes to information with regard to who wants it to be withheld and who wants it to go out. There are people getting threatened by lawyers and other individuals who do not want information about the project to be shared. The feedback of the general public determines whether or not certain translations need to be done. If 300 responses in Mandarin are received, then that is taken into consideration and adjusted accordingly. Basic information would be posted in English to get things started. It is only then that, depending on feedback, information would be adjusted according to the needs of various individuals. There could be special meetings for individuals who need them to help spread information. She does understand that there is an equitable access issue, however, there are more tools to participate online than there ever were before. There are more individuals joining the meetings now than there ever were during an in-person meetings. She believes the equity question goes both ways. It is essential to pivot and make sure that information is being made available to more people.

Ms. Palmer added that she does also recognize that internet access is a significant issue in the Delta.

Ms. Barrigan-Parrilla said that she is worried about people receiving the correct information. Surveys were being pushed out, as well as online organizational work. She does recognize that

there is a digital and cultural divide. As COVID-19 restrictions loosen up, it is important to come up with a strategy to reach other groups in the Delta who are not normally involved. There are a third of people in the state that do not yet know that this project is under consideration. Data is important, during the pandemic there must be a reliance on data to understand what is going on within communities and how to reach people.

Mr. Cosio asked if there any way to notify the local reclamation district that they will be on the island when the borings for the EIR plans are taking place.? Some of the borings, even though they're on county roadways, are on the levees. It would be helpful to know when these borings are occurring because sometimes there are problems in some of these areas and if Reclamation Districts (RD) are unaware where they're taking place, RDs cannot advise on whether it's a good place to bore or if you could come across problems. One of the reclamation district clients on Bouldin Island, owned by MWP, had their attorney request permits to bore, so conditions were put on the borings. It would be great to receive notification, just to be able to provide some input because there are local conditions to think about. Is there a way, outside of the Public Records Act, to get the boring logs to be able to use when looking at levee or subsurface issues that could lead to seepage?

Ms. Buckman said that those questions would be addressed later in the meeting during the Geotechnical Investigation presentation. More will be done to address certain notices and make them available ahead of time for the borings. The temporary entry permits that they have with a majority of the landowners have specifics about what information can and cannot be shared.

Ms. Swenson mentioned that looking through the presentation, there was nothing regarding the noise survey. It would be good to talk through that at one of these meetings to get participants and what would be needed. A presentation on that is important. As someone who works hard to get information out, the social media restrictions will make things more difficult. Library notices are not helpful at this time. More noticing on meetings would be good. Post offices might be better to utilize because people have to go there to receive their mail. Communicating with individuals that are struggling during this time is hard. There has never been good communication with all communities in the Delta throughout this project. It's been an ongoing problem and hopefully it can be worked on. The noise survey is important and will provide great feedback.

Ms. Parvizi said a notice about the noise monitoring was sent out to the SEC members. This information can be sent again. The Brown Act social media updates were not DCA's idea. She recommended those who are against it, call their legislators and give feedback because they would probably appreciate it.

b. Bethany Alternative Wrap-Up

Ms. Mallon introduced the discussion on the Bethany Alternative. She stated that all this material has been gone over in previous meetings. She wants to do a summary highlight over the Bethany Alternative, as well as the key findings. The Bethany Alternative will be gone over again in this meeting to garner any further comments about the Bethany Alternative as it is being wrapped up.

Ms. Mallon began the discussion on the Bethany Alternative. She said that the material has already been discussed before in previous meetings. Today they will be presenting a summary highlight and key findings of the Bethany Alternative.

Mr. Ryan presented an overview of the Bethany Alternative. He said that the purple section at the top of the on-screen visual is the same as the Eastern Corridor. The green section at the bottom of the on-screen visual is the modification for the Bethany Alternative. The Eastern Alignment is at the top above Lower Roberts, then there are two additional maintenance shafts on the Southern end at Upper Jones and Union Island. The tunnel reach from Lower Roberts extends to the Bethany Complex located near the existing Central Valley Project facilities. The Pumping Plant then diverts flow up to a discharge structure along the shore of the Bethany Reservoir. The Central and Eastern Alignments both come down to the Southern Forebay, which is where the Pumping Plant is located.

Gravity then takes the flow through another set of dual tunnels, then through some control structures, and into the channel that feeds the state's Banks Pumping Plant. The difference with the Bethany Alternative is that the tunnel is starting at Lower Roberts instead of the Southern Forebay. One of the big facility issues is that they do not have a Southern Forebay to balance between the two dual conveyance facilities in the same way, but the Southern Forebay is not needed. Because there is no heavy reliance on the Southern Forebay, there is minimal use for the RTM within the project.

The tunnel comes in at the Bethany Complex to the Pumping Plant in the reception shaft under the surge basin. There is another buried conduit that comes off the side of the tunnel shaft that feeds into the middle of the Pumping Plant. This is where the pump is lifted up into buried aqueduct pipelines that go up to the reservoir. There are surge tanks behind each aqueduct for the pipeline surge. The surge basin is for the tunnel surge. There are various supporting buildings, such as the electrical buildings and the Surge Station. It is right across the street from the Tracy Substation, which is right next to the Jones Pumping Plant. The aqueduct comes out of the Pumping Plant and travels up to the Reservoir.

There are two tunnels along the route. One is for crossing the discharge pipelines coming from the Central Valley Projects Pumping Plant. The other is used to get in underneath the conservation easements to avoid any impacts to the flora and fauna. It is longer than the conservation easement because of the topography in the area. There is a tunnel for each of the four aqueducts for the 6,000 cfs capacity. They come up in shafts, then flow out through control gates into the Bethany Reservoir. It is a passive structure that redirects flow into the Reservoir. The RTM will not be used for the Southern Forebay but will still be there to manage. There are only two substantial tunneling sites on the project for the Bethany Alternative. One site is at Twin Cities, which is 6.6 mil cubic yard. The other site is Lower Roberts, which is 7.5 mil cubic yards. The total RTM production is 14.1 mil cubic yards. There is not a Southern Forebay on the Bethany Alternative, so there is no need to transport RTM from Twin Cities to the Southern facility site.

There are two options for RTM management. One option is to stockpile on-site, the other option would be to haul off-site by rail or trucking. The option selected was storing it on-site because of the reduction in truck traffic and decreased greenhouse gas emissions. One other reason to stockpile material was to leave material available for Delta area Reclamation Districts. On-site

stockpiling would also allow for the industry to advance electrified hauling of vehicle technology. One of the cons of on-site stockpiling would be the aesthetic issue of having on-site stockpile material, as well as significant land requirements for drying and stockpiling. Off-site disposal would have less construction and permanent area required at Twin Cities and Lower Roberts Tract sites. However, it would add significant truck traffic and associated emissions, as well as greenhouse gas emissions along the I-5 Corridor and near Port of Stockton. There would also not be material left for local beneficial use.

Mr. Ryan said that construction would have an impact on traffic. The area near Lower Roberts at SR-4 was going to be pushed to Category F LOS. A park-n-ride in Stockton would eliminate this problem. Near the Bryon Highway area, close to the Bethany Complex, there are a variety of issues with the Byron Highway traffic. Options were found to make a specific stretch of Byron Highway be able to handle the traffic without significant impacts. A new interchange would be put down there. A system would also be implemented to allow those coming from multiple directions with different material to be able to reach the site.

Ms. Mann asked if anyone has reached out to the residents of Mountain House? Mountain House is not necessarily part of Discovery Bay, but it does have its own community. Traffic may have a significant impact on them. She would like them to be included in the SEC Committee.

Mr. Ryan said that there have been a few discussions already with Mountain House. Recently there has been a more detailed discussion with Mr. Nejad, who was in the meeting. Most topics of discussion with Mountain House revolved around traffic and how to resolve that issue. The whole project has been introduced to their team.

Mr. Nejad said they have passed along comments that they received to DCA. Most of these comments were regarding traffic on Byron Road and on Grant Line Road. He has shared with the DCA the plans for widening Grant Line Road already, especially at the intersection that was supposed to be upgraded. This was done so that the two projects may be coordinated. The major concern over Grant Line Road is that it is the main commute for Mountain House residents. There is concern over truck traffic at peak hours. He will be submitting a letter requesting that truck traffic not interfere with peak hour commutes for the residents, which would cause the LOS to reach F. It would make it difficult for the residents to be able to reach the freeway.

Ms. Parvizi said she had emailed all the Board members of the Mountain House Community Council regarding the project. She was told she was in violation of their Brown Act for writing to all of them. Communication was made with the manager of Mountain House to see if they would like to organize a larger community meeting that the DCA would attend. DCA has made sure to provide materials and information to Mountain House.

Ms. Swenson asked at what point people at Twin Cities would be notified. They would be in the midst of all the activity and potential widening. She would like an in-depth discussion as to how that might impact the local community there. She said that residents may be caught off guard and not be aware of plans that are being made. Twin Cities is a major community and hauling road. Transparency is much needed for people in that area. Ms. Swenson also asked if there was a use for RTM in levee repair.

Mr. Cosio said that if the material is adequate, it can be used. Some of the work that the Metropolitan Water District has been doing, since they now own levees in the Delta, has shown that these toe berms can benefit the levee as far a seismic resistivity. However, if the location on Twin Cities Road is not conducive to hauling it to where it is needed, that could make it hard to use.

Ms. Mallon asked Mr. Cosio where the RTM is most needed?

Ms. Martinez suggested that question be tabled, for it would get into the logistics of the project that would soon be covered in the meeting.

Ms. Barrigan-Parrilla said that she hopes the EIR will robustly deal with the issue of water quality standards. She feels like the standards will change once the project is completed. She is concerned that it seems like full mitigation discussions are not happening when they should be happening. She wants to know what the long-term impacts will be. What will the project look like in the long haul?

Ms. Buckman said that one of the things they always run into is the difficulty of analyzing something without fully knowing what project facilities are going to look like. There is a lot of concern that the project facilities are being defined in a way that might have impacts. DWR has worked with the DCA to define the project first. There has been a request to minimize impacts to local communities. However, the DCA has not been given all the information regarding how the project will impact things in the long run. Once the impacts are made available, there will be decisions made to avoid, minimize, or mitigate them. If there is a shaft site that has noise impacts to a local sensitive receptor, there would be communication with the DCA to talk about moving the shaft site or exploring other available options. Many options involve coming back to the DCA to make some modifications to the project design. While not a major component at the SEC, it is a major component in the EIR. There cannot be any discussion of mitigation because they have yet to assess any potential impacts. Right now, they are defining operations and analyzing if there are potential impacts. Mitigation will be reached; it is just not at that point yet.

Mr. Hsia asked how many TBMs will be running at the same time at the height of construction.

Mr. Ryan said he believes there will be four TBM's running simultaneously throughout the Delta at the peak of construction. There will be two from each launch shaft.

Mr. Hsia asked since the Bethany Alternative is competing against the Eastern Alignment, what is the possibility that the Eastern Alignment would not be chosen?

Mr. Ryan said they cannot comment on the choice. They provide the DCO with information and they would go through it with their environmental analysis. They cannot comment on the result.

Ms. Mallon said DCA is neutral, that they just do the engineering work.

Ms. Buckman said that it is also based on the availability for each alternative to meet their objectives and to have less of an impact on environmental effects.

Mr. Moran said there are 14.1 million acres of RTM coming out and asked if any of that is expected to be lost through compaction, drying, or erosion, for the life of that stockpile.

Mr. Ryan said none is expected to lose any to erosion. No acreage is going to really be lost. When it is dug out of the ground it is known as bank volume, then it fluffs up into loose excavated volume. It is then dried, then shrinks a little bit, then it is compacted back into place. It is all accounted for in the same number.

Mr. Bradner said he agrees with the statements that Mr. Ryan gave. When it comes out of Banks in bulks, it is 1.3. There is then a water reduction factor as it dries, then a compacting factor as it is put back into place. As it turns out, the factor is .99 from bank to compact. The reason it is different when compared to a surface excavation is because it is usually on the order of .9. It is coming from depth, so it is a bit more compressed. It is in a bit more consolidated in the compressed state. 14.1 is the wet material and it will shrink at the surface.

Mr. Moran asked if it'll ever drop down below the need for the levee repair and embankments?

Mr. Bradner said they would not have enough. Material is more or less usable in different ways with levee repair. There would be a substantial quantity of material, though it would not meet the 13.1 million cubic feet need.

Dr. Lytle believes they are just looking at book-end alternatives in the sense that there is an attempt to accommodate less impact to climate change with a direct impact that would come from stockpile material. It seems odd that options are being considered for future climate change and less truck trips, rather than diminishing the direct impact of the stockpiled material. If a levee is breached at Lower Roberts or Twin Cities, that material will go everywhere. That material needs to be dealt with. Stockpiling is a poor option, and evidence has backed this. Contamination due to this needs to be evaluated. This is something that needs to be looked at in a more defined way. There has to be better middle ground. The concept that this is flood building material needs more information. The money to do this project is key.

Ms. Mallon said this was talked about at the meeting. She is certain that there is going to be electric modification of the fleet in the future. This is something that can be revisited in the future.

Mr. Lytle said that is a redirected impact. There may be an electric powered semi-truck that can move materials around, but will that vehicle need to be charged? What is going to be the source the power which charges the trucks? Will it be green and renewable energy?

Ms. Martinez stated that we are working with the information we currently have been presented with during the meeting. The State of California is in the middle of a transition but for the moment, things are where they are.

Mr. Cox was curious about the makeup of the EIR. He asked if there is going to be dependance on electric vehicles that do not exist now, or only on that of available equipment today?

Ms. Buckman said there is no dependance on any equipment that does not currently exist.

Ms. Mallon said that this topic may be revisited in the future.

c. Geotechnical Field Work Update

Mr. Finney presented a Geotech field work update. To date, 21 soil explorations have been completed. There are a total of 65 soil explorations that are planned to be completed in 2021 and 2022. There have been a few challenges. The field program was originally developed to minimize inconvenience to private landowners. County and State right-of-way were going to be used wherever possible. Unfortunately, there was a group of attorneys making threats about underlying right of way ownership rights. San Joaquin County was evoking restrictions on explorations as well. This was after they had issued a valid encroachment permit. These issues will be addressed by DWR in the coming weeks. The geotechnical contractors experienced a protest that had individuals blocking busy roads, which required the Sherriff and CHP to show up. While the issues are resolved, relocation of explorations to adjacent private property had to be done. This will require additional requests for temporary entry.

In the fall and the winter there were challenges with the weather, as any field exploration project might experience. There have also been challenging drilling conditions. The Delta is known to have deep sequences of sand that are under artesian pressures that are challenging during drilling. There is also a need to schedule work around agricultural operations that provides difficulties as well.

Mr. Finney then presented an update on the environmental testing completed this fall. He explained that previous environmental testing had been completed on soil samples that came from deep below the Delta. There were also environmental test data from samples mixed with the foaming agents that the tunnel boring machines use to determine the constituents of these additives. The results of these tests were previously presented to the SEC. There was no indication from any data they have that currently suggests that the native deep soils or the additives were in any way harmful to the environment or to people. There were a number of questions that were related to the prior testing that were discussed with the SEC previously. In particular, there were some constituents that were not well represented in the prior test data, including Methyl Mercury and Hexavalent Chromium. It was also discussed that no data were available to compare the tunnel depth soils with the shallow soils across the Delta.

Mr. Finney explained that in an effort to understand any differences between the surface soils and the tunnel depth soils, a series of tests were conducted at Background Depth (0 to 3 ft), Shallow Depth (0-10 ft), and Tunnel Depth (115 to 160 ft). On the presentation graphic, all the green markers were completed in fall 2020. Locations are scattered all over the Delta to get a better understanding of conditions there. There is also a brief summary of what was found. The major metals that were being looked at were those like Methyl Mercury, Hexavalent Chromium, and Arsenic. They were all at Non-Detect Levels or at extremely low levels, with the exception of Arsenic. Arsenic is a natural occurring metal that is present in the west and the graphic presented that the detected levels were typical of the background level of Arsenic detected in California soils. The Arsenic levels detected were higher in the background and shallow soils that they were in the tunnel depth samples. There were also other analytes that were looked for as well, including Petroleum Hydrocarbons, PAH's, and Pesticides. Almost all of these came back as Non-Detects. There were some traces at the surface.

Mr. Finney discussed the sample locations towards the top of the presentation graphic. These locations are Lower Roberts Island, Glanville Tract, Staten Island, and Bouldin Island. All of the locations generally had a shallow and Tunnel Depth Sample. Bouldin Island only had a shallow sample.

Mr. Finney presented the prior results, the new results, and the CA reference limits. The reference limits are early screening values for residential or commercial use of a property, it is just a guide to determine whether certain values are of significant concern. Arsenic levels are all generally around the California background level which have been measured before. If it is present at higher levels in the shallow samples, it is more likely the result of rodenticides and pesticides used in agricultural operations. Cadmium was detected at non-hazardous levels in the prior work and were not deleted at all in the current work and may have been an anomaly in the earlier lab results. Hexavalent Chromium is challenging and a bit more toxic, there were no detections on the samples tested. Mercury was not found at shallow levels or deep tunnel levels. Methyl Mercury had some very low trace levels in a few shallow samples. According to an SEC comment, this could possibly come from coal-burning power plants in China. TPH as Motor Oil was not detected at tunnel depth. There were detections in the shallow samples, but those levels are very low. The conclusions from these new data are 100% consistent with the prior conclusion. There is nothing in the RTM material that is in any way hazardous. This is not the last of the environmental testing, it will go on continuously throughout the Geotechnical Exploration Program. There will be another focus on the tunnel zone and shallow excavation soils to make sure that there is a complete understanding of them. There is a need to understand what is in the RTM as it is brought to the surface and what is already there in the shallow soils.

Ms. Swenson said it would be foolish to say that testing looks good. This is because there is nowhere near enough sampling in the area that is being tested. As a person that was protesting the GeoTech, there was never an obstruction of roads. There was communication with the County Sherriff. They had permission from the landowner, even when the drillers did not have permission from the landowners. The drillers had their equipment and vehicles parked on landowner property without permission. The drillers were not wearing masks, and they had poor traffic control on Twin Cities. The Sherriff's office forced them to put out better signage, for the drillers did not coordinate traffic properly. An accident could've happened. They should be earnest about what is preventing them from completing this, which is not some protesting of the Geotechnical Drilling. The County and law enforcement supported the protesters. The crew doing the Geotechnical Drilling was given warnings about not following protocols or wearing masks. They were also given warnings about not having traffic cones to control traffic. They were only doing what was their given right, which was to pretest and voice their opinions. [see Editor's Note on page 1]

Ms. Barrigan-Parrilla said she does agree with the statements made with Ms. Swenson in regard to the sample size. She then referred everyone to the work done by Dr. Shilling at UC Davis. He had done an incredible amount of tracking around Mercury and Methyl Mercury issues in the Delta. He is a source that is regularly used at the Water Boards. As soil is being tested, one might want to use it as a source document about where they need to be looking or analyzing. She understands that Mercury methylates when introduced to nitrates, it did not look like there was legacy mercury at any notable level. If it is found in other places, does it not change into Methyl Mercury because of nitrogen pollution? That is when things end up with a water contamination

problem. Her understanding is that the size of a quarter of methyl mercury could make a swimming pool deadly for people to swim in. Though the samples are small, methyl mercury is so deadly because it does not take much.

Mr. Finney said there was going to be continuous sampling and that he was just presenting the results of the testing completed to-date. The Geotechnical Samples obtained will be suitable for environmental testing, and that testing will not stop. The point was to give an update during the winter pause about where they were and what they found. It was information that needed to be shared. What was heard in the earlier SEC meeting was a reanalysis of legacy data which had been collected between 2009 and 2017. There were not red flags but there were data gaps. Some of those data gaps were around methyl mercury. The SEC's concerns were definitely being addressed. He is aware that this is not a sample size suitable for giving the RTM a clean bill of health.

Ms. Barrigan-Parrilla asked for clarification that DCA is just sharing what information they have so far,

Mr. Finney said DCA is only sharing what they have so far. In regard to Methyl Mercury, he is not a ground, water, or soil chemist. He does understand that it is not only the nitrates, but that PH has to be at a particular range in order for that compound to begin to form. It is generally low oxygen environment. He says they found trace amounts of methyl mercury at the surface, but did not find traces of mercury. Mercury is more associated with legacy mining; it is used to leech the gold out of the soils. He would not expect to see a lot of mercury outside the historic river channels, so that did not surprise him. He would be surprised to find more naturally occurring mercury on the ground. He agreed with Ms. Barrigan-Parrilla that where ground water is in contact with surface water, and where there is mercury in the surface sediments in the old rivers that has been moved down from the gold rush days, it can be a serious issue.

Dr. Lytle recommended that Mr. Finney report all his detects on any of the elements he was looking for. That would be fair and helpful. He understands this is a summary. Using Mr. Finney's reference for industrial and residential reference criteria could be put into more environmental terms, that way it could be available for agricultural and environmental use. It would be a fair look at the quality of soil that comes up from depth. It would be helpful to report chloride concentration in the soils. Outside of heavy metals, chloride is going to be difficult. If there are high levels of chloride in the RTM, that is going to be problem going forward. He asked if there was testing on ground water at depth.

Mr. Finney answered that there was not any testing on ground water at depth at this time, just soil samples.

Mr. Lytle said that that it would be an interesting data point as well. When this type of thing is being looked at, one looks at the soil's analysis, but ground water analysis can be looked at to see what is essentially available.

Mr. Finney said the point here was to summarize the major terms and metals that were raised as constituents of concern with RTM and the prior SEC meetings. The chloride data is available. They have all the data. Full EPA sweeps are being run. All of the data will be shared as part of the record.

Mr. Cox needed a bit of clarification with the chart that was presented. On the Reference Limits column, for Arsenic, there is a range from .11 to 3.6. On the findings, there is only one number in between that range, everything else is way over that range. Mr. Cox asked Mr. Finney to explain what all that means.

Mr. Finney said that it is something that environmental professionals deal with all the time in California, and generally in the west. In the valley there are high naturally occurring arsenic, it is just a fact of life. It was in the rocks that formed the Sierras, it is weathered now and shows up in the soils. It shows up in drinking water as well. When he gives the reference limits there are very low. They are used by ecological risk assessors. They do this work day in and day out. They look at things like increased cancer risks and other things. They study pathways to ingestion, through dermal contact or drinking it in water or breathing it in air or eating it in fruits and vegetables. One of the most conservative pathways is called The Residential Pathway and particularly where people are planting vegetables and gardens, not in raised beds, but in the native soils. Those plants are sucking up whatever is in the soils, then people are eating it. The Industrial Pathway could be another. To answer Dr. Lytle's earlier questions, the Agricultural Pathway will typically be at a higher value. At this point, the framework has not been developed, but it will not be more stringent than that of the Residential Pathway. The numbers on the CA Reference Limits are extremely conservative based on the state of California, which is more rigorous than the EPA. The state and the federal government that in areas of naturally occurring high metals, sometimes, they establish a baseline value, which are the Background Levels. They talk about everything in terms of additional risk over and above that. At the bottom of the chart, there is an average background value available to look at. That value is at 3.5 mg/kg in California. That number may be higher in the Delta. No one has really obtained a lot of soil samples and really studies that. He believes the average high-end is 10 mg/kg in California. In California, the naturally occurring arsenic is higher than what the state would like to see us dealing with.

Ms. Martinez concluded that this was a great discussion because it elaborated more on the chart and brought up topics of discussion that may have been left unanswered if participants had only been given the chart.

Mr. Cosio asked if the project team would be looking into what the Regional Water Quality Control Board thinks if there are chlorides? The water table is right at the surface of these levees and it's always been an issue with dredge material that we cannot contaminate the groundwater. Is there the possibility of some of this washing off into the farm fields and will that affect growing crops? The analysis should be done up front. Is there any soil classification data for the material at tunnel depth?

Mr. Finney said regarding notification of levee borings, work had been done with the RD on Bouldin Island because the original plan was to advance some soil borings within the levee prism. In terms of budget prioritization, the team opted not to do those at this time. When the information is available, it will be shared. Boring information through a tunnel, over an island bridge, etc. would all go out in that LMA. The environmental team will look at the material, the dust from construction, etc. The information to date shows there is nothing in the material that would present a problem. It would not be surprising if this material came back as needing amendments for plant sustainability. Agronomics tests have been run but have not yet been reviewed. Everything will be addressed.

Mr. Cosio mentioned that the first week of December he was called out to Reclamation District 813 because drilling was taking place on Lambert Rd., which is right-of-way, but on the levee. He was able to talk to the contractor and someone at DWR that allowed him to monitor the backfilling but no one notified the Reclamation District. On the map in the presentation, there was an orange dot indication a boring done on Empire Tract. How close was this to the levee? It should be made sure that none of the borings are on a levee. Is there any soil classification information for the material at tunnel depth?

Mr. Finney said that the orange dots were not on the levee and the team has the Delta levee geometry which is used as a screening tool. One was on the embankment itself on Lambert Rd. He was told there was a thick section of highway. We can further discuss offline. Bentonite is required in all boring backfill, up to 10%, whatever the county or state has allowed as the maximum percentage. Some thick sequences of sand have been found east of Walnut Grove, even high plasticity silts.

Ms. Palmer stated that this is an ongoing process. There are still many things to be discussed. She said that there was still much to go over in the meeting. There is more testing to be reported, that they would have to cut this discussion a bit short. She does want to cover the Community Benefits Program because the people that are needed are present. The Project Finance may have to be put off until March.

d. SEC Questions or Comments on December 9th Meeting Presentation

Ms. Martinez said this meeting dovetailed off the last meeting, so there may not be too many questions or clarifications related to the December meeting. In December there was a conversation about the Bethany Alternative, regarding the complex, the traffic, and an introduction to the Community Benefits Program. There will be another conversation about community benefits. There then will be a short discussion regarding the possibility of fitting the Finance Discussion into the March or April Meeting.

Ms. Martinez said that they always welcome texts, emails, and messages about specific issues that may not be answered during the meeting. Certain issues may be addressed at a later time or in another meeting.

Ms. Parvizi said that any questions received will be added to the Q&A Matrix and shared with everyone.

e. Public Comment on Item 5

Ms. Meserve representing the Local Agencies of the North Delta was concerned regarding the way the community's concerns regarding geotechnical drilling were discussed by Mr. Finney. San Joaquin was concerned about the activity on the roads, but the permits didn't look into those concerns further. It's not appropriate to say these concerns are ridiculous simply because you approached challenges. There are subsurface rights and I think there needs to be a closer look into this. These geotechnical sites are a tiny disturbance that this project will bring to the Delta so

I expect the DCA and DWR should be more respectful when people have concerns regarding property rights. The attitude has been very disrespectful towards the local communities.

6. DWR PRESENTATIONS & COMMITTEE DISCUSSION

a. Community Benefits Program Update

Ms. Martinez said there are a number of people in the meeting in regards to the Project Finance Overview, so they will go ahead and go over Finance instead of the Community Benefits Discussion.

Ms. Palmer agreed that the Community Benefits Discussion will bring about many questions and areas of discussion. It would be best to table the Community Benefits discussion and revisit it at a later time. She wants to make sure that everyone gets a good chance to provide their thoughts on it. This agenda item will be skipped for this meeting.

b. Project Financing Overview

Chris Martin, DWR attorney, provided a presentation about financing of the proposed Delta Conveyance Project.

Mr. Martin said it is his understanding that there had been some interest in hearing about how the Department would finance this project upon approval. The presentation will help describe the high-level concepts of how the State Water Project is financed. Financing of a Future Delta Conveyance Project is not that much different than how the State Water Project is financed today. The department issues hundreds of millions of dollars in debt to maintain, reconstruct, and repair facilities every year. The way this project is financed is the same as that of how the State Water Project is financed. This is a facility that has been in the state for about 60 years now. It is said to serve Southern California, but it actually serves the San Francisco Bay Area all the way down to the Southern parts of the state.

The people who established the State Water Project back in the 1950's did a remarkable job in setting up the framework that is being used. The way the State Water Project is paid for is divided by two different categories. Operations and Maintenance is one category. It is a pay as you go basis. Then, there are Capital Costs. Capital Costs are the only ones immediately financed, that is issued with debt. The Central Valley Project Act provides the rules for how the Department finances things. It allows the Department to issue bonds and fund both facility construction and planning costs. It is helpful in a situation like this, for planning costs are expected to be high in a project like this. Bonds are like loans. People purchase bonds from the Department via investment banks or other brokers. In exchange, the Department agrees to repay that loan using revenue using revenue from the State Water Project, and it is paid with interest. Investors purchase their bonds and use the proceeds of those bonds to build things. In return the department promises to repay those bond holders using Water Project Revenue. State Water Project Revenues are actually not an obligation for the State of California. The State of California is not on the hook to repay those bonds, so this is distinct from what most people are familiar with. Most people are familiar with general obligation bonds. Those are bonds that are backed by the full faith and credit of the State of California. A general bond would repay using tax revenue that the state collects. It is a big contrast, and it is something that is not always well understood.

People that buy their bonds have to understand where the money will come from when it is time to be repaid.

Mr. Martin explained the bonds issued by the Department are limited obligations of the Department of Water Resources, not an obligation of the State of California, nor the taxing power of the state, nor the credit of the state, nor the "good faith" of the state is pledged to the repayment of the bonds. That raises the question of where does the money come from? The Department of Water Resources, in a way, sits in the position of a wholesaler. The State Water Project does not send a bill to individual families and businesses in the State of California if they get water from the project. They supply water and other related services to other public agencies. It is the responsibility of those public agencies to then raise revenue to pay the bill they get from the Department. When the local public agencies raise revenue, they use some of that revenue to pay some of that State Water Project bill, but also to pay for any other water supply sources they have. That money that the Department receives for paying their bill, is what the Department will use as SWP Revenue. That revenue is inscribed and governed in the contract that the Department has with the Public Water Agencies that are parties to long term water supply contracts with the Department. Each of those 29 public agencies has a contract with the Department. They agree to pay fixed costs, which do not vary every year. It is also to pay variable costs, which are the costs of things like electrical power that is used to move water. They pay the department those costs and they pay for other services also provided by the Department.

Some people wonder if DWR gets its revenue from the public water agencies that participate in the State Water Project, where do the agencies get their money? The answer is, the public agencies get their money from their customers and people within their service areas. They do that through one of two processes. They either charge water rates, an amount of money paid per unit of water or they get their money through local property taxes. They become part of the tax bill that people receive from their county. Of the 29 different contractors, they all vary in how they balance generating revenue.

Mr. Martin discussed how the Delta Conveyance facility will be financed, if the project is approved. The Department of Water Resources would issue revenue bonds to raise capital for construction of the facility because they are using State Water Project revenue to pay back the bonds. The environmental review, planning and design costs may also be financed by revenue bonds issued in the future. If the Department were to issue revenue bonds, the flip side would be that someone would have to pay for those. This would occur in the same manner it always does with the State Water Project. The Department would issue bonds, a debt service would be incorporated into the bills that get sent to the local water agencies, then those public water agencies would pay those bills according to the terms of their water supply contract. Before the Department would issue revenue bonds for the Delta Conveyance Project, the Department is asking a court for its authority to issue bonds, in a special kind of lawsuit of validation called a validation action or case. These types of cases are unusual because typically courts won't let one come and ask an opinion of them in the absence of some sort of dispute. Validation cases are different because one party is asking the court for an advisory opinion. It is very important for purchasers of debt to know that entity they are purchasing the debt from still has value within the debt. They do not want to, at one point, have debt with no value that was issues in the absence of authority. A lawsuit like a validation case is a way for the department to demonstrate that the authority has been carefully examined and that the decision has been made final. Once

that decision is final, people cannot come in and question the authority or validity of that debt. It makes the folks who purchased the debt comfortable that they've made a sound investment.

Ms. Swenson said that whenever hearing about financing with DWR, there is a lot of hand waving regarding who pays for what. In the end, the taxpayer and the ratepayer are on the hook. It's irresponsible for a state agency like DWR to accrue this level of debt. Future generations will need to carry this. It's important to be extra conscientious with this in mind. The work needs to be done on the aqueducts. 30% of water is lost on evaporation and it's not seismically sound. DWR should figure out the cost of repairs and upgrades for that.

Mr. Martin said understands that the magnitude of the costs seems very large. It isn't the case that these costs are imposed on the residents of California. The decision to spend money on this project, in terms of cost in comparison to other water options. These costs are carefully considered, the relative cost to this water supply compared to other options. The idea of saddling kids with this, it isn't the state taxpayers generally who are paying for this project, it is people who are receiving the water through this project that will be paying for it.

Ms. Swenson said that generally there is just a lack of stakeholders and a lack of public understanding. Regarding agencies getting free choice whether or not to join, there has been pressure on them and the threat of loss of contracts. Disagree that this is considered a free will situation. A lot of disadvantaged communities will be paying for this project and have no idea about the project.

Ms. Barrigan-Parrilla said that there is currently $1 billion of outstanding debt in water districts in California. How many of those districts are a part of the State Water Project? 28 million people served by the State Water Project are going to be hit with a combination of the parcel taxes and higher water rates. Water affordability in LA and San Diego is already a problem. Water debt is supposed to be an 8hr work day at minimum wage for what a water bill should be monthly and that is being exceed throughout the SWP. MWD during the last iteration went to water districts and said they can opt out of the project; they won't get the water. Which actually adds more debt for those who opt in and will cause inequities. If water districts do go belly up, it is that State of California who will have to pay that debt.

Mr. Martin said that that's not true. There is no recourse to the State of California. The bonds issued by the Department are issued according to a resolution adopted by the Department that constitutes a contract between the Department and the owner of the bonds.
Ms. Barrigan-Parrilla asked what would happen if a water district goes belly-up?

Mr. Martin said they would then have to look at the specific water district.

Ms. Barrigan-Parrilla said it's a problem for this project because there are water districts who are already in the SWP that are under financial pressure. The fear is that you're taking on more debt within districts who won't be able to handle it and when it fails it does incur cost for the state.

Mr. Martin said that's why it's important that local water boards are considering the cost issue. It's up to the local agencies to determine what works best for them. They know their areas more than anyone else.

Mr. Barrigan-Parrilla said that he is correct about that. It is not necessarily the DCA's function, nor is it necessarily DWR's function. What is most upsetting about the presentation, is that if they are looking at 50% reduced flow, according to the climate vulnerability assessment, there is going to be less and less water. There is going to be fixed debt that has to be paid. The question of water affordability and how we are going to come out of COVID-19 and these districts are solvent to pay for a long time. That is the big issue.

Mr. Martin said it is fair and reasonable to be concerned about that. Anecdotally, all he can say is that, having worked with their water contractors for a decade now, they are very concerned about cost and cost control. While numbers are being thrown around, some that might not seem like they go together, they actually do. They are looking at the variety of options to be able to provide good, reliable services to their residents.a. In his experience, contractors tend to be very cost conscious.

Ms. Barrigan-Parrilla said that because of the cost and because the water districts are not in sound financial shape going into this, where is the cost cutting going to come? Is it going to come in the form of what needs to be done for good mitigation? It is the debt for families that cannot afford it, and where is the cost cutting come from? It comes from the Delta community.

Ms. Palmer addressed that they are out of time now completely. She said that it was a good discussion that could be kept going for some time. These topics will have to be revised in the near future.

Ms. Martinez clarified that this is an information item. This is not a place where decisions are being made, this is a place where information is being shared and responses are being heard.

Ms. Hsia said apparently on the right side of the balance sheet there is liability where the bonds are issued, is there any equity on the bottom of the balance sheet?

Mr. Martin said certainly, the water project has assets, and assets have value. That is beyond the scope of this meeting.

Mr. Cox asked what happens if the project does not happen? The people that bought these bonds, do they get paid back by the water users? If there is no project, then there are no water users. Are the water users still stuck with this?

Mr. Martin said that the department has not issued any debt to fund this project yet, so it is not being paid.

Mr. Cox said that he is confused because he understood there was a court case going on to issue these funds. Though they have not been issued, they intend to.

Mr. Martin said debts will be issued only if the project is approved.

Mr. Moran asked what is the interplay of the bonds and expenditures on Davis Dolwig and the Community Benefits Plan, if at all?

Mr. Martin said that Davis Dolwig could be another conversation. It addresses an issue related to who pays for recreation and enhancement of fish and wildlife and that goes back into philosophical notions that were state policy debates in the 60s when the project was built. He's unsure about community benefits as he's not familiar with the discussion at this point.

c. Public Comment on Item 6

There were no public comments.

7. FUTURE AGENDA ITEMS & NEXT MEETING

The next meeting is April 28th, 2021; 3:00 to 6:00 PM. The agenda includes the DWR CEQA, the DCA updates, and the community benefits program.

a. DWR Communications Plan 2021

Chair Palmer suggested that the SEC members start to think about what issues or topics they would like to hear and talk about in the future. Most of the main engineering work is done, but there are further studies going on and there will be more engineering questions in the future. What questions should we dig deeper on? Should we develop sub-committees for specific topics? The SEC members are invited to help setup agendas and encourage different paths.

8. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

This is the time and place for SEC members to address the Committee on matters that are within the Committee's jurisdiction but that are not on the agenda.

Mr. Gloski said that his issues have been heard in regard to redundancy between pumps and Banks and also the ability of the project to provide fresh and high-quality water to the South Delta. Ms. Mallon and Ms. Buckman were helpful to connect him with some people that were knowledgeable in these areas. That leads him to still be strong in his convictions of these two capabilities. The original canal project of the 1970's had 6000 cubic feet aimed at water quality. More water was being used with that canal. We need to continue to discuss the project and its delivery.

9. 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. 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.

There were no public comments.

10. ADJOURNMENT

Chair Palmer adjourned at 6:17 P.M.

11. Next scheduled meeting: Regular Stakeholder Engagement Committee Meeting: April 28, 2021 at 3:00p.m.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING

Wednesday, April 28th, 2021

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 Anna Swenson, Barbara Barrigan-Parrilla, Cecille Giacoma, Douglas Hsia, Gia Moreno, Isabella Gonzalez-Potter, James Cox, Lindsey Liebig, Karen Mann, Peter Robertson, Vice Chairwoman Malissa Tayaba, Mike Hardesty, and tribal representative alternate Chairman Jesus Tarango. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance.

Members Angelica Whaley, David Gloski, David Welch, Dr. Mel Lytle and Philip Merlo were 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 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 stated that this meeting has a change of platform within RingCentral which places the SEC members in a different virtual meeting room than attendees. The SEC discussion and public comment processes remain the same. Attendees will remain muted and not have a video option unless they are speaking during public comment. The DCA will unmute the speaker however the speaker will have the option to turn on their video. The SEC members have full control of their video and audio. The chat function will not be used in this meeting even though it can be seen.

Ms. Palmer reviewed housekeeping items. Members of the public can request to speak during the public comment period by emailing publiccomment@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.

Ms. Palmer noted that this meeting pertains to engineering topics only and discussion can only contain topics in the DCDA purview.

3. MINUTES REVIEW:

There were no comments at this time.

4. Item 4
   4a. DCA Review and Updates

DWR Director Karla Nemeth acknowledged all the hard work that's been underway. Ms. Nemeth spoke candidly, she's not under any illusion that people will feel differently about this project overall but believes the info the SEC is providing in the feedback will help DCA find ways through designing and engineering to avoid or minimize effects on local communities represented here. Mr. Bradner hopes for continued engagement and again, there is no need to

agree with a project in any way. She said she believes people of good conscience can have disagreements and can find ways to work together. One of the ways DCA is hoping to deepen work with the SEC is through the Community Benefits Program. Ms. Nemeth acknowledged how important this input has been for the Department of Water Resources.

Ms. Nemeth said that previous DCA Executive Director Kathryn Mallon has moved on to other opportunities and she welcomed Graham Bradner who has agreed to take the interim position for the DCA. There is a lot of work that the DWR needs to do relative to permitting for this project. Ms. Nemeth said that Ms. Mallon was really candid with the SEC on the nature of this project's effects on this community. Ms. Mallon is part of the reason why DWR has gotten the valuable feedback that it has thus far. Ms. Nemeth thanked SEC members and DCA staff for the intense time, commitment, and effort. Ms. Nemeth hopes the SEC will continue in that same spirit.

Ms. Keegan acknowledged the work done since the first meeting on November 13, 2019. Although it has been only 16 months, it feels like 3 years of work. Ms. Keegan thanked everyone. She stated the general purpose for the meeting is the technical and engineering feedback and that this would provide a forum for Delta stakeholders to really communicate with the technical and engineering teams relative to the issues associated with the DCA activities. Also, DCA staff has been able to discuss measures to offset effects, thanks to an incredible amount of input from the SEC, which has been extremely valuable.

Ms. Keegan mentioned moving into a new phase, having passed the formal process in terms of evaluating the technical issues, the siting (what goes where), why things must happen in a certain way. Yet there are still opportunities to ensure that all residents have a good understanding of the DCA and continue to gather input to ensure that the proposed project considers the community as part of the design and construction process. CEQA has very formal environmental processes and DWR will be the lead on that. The difference is to continue with this as a space where community members have the opportunity to talk directly with engineers, with technical people, with leadership, ask technical questions and gain important information.

Since the DCA is subject to the Brown Act and these are Brown Act meetings, it's not only going to be impactful, it's going to be transparent communication that is open to all the community to participate in. Ms. Keegan thanked those who have participated, knowing it's been a great sacrifice of time, energy, and effort, but is appreciated.

Mr. Bradner gave a brief presentation and introduction of himself. He received his Bachelors and Masters degrees from Clemson University with 20 years of engineering experience, including 16 years at GEI in Sacramento. He specialized in water supply infrastructure and flood risk reduction projects in Northern California. Mr. Bradner is a California registered engineering geologist and hydrogeologist experienced in various technical, governance, and management roles. Mr. Bradner has over two years on the Delta Conveyance Program serving as Levee/Forebay technical lead and Deputy to the Engineering Design Manager. Mr. Bradner will continue to provide input to the engineering team.

Mr. Bradner brought attention to the DCA guiding principles. To continue to operate in a collaborative manner that brings multiple voices and perspectives, communicate the work the

DCA is doing in a transparent way and be sure to make use of constructive feedback received, deliver top quality work consistent with a world class project and organization, be creative and innovative in thinking about resolving challenges and opportunities, while demonstrating that collaboration and communication is part of engaging the community. It is clear that the project reflects community input.

Mr. Bradner presented the Anticipated DCA Planning Phase Schedule to help SEC members visualize the focus of the DCA draft for the Eastern and Central corridors including the Bethany Reservoir Alternative which is key for DWR to form an Environmental Assessment Process. The Geotechnical program was launched and later the SEC was formed.

Mr. Bradner summarized the SEC collaboration feedback that has been incorporated. SEC input does not indicate in any way that the SEC has been supportive of the project, but if there were to be a project, what would be concerns of the Delta communities, where there are opportunities to take input and determine how to reduce the effects. Some comprehensive examples of feedback would begin with construction effects and facility siting.

Mr. Bradner reviewed the next phase in the Anticipated DCA Planning Phase Schedule for the next couple of years. The focus will be to maintain the core engineering staff to answer questions from the environmental team process making requests for modifications to the documents or concepts design; keeping an eye on the incoming geotechnical data to confirm the assumptions that were used in the conceptual design preparation; to continue community engagement; to provide support to DWR with permit preparation and hearings. A rough estimate at this point will have the DCA potentially beginning some early engineer work on a preferred alternative somewhere between 2023-2024. This estimate is contingent on obtaining necessary permits and approvals and DWR moving forward with a proposed project.

4b. DWR CEQA Status Update

Ms. Buckman provided an update on the project schedule. DWR is preparing a public of the Environmental Impact Report/Statement (EIR/EIS) under CEQA to be released May 2022. The Corps is simultaneously working on an EIS under NEPA. It will be a separate document, but they are coordinating for the document review periods to overlap. DWR may provide a longer review period for the CEQA document than the Corps. The Final Environmental Document is anticipated for release in late 2023. The technical work for the biological analysis has begun for the biological assessment.

Ms. Buckman provided environmental planning updates. Technical studies and impact analyses are still underway with results pending. With NEPA, the United States Army Corps of Engineers is proceeding to develop an EIS. Soil investigations began in March and are posted every week with a two-week look-ahead. The schedule is not exact due to local and environmental conditions, but the estimate is updated weekly. Meetings for the Community Benefits Program Framework have begun with the first of three workshops in April and two more in May coming up on May 6th and 25th.

4c. SEC Questions or Comments on February 24th Meeting Presentation

Mr. Cosio did not agree with the term "collaboration" as presented in Mr. Bradner's presentation. Instead, Mr. Cosio thinks of it more as a compromise.

Ms. Moreno agreed with Mr. Cosio and recalls the team bringing up that there are opportunities to talk to engineers but many times the responses are that they can't be answered at that time. She doesn't believe that this is a collaboration. Questions that are asked often times get dismissed. She has asked numerous questions about Hood with regard to engineering and access roads but has been told that she was wrong.

Ms. Martinez acknowledged that Ms. Moreno raised a concern about questions that haven't been answered. The team can recirculate the question and answer matrix for the committee to review and see if questions have been answered or still need to be addressed because some might've been missed.

Mr. Hsia recalled at the last meeting that he asked Chris Martin at DWR about the stakeholder equity ratio and Mr. Martin said it was beyond the scope of the SEC discussions. Mr. Hsia thinks it was disappointing that an important analysis was unable to be discussed. Ms. Martinez said this will be added to the question and answer matrix. It may be beyond the teams' scope, but this item should definitely be revisited.

Ms. Barrigan-Parilla said on Ms. Buckman's presentation, there will be the completion of hydro modeling of the project for impacts for 2040/2070 done by the end of June. Will that information be shared with the committee? That has been a main concern. The Bureau of Reclamation has expressed preliminary interest in the tunnel and now there's a 7500 cfs alternative that's being considered. Does that change design impacts, numbers that were provided, cubic yards of dirt that will be removed? When will the SEC be updated on the new modeling?

Ms. Buckman replied that in the NOP, the team has identified a range of potential capacities for the alternative. Ms. Buckman has asked the DCA to review various options of 3000, 4500, 6000, and 7500 cfs versions of the Eastern and Central alignments. As the DCA has been doing that, the work the team has done has included those four capacities for the three alignments. The 3000, 4500, and 6000 only include State Water Project participation. For the 7500 option, a connection to a CVP facility is included. Thus far, the Bureau of Reclamation has not indicated interest in participating in the project, but they are included in one alternative because of the historical record for California WaterFix. They could potentially be interested. Some people might want to see the effect of an alternative. It is not a proposed project at the moment because they have not shown interest, but the EIR will provide an analysis for this alternative to see the comparison of benefits and adverse effects.

Ms. Barrigan-Parrilla said there must be a breakdown somewhere in the system because the contractors under Kern County Water Agency are saying a preliminary request has been made. There is talk and confusion about if there is a bigger tunnel coming with Reclamation involved.

Ms. Buckman will follow up on that, but any request for participation will come through DWR. No request has been received. For the modeling, the team is working on hydraulic operations simulations. DWR is planning technical meetings to share basic information and the dates will

be scheduled soon. Hydrologic/hydraulic modeling will not be included in the SEC meeting because this is tied to CEQA. The team is looking at a 2040-time frame and a qualitative 2070.

Ms. Barrigan-Parrilla asked if the SEC won't be receiving the presentation, can the team keep the committee updated with the timing of those meetings?

Ms. Buckman said yes, this team is hoping people will participate. DWR will make sure all of the meeting notifications come to this committee as well.

Ms. Swenson is in agreement with Mr. Cosio that this process has not been collaborative in a way that the SEC is supporting the project or think it is a good thing or good infrastructure. As Governor Newsom said, DCA should fix the existing infrastructure. Most changes going to be made aren't tangible. There are already bad traffic issues currently. How would farmers make it through conditions that come with this project? At a Delta Stewardship Council meeting, it came across like DCA had everything figured out which is kind of disingenuous. This is not in the name of community.

Ms. Martinez reiterated the mantra that participation in this discussion in no way shows support for the project. It indicates dedications to communities in the event that this project is built. This is a difficult process, so the team thanks them for their participation.

Ms. Palmer noted that everyone should be particular of the vocabulary used because it is not collaborative, it's a participation.

4d. Public Comment on Item 4

There were no comments.

5. Item 5

5a. Design Changes

Mr. Ryan presented design changes that will illustrate the process that will continue with the DCO as they evaluate the project. To begin, there are changes to the Southern Forebay and Bethany Complexes power supply, though the slides only include the Southern Forebay. The original plan had two power sources, one from the WAPA at the bottom of the graphic and the other from PG&E at the top. To note, there are currently no agreements in place, but these are potential power sources to hook up to the system. The colors on the diagram show the corridors. There a very few pieces of underground sections, mostly on-site. There is also a piece of the corridor coming from the south of overhead power from WAPA that was parallel to existing power and a smaller piece from PG&E. The golden color is new power corridors of above-ground towers.

Because the two power providers are in the same area, there are balancing issues with being able to provide that redundant power. Due to the size of the loads, reliability becomes an issue. With new infrastructure being less by going with the WAPA system, the conceptual designs now only receive power from WAPA. This removes about seven miles from the corridor coming

down from Brentwood. That removes almost all of the urban and rural residential footprint of that power facility which helps reduce some of those impacts.

The corridor that came down from Brentwood would have followed down the green line on the graphic by the Southern Complex facility and extended down to Bethany, which is by the WAPA facility. Using WAPA eliminates the stretch from Brentwood to Bethany as well.

The next change is the road up to Bethany Reservoir for the Bethany Discharge Structure which is shown in the yellow area at the top of the presentation graphic. The goal of the original alignment was to follow existing roads to minimize impacts in the area. At the time, to try to minimize that footprint, the road would've had to have been widened because it would need to carry significant construction traffic and it's currently a narrow farm road. Also, because of the grades, a large road cut would have been necessary up in the hillside which would have been visible from a fair distance.

Mr. Ryan said the DCO's EIR team looked at the impacts of the project facilities and defined impacts on an alkali wetland which is a sensitive wetland area that are more rare than other types in California. In this type of situation, the goal would be to avoid impacts to the wetlands, so some alternatives were explored. As a result, a new road alignment was identified. This new road alignment is not on an existing road, but it takes advantage of the topography so that it's essentially the same length of originally proposed road. The road cut is much smaller, so visual impacts should also be less. There is also less dirt to move to stockpiles. It also completely removes the road footprint the wetlands area.

There was another similar change that came as a result of the same process. Another alkali wetlands area is by the Southern Forebay with an access road and some rail going right through it. The original configuration was to minimize rail and the impacts that go along with that. The new alignment, in order to avoid the wetland, has the railroad rerouted and the road adjusted. There is still a very slight footprint as the roads can't be moved any more and are right on the edge of the wetlands. Some parts of the Southern Forebay site had to be moved around but it did not affect the functionality.

All these changes illustrate what kind of the things the DCO brings to DCA's attention, similar in a way to some of the things brought up in discussion from the SEC. Even still, there are some other items from the DCO being worked on that may or may not result in further changes.

Ms. Barrigan-Parrilla asked for clarification on what WAPA is.

Mr. Ryan said the Western Area Power Authority.

Ms. Barrigan-Parrilla asked if they are a federal power distributor. Is it a different grid?

Mr. Ryan said he is unsure of the details, but they will follow up on that. WAPA is mainly a distribution entity. They have many hydroelectric facilities around the west that they move power for, but he's unsure if they own those or not. Power can be put on the grid and it can be wheeled to WAPA, then distributed to the project.

Ms. Barrigan-Parrilla asked for a better understanding of the sources of power to the project as it relates to WAPA.

Mr. Ryan said he's unsure where the ultimate source of power is. The DCO team is working on it, but he can't speak for them on that at the moment.

Ms. Barrigan-Parrilla requested that the SEC be informed at a later date when possible.

Mr. Moran asked if the new haul road going up to Bethany will stay after construction is done or if it would be restored.

Mr. Ryan responded that he believes this one will stay.

Mr. Moran mentioned to consider that it's a big foraging/migratory area for a list of bird species, so minimizing any impacts along those grasslands is really important. Also, the wetland by the Southern Forebay, the rail is bordering that. Consider drainage patterns and substrate as there are hard-pan soils there, so any disturbance could change the hydrology within the wetland, even though it's not the construction zone of the wetland.

Ms. Mann commented that the mention of a heliport and first-aid center makes much sense, except there is an airport very close. Why would the airport not be used?

Mr. Ryan said it actually might be used. As of now, the EPR provisions are to reserve space and footprint for these types of items but final details for emergency response is yet to be worked out with the local agencies and the project proponents. Without speaking for the airport, we could work with them to do that because we do have the facilities onsite and a decent travel path. It's certainly a possibility.

Ms. Mann asked how does the Byron Highway section in orange on the presentation graphic interact with the expansion of Byron Highway from Discovery Bay, Brentwood to Mountain House where the four lanes are being expanded? Would that be a part of it?

Mr. Ryan said for the Central and East options from the presentation, Byron Highway would not be expanded. However, the roundabout is intended to be consistent with one of the alternatives that they're planning for the changes out there. The Contra Costa Transportation Authority, that's the authority for this road is still working through the alternatives. The intention is to be compatible with whatever they decide to do. Relative to Mountain House, it's mainly applicable to the Bethany Alternative and for that, their four-lane expansion would be extended up to the new Lindemann Rd Interchange. The details as to where Mountain House is in doing that work are yet to be worked out, because they're not sure of their timing.

Ms. Mann said considering the construction of a project of this intensity, would a new fire station be built in Byron?

Mr. Ryan responded that the emergency response plan at this point in time has the facility at the site, but team and project proponents are open to working with the local communities to figure out final service. Right now, there is room for one fire truck and contractor crew on the site.

Ms. Mann added there is no fire station at all in Byron.

Mr. Ryan clarified that there's one nearby that's closed.

Ms. Mann said yes, and Discovery Bay had two, but one is also closed there. So, there is one fire station that services Discovery Bay, Byron, and all the farmland area.

Mr. Ryan said what is trying to be done in the footprint section of the EIR is to not put additional burden on the local facilities. That being said, it doesn't mean we wouldn't work with the local emergency service providers to help either fully or partly with some of those services later on.

Ms. Mann mentioned that there's an intersection where Alameda, Contra Costa, and San Joaquin are all in the same vicinity. She asked if this would add more to the complexity?

Mr. Ryan said absolutely, especially with Bethany for emergency response in determining who's really responsible for serving the area.

Ms. Mann added that Mountain House has one fire station and they are San Joaquin County.

Mr. Ryan mentioned he believes that the Bethany facility itself is in Alameda County.

Ms. Mann said the nearest fire station for Alameda is Livermore which is a problem.

Mr. Ryan said this is why the team is proposing for now to have emergency response on site.

Ms. Swenson asked if there is a name or a way to identify the wetland? Is it a protected wetland? It's concerning to see a wetland in the middle of construction for the project. Please follow up with what the plan will be to mitigate. A name or a way to commonly identify would be appreciated.

Mr. Ryan said the DCO does the wetland evaluations. The DCA simply tries to get out of the area when they identify them. Ms. Buckman might have more information on the wetlands and details regarding mitigation.

Ms. Buckman said the wetland does not have a formal name, but it was identified as part of the process to map wetlands and waters of the US. In general, with looking at potential effects, the first step is to try to avoid effects wherever possible, which leads to the conversations with the DCA about moving facilities or looking at options to avoid impacts. The next step is to analyze remaining effects and identify mitigation. We have not yet reached that part of the process, but we will be looking at whether or not we need further mitigation.

Mr. Moran added for reference that Eastern Contra Costa County Habitat Conservancy might have some kind of a designation for that wetland.

5b. Ongoing Outreach Efforts

Ms. Barbieri described some of the activities DWR has planned over the year or so with goals of providing public information, building awareness in the community, providing access to information, transparency, and providing avenues to the planning process of the environmental review. Ms. Barbieri provided a Public Outreach and Community Engagement plan with six elements. She began with informing about the DWR planning informational webinars around June to September to provide a deeper dive into some of the topics of interest in advance of the EIR. Then she moved on to the Community Benefits Program, which would be explained later in the meeting. Ms. Barbieri mentioned stakeholder engagement work that would be presented by Ms. Parvizi. Ms. Barbieri then mentioned the public participation element. Ms. Barbieri followed up with course agency coordination and acknowledged that there are a number of planning and permitting activities for coordination with the public and agencies.

Before going into some of the details for all those activities, Ms. Barbieri mentioned that there is a focus on the tribal outreach effort. Two things she highlighted were to ensure compliance with AB 52 through formal consultation, and the other was to ensure input and engagement across all of the public information and public participation activities program. This included more informal discussions with the Tribal Engagement Committee and then an annual Tribal Informational Meeting.

Next, Ms. Barbieri mentioned there is a focused Environmental Justice outreach effort. DWR has special consultants on board with Ag Innovations to help ensure that all of the outreach activities programs follow the best practices for engagement with disadvantaged communities. Ms. Barbieri added that she thought about doing virtual workshops in coordination with EJ focused organizations while being cognizant and responsive to EJ needs as the DWR, with DCA support, moves onto when the Draft of the Environmental Impact Report becomes available.

Ms. Barbieri then presented activities for public information including E-blasts, blogs, backseat videos, presentations, briefings, and other media. Deep Dive videos are where the DWR took some of the discrete topics and turned those into videos with DWR's technical experts to provide information. The team will try to turn these into shorter videos. Ms. Barbieri understands that people like to receive their information in different ways, and they are trying to be as comprehensive and responsive as possible.

Ms. Barbieri then addressed the informational webinars. The idea was in response to comprehensive environmental documents in the past. In lead up to when the Draft Environmental Impact Report becomes available next year, the DWR will provide some background information about different areas that will be covered in the EIR. Ms. Barbieri gave the example of providing information about the assumptions on methodology. She thought that it would be a helpful way to provide small chunks of information leading up to the CEQA document. The DWR is primarily focused on the EIR but there are other planning and permitting activities and the agency coordination that goes along with that.

Ms. Parvizi provided an overview of DCA outreach activities for the near future. The DCA is now waiting for feedback on what DWR will need over the course of the next year as they prepare the EIR. SEC meetings are slowing down as there's less technical material to review. Ms. Parvizi added that this is an opportunity to think about how to take those materials and be responsive to the fact that there are folks that still don't feel like they understand the project and how the DCA can essentially repackage those materials. Ms. Parvizi continued that this could include

translations, taking out certain bits, or if somebody just wants a presentation on a particular topic, such as intakes. Ms. Parvizi added that SEC meetings will continue as long as it makes sense.
The virtual tours will be in both Spanish and Mandarin Chinese translations in order to be able to reach more folks. There will be informational video series similar to the virtual tours that'll be more graphic and help explain some of the different concepts. The DCA website remains a great resource but the team recognizes that there are ways the DCA could optimize it and make it easier to find materials and expand the DCA's offerings. Social media updates and information sharing through Facebook, Twitter, and all DCA'S social media channels will continue to be a resource.

DCA will be starting a monthly newsletter to share with the SEC. The team is happy to provide presentations and materials for committee groups as requested. The DCA tries to do their best to be as proactive as possible but there are different interest groups that might just care about the different impacts. Ms. Parvizi continued that they are more than happy to come out to meet with folks for anything regarding the project. The hardest thing to tackle is when folks say they don't know anything about the project after the DCA offered to meet, and they refuse.

Ms. Parvizi continued that she is very sensitive to what Mr. Cosio said about collaboration and stated that she appreciated the distinction there but thought that there's a role in which the team can make sure folks are properly informed. The DCA doesn't try to persuade opinion on the project but does try to make sure people have the right facts. That's what's important. Everyone might not always agree on what we think facts are, but between the DWR and DCA teams, it has always been collaborative. Ms. Parvizi reiterated that the DCA will take more of a back seat as the DWR continues to do their immense outreach efforts as well. Hopefully this give folks an idea of the ways the DCA can get information out to folks.

Ms. Martinez said she hopes this begins to shed some light on a number of efforts that are trying to push information out. She reminds everyone that it's complicated, it's a hard project, it's complex. It's a large region that continues to try to be a partnership truly from the standpoint of how the organization can provide information that then perhaps the SEC members can move forward to their individual constituencies. Your thoughts can always be sent via email, that's definitely a good way to try to move that discussion forward.

Ms. Swenson said she appreciated Ms. Parvizi's very comprehensive list. The only problem is 99% of it relies on broadband which is an inequity in the Delta. Many people in the Delta do not have access to good broadband. Ms. Swenson validated that the DCA team has tried to reach people, but she doesn't know how the DCA will overcome the terrible issue with broadband in the Delta.

Ms. Parvizi agreed that was a really great point and mentioned that she doesn't know how comfortable she would feel, or others would feel about indoor meetings yet. Even if folks are fully vaccinated, there are some advantages given the weather of being able to put together outdoor meetings. She added that pre-Covid, the DCA was dropping off materials at libraries and post offices. She thinks that there's a level of comfort for staff at least to be able to bring materials to folks. There has to be a mutual agreement of what seems safe when it comes to meeting, but the DCA is getting ready to be able to hold smaller meetings in person. This has to be a conversation with all parties involved on whether or not there should be in person or not,

or if it could just be material drop offs to help address the issue of equity. Ms. Parvizi stated she hopes that's something that the DCA can start moving ahead on for the fall.

Ms. Palmer reminded everyone that if the SEC members have ideas in terms of where else the DCA can drop materials off to please let them know and the DCA will do their very best to make sure that happens.

Ms. Moreno said that all the outreach efforts would be great if people have access to the Internet. SEC meetings require access to the Internet. Ms. Moreno appreciated the materials that were given but added that they are complicated. SEC members can look at PowerPoints and know what it is about but the average person does not. She mentioned that they hadn't been able to reach as many people as they had claimed.

Ms. Parvizi said she was not trying to put numbers on things or make any claims, but she believed the DCA remained open in terms of reaching as many people as possible; it is a two-way street.

Ms. Moreno referenced one of the last meetings, where Ms. Parvizi said the attendance for these meetings increased by 300%, but when Ms. Moreno looked at the participants of these meetings everybody was either the SEC, DWR, or DCA. There weren't many people who are actually just regular community members.

Ms. Parvizi responded that this was true, but participation still increased massively since there were so few people for in-person meetings. Again, she assured they do not try to paint a picture.

Ms. Moreno pointed out that meetings were at 3:00 in the afternoon and some had to be late. Participation has increased 300%, but for who?

Ms. Parvizi answered that these are the numbers and if there were folks there that weren't staff, the team was transparent. Those were folks who are attending the meeting. It is not about trying to lie about the numbers because there were more people. She continued that there are some people who do have broadband access and it means they are able to attend the meetings in a way they certainly were not when it was about 10 to 12 people at in-person meetings. She said they weren't putting a flag down and this is the absolute best situation.

Ms. Moreno said that for in-person meetings, people in Hood were given a tiny postcard that looked like junk mail. The postcard would have meeting dates on it, and it wasn't explained what the meeting was or the importance of it so the information could be misleading. There won't be a whole lot of participants when nobody really knows what it is or tossed it because it looked like junk mail.

Ms. Parvizi reminded Ms. Moreno of her role as an SEC member, which was the whole point of the SEC. She confirmed the team had gone in-person to post notices to the post offices and the libraries. She confirmed there were also postcards sent since they are easy to carry and put around. DCA materials would be dropped off at some places but there needs to be a two-way street. Ms. Parvizi agreed that the DCA hasn't reached everybody 100% but they are willing to

work with anyone to get there. She added that Ms. Moreno as Hood's representative should aid in the outreach effort and she should reach out to DCA staff with any issues.

Ms. Moreno said she has been actively conducting outreach since appointed as the Hood representative. She has been taking the materials given to her and distributing them. Ms. Moreno was referencing to even before the Hood position was created.

Ms. Parvizi stated that the role now is that the DCA has time to work with her to ensure that folks have the information needed because there's an EIR coming and that's really where the public will comment.

Ms. Palmer said if there's a need for improvement in some way, let the DCA know and will do their very best to do so.

Ms. Martinez said the SEC meetings can be accessed via phone. Ms. Martinez asked Jennifer Malone to let folks know how to access to the meetings by phone because a lot of people do not know that's an option.

Ms. Malone said that anywhere any sort of meeting information is posted, whether that be in a lobby or at any post office etc., there will be the phone number and the access code to access the meeting. Anyone can always call in. Ms. Malone added it may not be the best experience simply because there isn't any visual, but it is important to make sure that everybody was aware that anyone can call into the meeting.

Ms. Moreno replied that would be great if the Delta had cell phone service.

Ms. Martinez acknowledged all Ms. Moreno has contributed as well as how she continues to be a valuable source of information and knowledge for Hood. She added that this sounds like an ongoing issue that needs continued work.

Mr. Hsia asked how does the DWR conduct outreach differently from the DCA.

Ms. Malone responded the outreach that DWR conducts is focused on everything related to public information and public participation for the whole program. Everything related to next year when the Draft Environmental Impact Report comes out, DWR will be responsible for that. All of the public information about the program like fact sheets, background information, background videos, and reporters that call with clear queries is handled by DWR. The DCA is more focused on the discrete issues around design and engineering. DWR covers the whole program and the DCA covers just those things that are the purview of the DCA.

5c. "Your Delta Your Voice" Survey Results

Ms. Taylor introduced herself as the Executive Director at Ag Innovations, a nonprofit that focuses on collaboration at the intersection of complex natural resources issues. They work in community engagement as well which is why they've taken on environmental justice and outreach to disadvantaged communities of the Delta.

Ms. Taylor said the goal of the EJ survey was to gather direct input from the disadvantaged communities in the region about how they work, live, recreate, and experience the Delta. There was a focus on communities that are historically burdened, under-represented, people of color, and low-income communities of interest including indigenous and tribal members.

There were 2,117 total participants and of those, 540 were Delta region DAC participants, meaning Delta region Disadvantaged Community. These terms were used interchangeably. The terms mean the same thing where DAC is defined as non-white, or has a household income of less than $60,000, or they were designated by ZIP Code and household income below $75,000. Zip code was determined using Cal Enviroscreen and the DWR Severely Disadvantaged Community mapping tool. mapping tool. There was a subset of that group which is the Delta region Severely Disadvantaged Community (SDAC). SDAC is defined as a household income less than $45,000 or by ZIP Code and their household income is less than $60,000. The presentation focused on the Delta region SDAC and Delta region DAC. Ms. Taylor noted they wanted to be inclusive so the region is around the 5-mile statutory boundary around the Delta to include those who are still very connected and consider themselves part of the Delta but may not be within the 5-mile statutory line. The survey was translated into Mandarin Chinese and Spanish, with 311 participants of the Chinese survey and 12 of the Spanish survey.

The response to the question, "Have you ever participated before in a public process related to a Delta tunnel proposal?" had interesting results. The response was over 60% in Delta, Delta DAC, Delta SDAC, and all respondents have never participated in a public process related to Delta tunnel proposal. The survey made inroads with members who hadn't been engaged before in the Delta region.

Another question from the survey was, "What's most important to you?" On the survey, the participant dragged different priorities above the line with up to six choices. There was also an option to suggest their own priority. Cleaner air and drinking water and natural environment where the top two followed by well-maintained levees. For Delta region DAC participants and Delta region SDAC participants clean air and drinking water was the top priority and for all respondents it was natural environment.

The next question was, "What do you like best about the Delta region?" The top five priorities are again the same throughout. The top five were beautiful rural landscape, quality of the natural environment, slower lifestyle and small-town feel, access to outdoor activities, and history and culture of the area. For the larger group of all respondents there was a shift in order with access to outdoor activities being third over slower lifestyle and small-town feel. Ms. Taylor pointed out that diverse cultures, local jobs, and access to affordable quality housing were selected less often than Delta region DAC respondents.

Another question was, "What concerns do you currently have about living or working in the Delta?" The top five priorities were drinking water quality, levee maintenance and flooding, quality of the national environment, and then it dropped down to quality roads, and traffic. For SDAC the traffic is slightly higher than quality of roads. For all respondents, levee maintenance and flooding, and quality of the natural environment were higher than drinking water quality.

The next question was, "Do you spend much time visiting the Delta waterways and natural areas?" This question was proposed to find out if Delta region DAC, those who might be

historically burdened, or had lower income were actually in the waterways as often as the community who had more income, or had more privileges. It was found that 70% of Delta region DAC respondents do spend at least once per month at the waterways and natural areas. This was slightly lower for SDAC and all respondents.

Next was, "What activities do you do most frequently in the Delta?" The top two priorities for Delta Region DAC respondents were hiking, walking or running, and water activities. The responses changed between SDAC, all respondents, and DAC. SDAC respondents by far chose hiking, walking, or running, most frequently. "Just hanging out" was the second most frequently selected, water activities was the third and Birding, hunting, or wildlife was the fourth most frequently selected by SDAC, and were considered fairly close.

Ms. Taylor referenced one of the questions that was a map where respondents could drag markers and there was a range of things respondents could ask. Respondents could also drag markers and share additional information or comment, including outdoor activities, fishing spots, historical cultural sites, gathering places, businesses and services, and other special places. Outdoor activities were by far the most marked spots. The concern about outdoor activities continued throughout the survey.

Ms. Taylor provided some highlights from the Special Places Mapping feature of the EJ survey. The most frequently selected outdoor activity were water activities. 96% of Delta DAC respondents identified historic and cultural sites as needing improvement. Locke was identified in 41% of those historical and cultural sites. This really stood out as a place that many people identified as important and something they were proud of and reflected Delta heritage and its history.

Another question was, "Are there services that are needed in your community?" This question required a comment where 55% of Delta region DAC Respondents commented yes, social services are needed. (Editor's Note – there was an error in the initial information reported. The percentage has since been corrected to 67%). These comments were sometimes just plain yes, or sometimes said at home services, or a food bank was needed. The top services identified in those comments were homelessness services, food bank services and food security.

Another question was, "What potential benefits of the proposal could you see for your community?" More than 2/3 of Delta region DAC respondents commented that there are no benefits that will come from the project. Other responses included there might be training or improvements to the natural environment like clean drinking water or access to the natural environment. Ms. Taylor noted that at the time of the survey, the Community Benefits Program hadn't been formulated, so the survey was not created or delivered with that in mind. When respondents said there are no benefits there also wasn't anything for them to react to in terms of what benefits might be.

The three biggest points of interest in the natural environment and preserving the Delta are community, agriculture, and heritage. For many they spoke to how their quality-of-life is interwoven with life on the water. Outdoor activities are important to Delta DAC participants, including hiking, walking, running, and water activities. Services are needed, especially around homelessness.

Ms. Barrigan-Parrilla asked what percentage of DAC and SDAC participants come from the urban versus rural Delta? What are the differences in the responses to those questions?

Ms. Taylor couldn't speak to that. It wasn't an analysis that was done but thought it was a really interesting question. There are 2,000 responses and many of them are GIS so questions like rural or urban, and questions of legacy communities becomes a challenge. Ms. Taylor reminded that people identified themselves by ZIP Code, so the ability to identify participants was limited to A. whether the respondent put that in, or B. if the ZIP Code is tied to the communities of interest.

Ms. Barrigan-Parrilla asked if data would be by zip code in the report?

Ms. Taylor responded no, but it was an interesting thought. There will be a range of maps where people put drop-down marker.

Ms. Barrigan-Parrilla wasn't worried about the drop-down markers and was more interested in knowing where the DAC and SDAC communities came from. She added ZIP Code data would be really important to give understanding of how and who was using the Delta by even participating in the survey.

Ms. Taylor said they'll see what can be done. It's possible it would be out of scope.

Ms. Barrigan-Parrilla added the reason she wants to match up responses to the ZIP codes is to better target those who are fishing for that much sustenance and where is that water recreation really coming from. Were there only two in Spanish?

Ms. Taylor said 311 in Chinese and 12 in Spanish.

Ms. Barrigan-Parrilla said she feels like there's a gap in who got the survey or who responded. She acknowledged that collaboration with EJ communities is like getting vaccinations done. If there is a community that isn't responding because they are not reached in the right way, then there is something missing or there's a trust gap. She is interested where they came from and in the source within those communities.

Ms. Taylor shared how outreach was approached. There were four goals for approaches to outreach. One was to increase overall visibility and survey participation which was using traditional methods like Facebook, Eblast, etc. The survey was made to be short, interactive and engaging. A solid foundation for web-based actions was created with web visibility, social media, and methods. The next step was to increase participation by disadvantaged community members who live or work in the Delta. They worked with about 40 different community organizations in various ways to get the word out and that was both to limited English speakers, as well as low-income households. About 400 community organizations were called and they got about 10% to take action. Keep in mind this effort happened in the midst of the census and the election. For disadvantaged community members, outreach was tested with Univision, the Sacramento Cultural Hub, radio spots and videos in Spanish. Traditional Spanish language media channels were used. They weren't as successful as it could've been and there are some things to change if another survey is conducted in the future.

Ms. Barrigan-Parrilla asked if the San Joaquin County end of the Delta was included.

Ms. Taylor responded yes and mentioned outreach including bag stuffing at food banks was done. They passed out flyers with school meals. Flyers were handed out in other places and also posted in post offices. Ms. Taylor added they were targeting non-English speakers via the translated surveys, had everything translated, and had Spanish-speaking language media. As for the Chinese community, Mr. Hsia really tapped into his networks, got the word out and produced 300 responses with that work. Ms. Taylor added that this might be something that could be collaborated with Ms. Moreno for Hood, as well.
Mr. Moran asked if survey questions will be in the report?

Ms. Taylor said yes.

Mr. Moran said he wanted to know about the statistic that 90% of respondents eat fish they caught from the Delta four times a week. He also added to what Ms. Barrigan-Parrilla said about having access to as much of ZIP code data as possible.

Ms. Taylor confirmed the fishing question was accurate.

Mr. Hsia was curious as to why $75,000 was considered low income? He believed $75,000 was not a bad income.

Ms. Taylor responded that there will be an entire appendix devoted to it about why they made the decisions that they did. What qualifies as DAC or SDAC depends on ZIP Code and household and if household income is less than $75,000. The reason was because Cal Enviroscreen maps ZIP Codes with other kinds of concerns like pollution. There were maybe 20 different indicators, so if someone lived in a ZIP Code that is being considered to be disadvantaged by Cal Enviroscreen, they thought to just include them, however $75,000 was used as an income cap partly to differentiate it from SDAC which also had an income cap. This figure seemed reasonable within the ZIP Codes, otherwise the disadvantaged community category could have included someone living in the ZIP Code with a higher income. There needed to be a reasonable way of defining X amount of income.

Mr. Cosio commented that the number of people that found levee maintenance important stood out to him. It is nice that the locals really understand that's a big thing. The proposed project is going to have a secondary and tertiary impact on the tunnels and a drop in the funding of levee maintenance. It has been well documented over history that levees have always been an issue since the 50s, even before the State Water Project was even funded. Every time it comes up, it either does not get funded or they just get avoided saying that an earthquake takes them down, so they will build tunnels. At some point the levees can suffer because the tunnels may lessen the desire to want to maintain them.

Mr. Moran added that the Conservancy and other folks have had a lot of outreach regarding mercury and city fishing, so if there were a way to get these numbers he would appreciate it. Four meals of fish per week is really astounding and also cause for great concern due to the high mercury levels. It would be important to have that data available as soon as possible.

5d. Community Benefits Program Update

Ms. Taylor provided an update on the Community Benefits Framework Program. The presentation includes ideas from the Community Benefits interviews and also allows an opportunity for SEC members to provide input and project ideas.

The team conducted 44 interviews from February 1st to March 19th. One of the questions asked about thoughts on the Community Benefits Program and the majority supported the concept. That's the bookend to the question asked in the survey about what benefits do you see with the proposed project. Concerns included complexity and feasibility; trust; need for oversight and enforceable commitments; lack of in-Delta capacity, which was important in terms of the design of the Program and how it might roll out; the question will projects last throughout construction and after? and a desire for more CEQA information first (impacts assessment, mitigation).

Recommendations included funding existing programs/avoid competing with existing programs; use of existing community action plans, other Delta project plans; fund savings accounts for residents to use for education/job training; provide lump sums for legacy communities; ensure planning and oversight are locally driven; solicit broad input about different types of project to consider.

The question now is what do you think about the community benefits concept? What should the program's purpose and objectives be given what you know about the Delta? What's your reaction to the proposed program components? What do you think about the proposed categories of benefits? Do you have any project suggestions? Ms. Taylor opened up the discussion for answers to these questions and any input from the SEC.

Chair Palmer added that the SEC can also send in their responses via email if that is preferable.

Ms. Barbieri added that there is a specific email address just for community benefits-related information which is deltaconveyancecbp@water.ca.gov. The DWR website also has a community benefits section with a form that can be used, as well.

Ms. Swenson commended the translated slides from this presentation. She added that personally she does not support the Community Benefits Program. While she appreciates the efforts, with the history of Community Benefits Programs, no amount of money is worthwhile to the Delta. Until something concrete is shown that would last, she is unsupportive.

Ms. Martinez reminded that support for the Program does not at all equate to support for the project and the team understands that.

Ms. Mann agreed that the Delta nor anything within the Delta is for sale. The Delta water is for the entire state. It's great to see some responses to the survey, but keep in mind the comparison of that number to the entire Delta community from Stockton to all the towns of the waterways affected. The sampling is not sufficient to decide what to offer and does not speak for the entire Delta.

Ms. Taylor informed that the sampling was only 44 people and nowhere near what they hope to reach. This was looked at as a type of draft to hopefully gather more information. She

understands where they are coming from. Although it's not what you agree with, the team understands that if a Community Benefits Program was decided upon, it would need to reflect the entirety of the Delta.

Ms. Martinez asked for some clarification on what exactly the Community Benefits Program is so that no one misinterprets the intended purpose.

Ms. Barbieri mentioned that the presentation is available on the DWR website which might be helpful for folks to look at. The community benefits concept is a defined set of commitments made by project proponents and created in coordination with the local community to create lasting tangible and potentially significant economic and social benefit to the residents, businesses, and organizations facing project impacts. Some acknowledgements were made in the presentation as well regarding why create a community benefits program that may also be helpful. They were to acknowledge that the direct project benefits e.g., State Water Project reliability are not located inside the Delta, acknowledge that if the project is approved it could have potential adverse effects that Delta communities may endure through construction, and acknowledge the limitations of traditional CEQA environmental mitigation typically affords.

Ms. Moreno asked if crop loss or job loss during construction will be included anywhere?

Ms. Buckman said that will be included as part of the environmental document. A potential change in agricultural land use will be assessed and mitigation will be identified, if possible. Agricultural mitigation within the Delta is pretty limited so ways to fully mitigate impacts might be difficult, but the team will be taking a look as part of the environmental document. If there are any ideas regarding mitigation for agricultural communities, please do share with the team.

Ms. Taylor added that benefits don't necessarily have to be tied to a mitigation. One way to think about it is what would really be a benefit to the Delta? In this case, talking about agricultural communities, what would be really beneficial in general?

Ms. Moreno said the biggest benefit would be no project. She added that when this was first presented, there were several different examples of various types of community benefits projects shown and she asked if there were any examples that directly related to this particular project, but nothing has been shown. It's hard to say what would help. This is a very specific community and it's difficult.

Ms. Martinez reminded that the chat is only visible to the meeting panelists, but a question was asked regarding where to find past workshops. Where can those be found?

Ms. Taylor said DWR has a Community Benefits Program page where everything is stored. That link can be provided.

Ms. Giacoma commended Ms. Taylor for pulling residents together from the Delta. It's helpful to hear what they have to say. An important issue is water quality which could be a topic for community benefits to ensure there is water quality and levee protection. She has previously asked for a map of the aquifers and has pointed out that all of the residents and the farmers depend on wells. There's no effort to trap the aquifers to protect against when drilling starts

and land gets redistributed. Before thinking about community benefits, community necessities might be a better place to start.

Ms. Taylor mentioned that there were several mentions of groundwater in the EJ survey, so it's helpful to hear this further elevated. The relationship to groundwater was certainly a theme.

Ms. Giacoma added there isn't a current seismic study either which addresses levee safety and groundwater. It all ties together. The paramount concern of the people is protecting their water.

Ms. Taylor asked if there is a specific area that really has the connection between levees and groundwater or is it throughout the Delta?

Ms. Giacoma responded that it's throughout the Delta. It's a very dynamic place. It depends on the integrity of the ground and the water source. With a massive tunnel to divert the river, it's terrifying to the people who live here. These kinds of questions don't seem to really be addressed. They're the most important questions.

Mr. Cox commented that he has spoken to many people in the fishing community regarding the Community Benefits Program and the basic feeling is that it's something no one trusts. Many people that it's the same thing again of promises that have been made in the past that never go anywhere. The fishing community is being left out of the discussion on water projects even though we have a lot of input. He plans to present ideas at the next workshop, but the bottom line is there is still a lot of mistrust with any sort of benefits program.

Ms. Taylor said it's important to note the trust that needs to be built and also that the fishing community has some ideas that need to be shared.

Chair Palmer noted that there is an overall theme of distrust that the team will keep in mind.

Ms. Barrigan-Parrilla shared that she feels there's sometimes the misconception that a community benefits program is in lieu of mitigation when it's not. Mitigation is what needs to be done legally to minimize impacts. A community benefits program centers around ideas of how to protect the community, it's certainly not buy-in into a project. She reminded that when AB-32 was introduced it did not take into account mitigation for air pollution and because EJ communities opposed cap and trade, they were not at the table. Having lived through the AB-617 process as an attempt at remediation, it's not something that should be lived through again. It did not hit goals and did not help the community. There are reasons to be distrustful but keep in mind that the majority of people are not involved in discussions of water and water quality.

Mr. Cosio asked about the turnout for the first workshop. He mentioned that the day he got notice was the day they had to register. He heard from others that they also felt it was sprung on them. What are you expecting for the next workshop?

Ms. Taylor said notices went out at least a month before the first workshop and then a couple of other messages were sent.

Ms. Barbieri added that postcards were also sent, there were postings at post offices, and they reached out to press folks. They did extent the registration window for this next workshop. Anyone can participate but the registration is just to ensure they have sufficient facilitators and such. The first workshop had about 125 people registered and about 35 people actually participated. It's hard to say why those numbers are that way. For the next workshop, it's at about 115 people currently.

Ms. Taylor said to please share any thoughts they might have about better noticing. The next workshop will include breakout groups, so it will allow for more dialogue and deeper discussion.

Ms. Swenson noted that extra reminders are always helpful, in terms of the workshops.

Ms. Taylor informed that the next workshops are May 6th at pm and May 25th at 6pm.

5e. Public Comment on Item 5

Ms. Meserve representing the Local Agencies of the North Delta commented on the first community benefits meeting. Having the participants masked from each other makes participating harder. Participants couldn't see other comments, other people, etc. so it would be better if it could be more open because it was very restrictive. It was brought up that it's difficult to picture how the CBP would be carried out. This discussion might need to happen again after the draft EIR. Having participated in higher iterations of the tunnel project, there was a lot of disagreement about if the mitigation measures were adequate and how these issues would get resolved to benefit the community.

Ms. Martinez said that Ms. Taylor mentioned some adjustments will be made to be a little more interactive.

Ms. Taylor said yes, there will be small group facilitators and it'll be in a meeting setting.

Ms. Martinez also pointed out the web address for the Community Benefits Program which is water.ca.gov/deltaconveyance. From that page, there is a button on the right that says Community Benefits.

Chair Palmer also added the address to the meeting chat.

6. FUTURE AGENDA ITEMS & NEXT MEETING

Chair Palmer discussed future agenda items.

Ms. Martinez noted that the next SEC meeting is June 23rd. Meeting cadence will slow down after this meeting for the summer.

Ms. Parvizi added that the next meeting from there will be in the fall sometime.

Chair Palmer informed that newsletters will be sent out in the meantime with updates.

7. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

This is the time and place for SEC members to address the Committee on matters that are within the Committee's jurisdiction but that are not on the agenda.

There were no SEC questions or comments at this time.

8. 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.

There were no public comments at this time.

9. ADJOURNMENT

Vice Chair Keegan adjourned at 5:50 P.M.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING

Wednesday, June 23rd, 2021

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 3:00 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 Gil Cosio, Anna Swenson, David Gloski, Cecille Giacoma, Mike Hardesty, Douglas Hsia, Jim Cox, Mike Moran, Barbara Barrigan-Parrilla, Isabella Gonzalez-Potter, Lindsey Liebig, Dr. Mel Lytle, Gia Moreno, and tribal representative alternate Chairman Jesus Tarango.

Members Angelica Whaley, David Welch, Karen Mann, Philip Merlo, and tribal representative Vice Chairwoman Malissa Tayaba were 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 Graham Bradner,

Carrie Buckman, Joshua Nelson, Annie Branham, Janet Barbieri, Phil Ryan, Valerie Martinez, Nazli Parvizi, Claudia Rodriguez, and Jasmine Runquist.

Chair 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.

Chair Palmer stated that this meeting has a change of platform within RingCentral which places the SEC members in a different virtual meeting room than attendees. The SEC discussion and public comment processes remain the same. Attendees will remain muted and not have a video option unless they are speaking during public comment. The DCA will unmute the speaker however the speaker will have the option to turn on their video. The SEC members have full control of their video and audio. The chat function will not be used in this meeting even though it can be seen.

Chair Palmer reviewed housekeeping items. Members of the public can request to speak during the public comment period by emailing publiccomment@dcdca.org. Written comments will be added to the record but not read during the meeting. 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 by Meeting Facilitator Valerie Martinez.

Chair Palmer noted that this meeting pertains to engineering topics only and discussion can only contain topics in the DCDA purview.

3. MINUTES REVIEW:

A change was received via email from Mr. Hsia that will be implemented into the minutes.

Mr. Hsia said in his statement on page - regarding equity ratio, the word "stakeholder" needs to be retracted.

4. Item 4

4a. DCA Review and Updates

Chair Palmer said that Mr. Brander was confirmed unanimously at the last DCA Board Meeting as the Executive Director of the DCA.

Mr. Bradner thanked Chair Palmer and discussed the decision to adjust the meeting cadence for the DCA Board of Directors. Moving forward starting in July, meetings will shift to bi-monthly. Monthly Board reports will continue to be prepared to summarize progress. At any time if there is desire to change the cadence again, it can be discussed and decided by the Board. It is expected next year around early to mid-spring, the meetings will be more frequent as some of the discussions about the proposed project change.

The Board has approved an adjustment to attendance and size of the SEC from a 20-member body to a 17-member body. This adjustment was made because there were three vacancies not filled and quorum was almost not reached at the last SEC Meeting in April. It would be very disruptive to lose quorum; the DCA would need to shut the meeting down in that moment due to the Brown Act. To keep the SEC sustainable and functional, at this time it seems best to eliminate the vacant seat. Additional seats can always be added back which has been done in the past. There are five ex-officio seats and currently only three are taken. There are still two ex-officio seats available. This change was intended to strengthen the SEC by ensuring that quorum is met and that meetings go forward without disruption due to attendance.

Vice Chair Keegan said that an ex-officio position on the SEC to represent recreational boating is currently open. Recreational boating is an important part of the Delta community in terms of people living in or visiting the Delta. Perhaps an ex-officio member could take that role and not only represent the recreational boaters but also the business community within the Delta.

Mr. Nelson provided a status of the Executive Order that allows the SEC to meet remotely. As part of the June 15th reopening, the Governor issued an Executive Order that continued the current Brown Act suspension that allowed completely remote meetings thru September 30th. The next meeting scheduled on September 22nd will still be remote. Beginning October 1st, absent further clarification from the Governor, meetings will transition back to the original rules of the Brown Act that did include teleconferencing for the members of the Committee but requires those locations where a member is participating remotely to be listed on the agenda and open to the public. Given those constraints, staff is looking to move back to in-person meetings beginning in October, but DCA is still reviewing all options.

4b. DWR CEQA Status Update

Ms. Buckman presented updates on the environmental review process, which is the general process DWR is conducting to move towards an Environmental Impact Report. DWR is currently working on technical reports and assessing impacts. DWR is producing a series of technical analyses to try to help understand the alternatives better and using these as the basis to analyze impacts. If significant impacts are found, DWR will assess potential mitigation. DWR is in the middle of that process; once completed it will be combined into an internal draft, then a public draft EIR, which is still scheduled for release in mid-2022. There will be a public review after the public draft is released.

DWR is working on the CEQA technical studies and impact analyses to work towards compiling a Draft EIR. For National Environmental Protection Act (NEPA), the US Army Corps of Engineers (ACE, Corps) is leading the NEPA process. They are following a similar process to develop an

Environmental Impact Statement (EIS) and are also planning to release that document in mid-2022.

There is also work proceeding for soil investigations. DWR completed an Initial Study and Mitigated Negative Declaration last year. Soil investigations were conducted in 2020, and there was a break during the wet season. Work resumed in March 2021. A short break is expected in July, but information is always available on the website, including a map and a two-week look ahead that is kept up to date.

Mr. Gloski asked what the difference is between the CEQA analysis and the analysis that the Corps conducts. Are they looking at different things? How does the work differ?

Ms. Buckman said generally the types of things studied are similar. The biggest difference is the Corps has guidance to keep their environmental documents to less than 300 pages. The main body of their EIS will be shorter. A lot of information is incorporated by reference either from DWR's EIR or appendices because this is a very large project to try to analyze the environmental impacts in 300 pages. The main body of the EIS will be shorter than the EIR; that is the most notable difference. Another difference is that NEPA includes some analysis of some resources that CEQA does not include such as environmental justice impacts and socioeconomics. Although not required by CEQA, DWR is including those in the EIR to provide information towards developing the NEPA document because that information is useful. Typically, environmental justice impacts and socioeconomic impacts are not included in EIRs.

Mr. Gloski asked if one is a state document, and one is a federal document.

Ms. Buckman said yes, CEQA is a state requirement so any state agency that has to take an action, either to implement a project, approve a permit, or provide funding needs to complete CEQA. The same is true for NEPA. NEPA is the federal equivalent, so it is a little different, but both have similar objectives.

Mr. Gloski asked if ACE works with DWR and shares information.

Ms. Buckman said since the Corps is a regulatory agency, not a project partner, they use their role a little differently. The Corps wants to maintain impartiality, but they are regulating the proposed project. The Corps is proceeding to develop their EIS separately from DWR. DWR is sharing the information as it is developed so they can use that as part of their EIS if they choose to.

Ms. Barrigan-Parrilla asked if an Administrative Draft of the EIR is coming out in the next few weeks.

Ms. Buckman said DWR is not releasing any internal draft; those are for internal review. The consulting team is working on a draft for DWR to review, but it is not entirely known yet what that draft will entail. It is definitely something more like an internal draft that will include many things that will need review and revision. Unlike WaterFix, DWR does not plan on releasing those internal working documents. It was frustrating to provide the public a document for information, but not be able to accept comments on it. Instead, DWR will be waiting to release the public draft when it is ready for review and DWR is able to address comments.

Ms. Swenson asked what the timeline is for the public to comment on the Draft EIR.

Ms. Buckman said when DWR releases the draft EIR, they are planning on a 3-month public comment period. The regulation is 45 days, but DWR recognizes that more time needs to be provided to the public. The Corps has their own process, and they are planning a shorter review period, and that time frame is currently unknown. DWR is planning to have the review periods overlap, but DWR's review period will likely extend longer on both sides of the NEPA process.

Ms. Swenson said one of the issues in the Delta is accessing the documents, as there is a broadband issue. One of the solutions proposed was to provide materials on flash drives or CDs and have those available at the library. Could that be done to make the Draft EIR more available to people who have access issues?

Ms. Buckman said there will be copies available at libraries and any other locations that would be useful. DWR is happy to spread out copies and mail CDs, flash drives, or provide the materials whichever way is easiest.

Ms. Martinez clarified that the documents are anticipated next year, in 2022. The logistics of the distribution process are currently being discussed.

Ms. Buckman said there have been some limitations in the last year due to COVID, but are expecting some of the dynamics to be easier with libraries open and more accessibility to people.

4c. SEC Questions or Comments on April 28th Meeting Presentation

Ms. Giacoma asked how to access the survey results.

Ms. Barbieri said she could provide the link in the chat and send out an email. [Editor's note: the link is https:// water.ca.gov/Programs/State-Water-Project/Delta-Conveyance/Environmental-Justice.]

Ms. Giacoma asked if the survey results included all the input from the survey.

Ms. Barbieri said it is a summary report and results of the questions. The team is working on scrubbing confidential data from individual survey responses to make sure that responses remain confidential.

Ms. Giacoma asked why the survey was confidential. She is looking for statements, not their names.

Ms. Barbieri said that is how surveys are designed. A lot of times people do not want to participate in a survey if they feel that their personal information is going to be used somehow. The goal is to make it clear that survey responses are confidential and to make sure to protect all people who participate.

Ms. Barrigan-Parrilla asked if locations of participants from the survey will be available to view. Possible tools for locations could be Census Track matched up to Cal Enviro Screen, or the indicators used by the DSC in the Climate Vulnerability Assessment. Even a map in a broader geographical area could be provided.

Ms. Barbieri said she was not sure exactly what will be available. The main element of concern is the confidentiality aspect. Everything that was collected and does not betray the confidential promise will be provided.

Ms. Barrigan-Parrilla asked if there is a way to have a map to overlay in a broader geographical area compared to Cal Enviro Screen. It is important to see how it matches up with identified EJ communities. It is important data to understand. What was conducted was a survey, and there is a difference between a survey and a deep ethnographic study. She would like to see it versus the statistical data from CalEPA. Ms. Barrigan-Parrilla said it is important to be able to understand the data to ensure the right people are being reached.

4d. Public Comment on Item 4

There were no public comments.

5. Item 5 Updates & Committee Discussion

5a. Design Changes

Mr. Ryan presented an update on the South Delta Connection. The area on the presentation graphic is only involved on the Central and Eastern Corridors, for the 7500 cfs alternatives. In that case, there would be a connection from the South Delta facilities to the Delta-Mendota Canal (DMC). The main facilities there are the control structure that would be added on to the South Delta Outlet and Control Structure, the 20-foot diameter tunnel, outlet structure, and DMC Control Structure. The facilities are similar for Bethany, but it connects at the other side of the Canal.

The DMC connection features were updated recently to give it the same level of flood resiliency that the rest of the project has. The Delta-Mendota Canal is a bit lower than the rest of the project this particular facility had not yet been done with the 200-yr + sea level rise flood resiliency. In that type of flooding event, if the Central Valley Project were participating, they would be able to use this facility where their own facilities might be drowned out. The flow does need to be maintained in this Canal while all of this is built, which is where the cellular cofferdams come in. These are represented on the presentation graphic with little white dots. A sheet pile channel would be put around those from the upper one to the lower one, and then dry out the channel in between to build the structures.

There are large spoils piles on the sides of the DMC from when they dug them originally. It is a lot of material, so that would need to be moved out of the project area. It is set up so that whatever is dug up on one side is stockpiled on the same side. The west side is a pretty small stockpile because there is not nearly the same amount of excavation on that side due to the bypass on the other side. The one on the right is quite a large stockpile for the excess material.

One of the main reasons for stockpiling near the site is because it is a very difficult place to truck the excess material to the Southern Forebay and this reduces the overall impacts of the project.

Mr. Bradner presented the realignment of the Ring Levee at the Twin Cities Complex. The original configurations are shown on the presentation graphic with the Central & Eastern Corridors on the upper left and the Bethany Reservoir on the lower right. These were originally designed to fully surround the construction work area and intended to provide protection for 100-yr flood event, if it were to flood the inside of Glanville Tract as in the past. The original configuration required a "tie in" to Dierssen Rd. ramp over I-5 to create the full perimeter ring levee protection. The site is configured with a north area and a south area that sort of duplicate one another, which was intended to provide space for potentially two separate tunnel contractors (North vs. South tunnel).

Both the Central & Eastern Corridors and the Bethany Reservoir configurations have been reconfigured to remove the "tie in" Dierssen Rd. ramp and pull things away from I-5 a bit to a space for flow on that side. The west side of the ring levee also had to be shifted to allow space for shallow overland flow as it does occur in this area and the topography is generally sloping from north to south, and has historically flowed overland onto Dierssen Rd. This reconfiguration provides room for that shallow overland flow to follow that topography flowing over the low section of Dierssen Road. At the same time, it allowed better access to the existing culverts under I-5. The point of these reconfigurations is to allow that space for movement of water and access to those culverts.

The next change is to the Southern Forebay footprint. Mr. Bradner showed a presentation graphic for the original configuration of the Southern Forebay and pointed out stockpile areas, topsoil storage, permanent peat stockpile tucked in between Italian Slough and the Southern Forebay where peat that was excavated from the foundation would be stockpiled permanently and then covered to prevent oxidation. There was an area on the northside (large rectangular area) that was identified as RTM material and permanent topsoil stockpile. All combined, it creates several stockpile areas and footprint effects.

The revised configuration no longer has the peat stockpile by Southern Forebay and Italian Slough. The temporary topsoil location is no longer located on the northeast side. The northern area has been deemed sufficiently sized for all the materials discussed. In doing that, it reduces the temporary footprint about 250 acres and the permanent footprint about 150 acres.

Gloski asked if in this diagram, does it mean that during the project the area of the forebay is being used to do treatment of this RTM stockpile and then it would turn into a forebay.

Mr. Bradner said that is correct. The RTM will be generated from two different tunnel drives, the north drive out of the pumping plant area and the outlet tunnel drives that leave from the southern end of the forebay heading south. So, there are two areas to spread and dry that material and then stockpile for reuse.

Mr. Gloski asked if there have been any internal discussions regarding the project delivering fresh water to the South Delta and the dual tunnel being redundant going up to Bethany.

Ms. Buckman said as for the pump redundancy, there have been discussions about the idea that if the Bethany Pump Station was connected to either Clifton Court Forebay or to Banks, there will be additional redundancy in the systems. From the team's perspective when looking at that, those connections have increased potential environmental effects. They will be in areas where there are sensitive species to be concerned about. Additionally, there is already a good amount of redundancy because they are looking at a dual system where either Clifton Court Forebay or Banks for Bethany can be used. That was not carried forward into the alternatives. In terms of the possibility of having the water from the Southern Forebay able to go into the Delta under emergency conditions, that is something still being discussed. It has not yet been fully flushed out and discussions have been had with folks that do that type of management. They do recognize that every potential knob that is available during an emergency would be considered. The plumbing aspect of that has not yet been worked out and would be included.

Mr. Gloski said the basics of it are already there if there is an overflow from the Southern Forebay and the Italian Slough. Regarding the redundancy, he will continue to bring it up. In all the discussions that the team has set him up with, he has heard that the existing pump systems are pretty long and there are maintenance issues and such.

Ms. Swenson said regarding the ring levee and configuration at Twin Cities, a ring levee in an area that already experiences issues of high-water events is troubling. When the railroad raised the rail line to prevent damage from floods, there were negative impacts on landowners in that area. Now, this will potentially cause havoc in this area during mild and moderate high-water events because it is another raised ring barrier in an area where it is already flood prone. It does not seem like the DCA has considered the potential danger in this area with an additional ring levee.

Mr. Bradner said the team is aware of the historical flooding that has occurred in the area. When flood risk mitigation was performed for all sites, they looked very hard at this area. They landed on the ring levee as a temporary facility to protect the construction operations. It is the only alternative. He agrees that the railroad embankment along the eastern side of the railroad track is an issue. Although it does provide flood protection, it is a railroad embankment. The ring levee does provide protection for the construction site. In a detailed fashion, the team has been looking at an existing hydraulic model, which flood engineers are familiar with. The ring levee configurations have been included to ensure that the levee itself will not have substantial impacts on existing flood conditions, like shallow flooding in broad areas. That work is in progress but if interested they can bring that back at the next meeting.

Ms. Swenson said people see the embankment as an improvement but do not see the impact to the area. A ring levee in a historical flooding area is not in the best interest of the people. This permanent facility must get raised and anytime something is raised for flooding, it has negative impacts to others. This increases flood risk for homes in the area.

Mr. Bradner said the team is using the best available technology and engineering to verify that the ring levee is not affecting surrounding flood levels and properties.

Ms. Swenson said that is also what the railroad project told residents and now they are experiencing negative impacts. Although intentions are good, historically other projects have proven otherwise.

Mr. Bradner said if there is interest, this is something that can be revisited at a future meeting.

Mr. Hsia said he understands the intention with the ring levee is to protect the operation but as a reminder, most of the levee around the area is less than 100-yr flood protection. In the future, more attention should be paid to the protection of the levee in the region rather than focusing on the operations.

Dr. Lytle said as someone who lived in the area during 1986, he understands the railroad track impacts. They caused significant flooding over a wide area. How was the potential flood impact the with this new ring levee modeled? Not only to this area but to neighboring areas including those all the way to Elk Grove. Secondly, how was it determined that a 100-yr protection would be sufficient? Dr. Lytle's concern is that there will be a dry area of RTM that is 15-25 ft high where a 100-yr event could occur and expose that entire area to RTM being dispersed throughout the watershed and land in and around that. The analysis of 100-yr protection might be insufficient to protect the contaminated spoils that might be there.

Mr. Bradner said there has been a lot of information and data regarding the RTM and its properties. At this point, nothing has indicated that it is toxic or hazardous materials, it appears to be soil. In terms of identifying flood levels and analysis levels, note that the ring levee is a temporary structure and will be there for the life of the construction, then degraded and added to the permanent stockpile of material there. In the analysis performed, one thing that was not included was the McCormack-Williamson Tract Project, which is going to lower flood levels of the channels and reduce the flood risks. As far as the flooding characteristics in that area, it is actually higher in topography, closer to the embankment, it is going up to points higher in elevation where historically it has been dry. As it flooded as deep as in and around the I-5, the stockpile will eventually be located. It might be good to go through this in more detail at a later date.

Mr. Moran asked what the Bethany Alternative would look like with a tie in with the federal Central Valley project.

Mr. Ryan said the structure shown for Central and Eastern that is in the canal would be duplicated and an outlet structure, similar to that shown earlier, except on the other side of the canal would be included. Where the stockpile is would potentially be the location of the Bethany pumping plant. There would be a pipeline coming off the pumps and would feed into the outlet structure on the opposite side. The facility is similar but not exactly the same.

Mr. Moran asked if essentially, they will have a tie in to the tunnel with whatever required hardware there would be.

Mr. Ryan said yes, it would require pumps at this particular facility because the water level at the DNC is already pretty low but the ground level at the pump station is elevation 50 so it has to get up to the surface for delivery with a pipeline. Depending on flow rate in the tunnel, water level could be low in the tunnel. Where it flows essentially by gravity after the forebay on Central and East options, at the Bethany option it is always pumped.

Mr. Moran asked where the Bethany pipe system would go.

Mr. Ryan said the pumping plant will be where the stockpile is and by the edge of the canal there would be an outlet structure.

Mr. Moran asked how far it would be over to the Delta canal from Bethany.

Mr. Ryan said it would be about half a mile.

Mr. Moran asked if it would be on the surface or underground.

Mr. Ryan said it would be a buried 15-ft diameter pipeline.

Ms. Buckman said the EIR has not included an alternative where Bethany is connected to that approach channel. As of now, the team is looking at Bethany. The feds have not committed, so all the comparisons have gone back to 6000 cfs where there is no connection to Jones. The description of the DMC connections is just for informational purposes.

Ms. Barrigan-Parrilla asked if regarding flood control, analysis been lined up with Climate Vulnerability Assessment from the Delta Stewardship Council.

Mr. Bradner said DCA has reviewed that for the future heights of everything and what levees are going to be overtop in the system. It is an overtopping event being discussed and the future of water conditions around the Delta. For design at the point, the local 100-year surface is being used within the Consumnes River Channel and then projecting them at very high level across the Glanville Tract to design the temporary ring levee. The ring levee is pretty conservative in its ability to protect the construction work since operations within it are isolated from any potential flooding. DCA has not yet accounted for the McCormack-Williamson Tract which will also help bring levels down in the area. There are a lot of different options.

Ms. Barrigan-Parrilla said she is worried about what will be left after construction, so more analysis needs to be done regarding the climate vulnerability assessment. Some things seem to be happening faster in terms of climate. How would it be handled if people need to be relocated? Would it be temporary, or would the eminent domain footprint be expanded?

Mr. Bradner asked if she was talking about the area inside the yellow; not just the red.

Ms. Barrigan-Parrilla said even where temporary yellow does not apply, the construction will be so intense and so will the impacts. How long will eminent domain be used?

Mr. Bradner said he does not have answers at this time, they are not at that stage. At this point, the team is focusing on temporary and permanent impact areas. During construction, those will be brought back and will not be part of a permanent structure from an engineering standpoint.

Mr. Ryan said what Mr. Bradner showed is not an expansion, it's actually a substantial reduction.

Ms. Barrigan-Parrilla said whether it is an expansion or not, living right up against that is problematic. Second question, she understands from the 2016 testimony given at the Water

Board for WaterFix that there is an extensive footprint of plants used for cultural purposes as medicine and for tribes throughout California that use the native plants in this area for their practices. Has any analysis for that been done yet?

Ms. Buckman said the tribal consultation is occurring through DWR. The team is working actively with 15 tribes and discussing the impacts and concerns, but it is a confidential process.

Mr. Cosio said regarding the Twin Cities Rd. site, he suggested talking more to Sacramento County about that area. Talking about the 100-yr flood, it is true that in the 1986 and 1997 floods there was some overland flow coming through the railroad, but it could be coming from other directions too. The RD-1002 levee the Delta levee investment strategy from 2017 was labeled a 15-yr level of protection. In 2017 there was major flood fighting on the south levee of Lost Slough and the west levee along Snodgrass Slough and almost lost it. 100-yr flood certainly has more pressure on it than that of 2017. Sacramento County is wrestling with FEMA on the flood elevations in that area and up to Point Pleasant area. He said that they have been working with them to try to get their maps revised but FEMA requires flood levels from the Sacramento River because those levees are not FEMA-certified either. It is important to be careful about the actual water and where the water is coming from. He suggested to ensure that the team works with Sacramento County and their consultants to ensure that they are comfortable with everything happening.

Mr. Bradner said DCA did see what he is talking about and that the water does sweep around in multiple directions. A reconfiguration of the levee is intended to keep all that moving.

Ms. Giacoma asked if the ring levee is temporary for construction and will later be removed.

Mr. Bradner said that is correct.

5b. Ongoing Outreach Efforts

Ms. Parvizi provided an update on the Hood Community meeting that was conducted the previous day. She said she is grateful for the SEC members that have expressed concern about Hood receiving all necessary information from the DCA. She thanked Ms. Moreno and others who helped identify some folks. The DCA went to the area with the engineering team and presented information about the construction effects in Hood and some of the things they were working on. DCA heard the concerns from folks and gathered information. She reminded that if there are groups the SEC believe are not getting proper information, DCA can conduct presentations with necessary materials screens and internet connection due to the broadband issues. Ms. Parvizi said that this was a model that worked well and thanked the SEC members that helped with Hood. Going forward, the DCA is looking into doing more meetings like that.

5c. Community Benefits Program Update

Ms. Barbieri addressed the environmental justice survey and added the link to the environmental justice section on the website in the meeting chat, so folks had access to that. The executive summary is also available in Spanish. She said that both Ms. Taylor and Ms. Birkhoff who presented in a previous meeting are available to present to any groups if they are interested.

Ms. Barbieri said DWR has concluded the first round of community workshops for the Community Benefits Program. There were three public workshops and one tribal member workshop. Those workshops have finished and materials like the videos and presentations can be found on the website. She wanted to remind folks that the Department will use the input provided through the workshops, through the earlier interviews, and written comment received to develop the framework that will be included as an appendix to the Draft EIR.

Ms. Barbieri said the next step will be to take the community benefits framework, which is a concept and turn it into a finished, finalized program. The immediate next step is to address the need for more information for everyone. There needs to be one more tribal workshop to provide enough opportunity for thinking, discussion, and collaboration with tribes and tribal members. There is a plan for one more workshop of different case studies for different projects and community benefits programs. DWR is still working out how to do that, but believed it would be helpful to bring in people who have done such programs and have experience in creating them, as well as developing presentations and answering questions. DWR hopes to conduct this in the fall. They expect to do an informal query with folks like interviews, discussions, and meetings to look for recommendations on how to turn the framework into a program. There will have to be some level of outreach engagement to do that. Some examples to gather input could be continued small group briefings, community meetings, or the organization of a group of some sort.

In terms of objectives of the outreach and engagement, the idea is to build a consensus. DWR knows to be true that a community benefits program needs to be driven by the community, so building consensus for the details of the program is important. Some of the questions needed to be answered are how should that Delta fund be set up? Who should administer such funds? How should the Delta fund project be prioritized? What specific economic development commitments should DWR and participating water agencies make regarding local business preferences, targeted hiring, and dual-purpose infrastructure? What does the implementation plan look like?

Ms. Barbieri said these were the steps for education and information starting now for outreach to start to build consensus, which would be approved sometime before the Draft EIR, as a frame for reference. DWR would want to find a way to memorialize the consensus that can come in different forms and shapes. That would be at some point after project approval. Then, there is implementation of the community benefits program concurrent to the start of project implementation. She reminded that engagement does not imply project support and DWR is clear in that aspect about the concern from folks. Secondly, implementation would only happen if there is an approved project. They are not independent to each other in that regard.

Ms. Barbieri said that DWR is planning to conduct informational webinars. An e-blast was sent out in the last few weeks about them. There are four informational webinars that will include background information about the Draft EIR being prepared. This is not a requirement for CEQA, but it is intended to be helpful and provide information as a lead up when the Draft EIR will come out next year. It will include presentations from technical staff about approach, methodologies, and assumptions used to conduct important analyses. There are four workshops; on July 14, 2021, will be Operations of the State Water Project and Delta Conveyance; August 3rd, 2021, is on fisheries; August 25th 2021 is on climate change;

September 16th is on environmental justice. The flyer is being posted at post offices, libraries, etc. and it is available on the website in both English and Spanish that provides the information of each webinar.

Ms. Swenson asked if there will be a summary of the data collected from the landowners in Hood from the Community Meeting and if the SEC would be able to see that.

Ms. Parvizi said on the note of privacy, DCA made a point to say the meeting was not being recorded. Showing up does not mean someone agrees with the proposed project but people should be informed. The team generally tries to be transparent. There are sometimes when people do not want others to know they are at these meetings. There are internal politics. She will discuss with the team and get back to them on that.

Ms. Swenson said what she was specifically asking for is a marshy area that was unidentified prior to that. She wants to ensure that there is follow-up after outreach.

Mr. Gloski asked if regarding community benefits, can the project itself give back benefits. For South Delta Water users, if there is an issue with the levee where the salt water intrudes, and the time salt water is there is able to be reduced, it is a benefit. Water clarity and quality at Discovery Bay can be a benefit. Are there less monetary benefits and more environmental benefits somewhere?

Ms. Buckman said many things are included in a category called Implementations and Commitments. The idea is that there may be multiple benefits associated with installment of this project. This comes up more related to the internet and how to connect communities to provide alternate benefits. The things Mr. Gloski mention fall under that category where determining if there are ways that other facilities can provide other benefits fits into that discussion.

Mr. Gloski said it was a community benefit and it should be there.

Mr. Moran asked if it had it been decided that there is a Delta Fund and is that its name.

Ms. Barbieri said none of it was official but they wanted to acknowledge if there was a fund it would be there, and it could be named something else.

Mr. Moran said giving it a proper name seemed like it was decided, so keep that in mind.

Mr. Hsia said he has always advocated for raising the protection levels of the levees in the Delta. He wanted to confirm that this item will either be implemented into the Community Benefits Program or a precondition of building the tunnel. He wanted to put that into the record.

Ms. Barbieri said that was one of the categories of project types based on the feedback for the fund during workshops and interview.

Mr. Hsia said even the ring levee is 100-yr protection level and many others in the Delta were not at that level.

Ms. Buckman wanted to clarify that can be included in the fund and to work with communities to refine what could be in the fund.

Ms. Barrigan-Parrilla said the idea of levee protection is good for community benefits. Can extended funds for HABS mitigation and HABS testing/tracking also be added? Waterboards are not accurately funded to get the job done. Regulating around that should be a part of water rights conditions that is separate from a community benefits program. There needs to be a commitment to mitigation, tracking, and testing. Groups should be set up to do that and localize it. It needs to be ensured that water quality is protected with EPA certification. Community benefits should protect the 76 small water drinking systems in the Delta. What will water quality be like for certain communities? The focus should be more in that direction than buildings and such, as well as the flood threat. The smaller meetings like Hood, is this part of the scoping process with the EIR?

Ms. Barbieri said it was not an official requirement of CEQA, and if she meant it was going in the bucket as in providing information, then yes.

Ms. Moreno said there are some things like the levees and the drinking water that shouldn't be a part of the community benefits but that should be mandatory as the tunnel gets built. If it is a part of community benefits, it makes it seem like they are things that could be taken away if funding runs out.

Ms. Buckman said in the EIR, effects of the proposed project and the alternatives will be assessed. If there are significant effects, DWR must identify mitigation measures and then implement them as a basis of part of the project. There may be cases where if there is an existing problem, the project would not be affecting that problem so DWR would not be proposing to fix it. An example are different areas of levees that maybe are not as advanced as people would like; if there is not construction in that area then there is not a project component that they are affecting. It would not be a project effect or a mitigation measure, but it could be included in the Community Benefits Program. This is where CEQA is pretty specific on how to analyze impact and mitigations. The team is really just looking at the types of environmental impacts caused by the project and mitigation is focused on those effects.

Ms. Moreno asked if they do not anticipate something, but an incident happens at a later time, would something be done to fix that.

Ms. Buckman said yes, the main objective in the EIR is to do the best to identify, disclose, and mitigate effects. There may be concerns that some things were missed which would be possible, but that is why they are talking about the Community Benefits Program.

Mr. Bradner said the Ombudsman Program would potentially be assigning a point of contact familiar with the community and the project to any issues that might develop. Their sole responsibility is to be responsive and facilitate solutions.

5d. Public Comment on Item 5

There were no public comments.

6. FUTURE AGENDA ITEMS & NEXT MEETING

Chair Palmer said looking forward, the items on the slide note what the DCA is planning for the next meeting on September 22nd. As indicated in the past, a meeting can be skipped out of respect for the SEC's time. There will not be a meeting during the summer since many have much going on. For September and beyond, members are urged to consider topics for future agenda items. Anticipated agenda items are Community Benefits framework, engineering updates, and subsurface investigation updates. Discussed during this meeting were some of the design changes that committee members wanted to see elucidated.

7. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

This is the time and place for SEC members to address the Committee on matters that are within the Committee's jurisdiction but that are not on the agenda.

Ms. Swenson said she felt obligated to bring up this issue due to the recent curtailment notices that farmers have received because of the severe drought. She said that she opposes this proposed project and focus should be redirected towards technology and new ideas. Existing infrastructure should be fixed before more is built. Focus should be on the fact that the Aqueduct is receding and losing 30 percent of water the flows that could be put to good use by farmers. She wants to make sure to say this every meeting, to make sure this proposed project is a valuable proposition, and to highlight what other options there are to fix the issues in the Delta with more community benefits to protect the treasure the Delta is.

Mr. Hsia said regarding the South Delta Connection, connecting the DCA to the federal facility seems like an afterthought. Why was it not considered beforehand?

Mr. Bradner said it was included at the time that the SEC started but more time was spent talking about the 6000 cfs configuration of the project. The SEC has not spent much time talking about the 7500 cfs configuration.

Ms. Barrigan-Parrilla said when testimony was given in 2016 for WaterFix, they raised the issues of evaporation in the Sierras and parched lands soaking up run-off at extremely rapid rates. How can this process be justified if this drought continues as long as predictions said it will? She fears time and resources will be wasted in the state institutions and public water districts, when on the ground challenges can get worse in the next year or two. She added that is easy to pop in if meetings are less frequent, but unless there are serious discussions about operations, the realities of climate change, and drought, she does not have much more faith in the collaborative process at that point. She hopes to see changes in immediate operations, but as DWR produces the EIR, real questions must be answered.

Ms. Buckman said this was not a check the boxes exercise or process for the team and it is important to them. It is why they put so much effort into this process. The most important part of her job is to speak at these meetings. This process is not meant to check the boxes. There are so many efforts going on it is difficult to keep up with them and see what issue fits into which process. The team is very concerned, and they take it seriously but solving that problem is outside the scope of this project, which she understands is a frustrating answer. That said, the team is working in the technical workshops in the next steps trying to talk about climate

change, how they think it could be functioning in the future, and how they are taking it into account in analysis in one of the technological workshops coming up in August. DWR is continuing to figure out how to incorporate that and how to think about it in terms of the future. She thanked Ms. Barrigan-Parrilla for her participation and said they took her input very seriously.

Ms. Barrigan-Parrilla said she wanted to make it clear that there was nothing personal with any of the team. For her, it is a switch in an institution guise, and is not just one person. She was concerned that California is coming up on a hard reckoning.

Chair Palmer said Ms. Barrigan-Parrilla's thoughtful comments are truly valued.

Mr. Moran said these presentations over zoom are remarkable and he is astounded at the information that can be seen. The graphics provided and the commentary heard over the last 15 months have been great. Right before COVID hit, discussions had been made about bus tours, site visits and such. If that is something that could be considered, it is something he is interested in. Ms. Parvizi and the rest of the team put much effort into the driving tours and they were good. It would be great to have the DCA and the SEC at the same time to get the valuable information on site that could turn his abstractions into reality based upon where decisions can be made.

Ms. Parvizi said it is great feedback and they DCA could survey folks to check comfort levels. The sign has flipped open, and some are ready to go through the door, others are not. The driving tours are a great idea. Last time they were conducted, it was caravanned. Similar to the virtual tours online, it would be hard to do it in one day but could be and broken up and see if folks would like to come along.

Ms. Martinez said there was an intake field trip that many were not able to attend. It could be something to revisit especially considering that with more information presented, people have expressed more interest.

Ms. Parvizi said they would want to get everyone on a bus because it is difficult to stop. It is easier to drive along the road and speak. They can consider doing it in caravan and walkie talkies. It had been done before and if folks are comfortable, a small bus can be rented.

Mr. Hsia said last time they went over to tunnel work in Santa Clara County. He was escorted by three staff members of the DCA and enjoyed the attentive experience.

Ms. Parvizi said it might be possible to revisit that site in the fall if folks are interested in visiting the tunnel. The DCA would be happy to reach out again. It is a small operation, a 13-ft in diameter tunnel but would still be helpful to see.

Mr. Hsia said it was insightful tour and opened his eyes in all senses.

Dr. Lytle said he loved joining the virtual meetings, but he misses the in-person ones even more. Hopefully by September DCA would be able to orchestrate additional meetings in person. He thought the early impact of meeting in the Delta and truly understanding where

they are at and what is going on was very helpful to everyone. It kept the mind in the right place.

Dr. Lytle said that the locals in the Delta are intently interreacting in relaying their concerns with this project. In his opinion, the California drought did not end in 2017. This is a perpetuation that began in 2010. The Colorado is still under the same drought conditions since 2010. The City of Stockton has become frustrated and continues to have issues with HABS. Stockton is looking at a record impact year regarding HABS. He met with the Regional Water Board about it but they are very limited in funding developing programs that can help locals help manage these types of issues. There has been no program or no long-term effort. Stockton is concerned about water supply. They are trying to manage the groundwater basin and work hard on that. At the same time, the State Water Board had challenged the Delta Water Right application. They have felt like the have been getting pinched in multiple areas. It jeopardizes Stockton's interest in wanting to work collaboratively on these types of things.

Ms. Keegan said she has brought it up. She acknowledged they are important priorities for Stockton and thanked Dr. Lytle for going over them.

Ms. Branham said the current Executive Order on June 15th said there is a grace period for the Brown Act modifications that were in place during COVID to phase out. By September 30th, all public agencies, including the DCA will be expected to go back to pre-existing Brown Act models. Teleconferencing can still be conducted but require special noticing and such. In terms of wanting to get together in person, that is a policy call at this point. There are no longer restrictions locally or statewide. If that were something people would want to organize, that is possible, and people can chose depending on their risk level if they would like to attend or not. There is no reason there cannot be a public, open event for anyone who wants to come.

Ms. Martinez said there are still a lot of changes happening and September is a ways away. She said to revisit that discussion closer to September.

Chair Palmer agreed to push the conversation closer to September because they need to see what happens in the coming months regarding COVID, as there might be other guidelines come up. They could potentially know within the next month.

Mr. Bradner said they all definitely benefit from being together at a location in the Delta to keep everyone focused. They would have to wait and gauge comfort levels. He said they need to see how everything progresses to ensure they can have safe meetings.

Vice Chair Keegan thanked everyone for their authenticity in the meeting. She thought it was important to hear these things from the community members. She added there is value to having meetings in the Delta because having face to-face-meetings creates connection. It also allowed people who are not in the Delta on a day-to-day basis to get the opportunity to get reminded again about the environment and what is being talked about. She thanked everyone and acknowledged the process will be slow before in-person meetings are possible. The team wants to protect everyone's health and safety. She added that she continues to be impressed by the staff and the SEC members.

8. 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.

Ms. Meserve said she agreed with what Ms. Barrigan-Parilla and Dr. Lytle said about the capacity of the state to focus on solutions and the way the tunnel project takes away from that capacity. She understood Ms. Buckman's point that this project is not trying to solve all issues but being somebody that has spent 10+ years talking about a tunnel or something like it, Ms. Meserve wished she would have spoken on other resolutions to address water supply, reliability and sustainability in ways that do not impact the way they have discussed in these meetings. It really is a larger policy issue that everyone is responsible for and should move towards other solutions. This year has shown the diversions at the top of the Delta is not going to resolve these issues. She added there needs to be a larger portfolio watershed-based approach to get a better future for California. The tunnels in the Delta are not going to get California there. The format was discussed at the beginning of the meeting, and although she understands the Brown Act requirements, there may be an opportunity for the SEC to advocate alongside other organizations and public agencies for a hybrid accommodation. An in-person meeting does have benefits, but she encouraged the Executive Director and others to look for ways to maintain the remote element because there are benefits.

9. ADJOURNMENT

Chair Palmer adjourned at 5:13 P.M.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING

Wednesday, September 22nd, 2021

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 3:00 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-08-21 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 Anna Swenson, Barbara Barrigan-Parrilla, Cecille Giacoma, Douglas Hsia, Gia Moreno, James Cox, Lindsey Liebig, Karen Mann, Peter Robertson, David Gloski, Dr. Mel Lytle, Vice Chairwoman Malissa Tayaba, Mike Hardesty, and tribal representative alternate Chairman Jesus Tarango. Ex-officio members Gilbert Cosio and Michael Moran were also in attendance.

Members Isabella Gonzalez-Potter, David Welch, and Philip Merlo were 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 Valerie Martinez,

Joshua Nelson, Graham Bradner, Nazli Parvizi, Claudia Rodriguez, Jasmine Bloom, Carrie Buckman, Janet Barbieri, Julie Spezia, Laura Yoon, and Edward Carr.

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 stated that this meeting has a change of platform within RingCentral which places the SEC members in a different virtual meeting room than attendees. The SEC discussion and public comment processes remain the same. Attendees will remain muted and not have a video option unless they are speaking during public comment. The DCA will unmute the speaker however the speaker will have the option to turn on their video. The SEC members have full control of their video and audio. The chat function will not be used in this meeting even though it can be seen.

Ms. Palmer reviewed housekeeping items. Members of the public can request to speak during the public comment period by emailing publiccomment@dcdca.org. Written comments will be added to the record but not read during the meeting. 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.

Ms. Palmer noted that this meeting pertains to engineering topics only and discussion can only contain topics in the DCA's purview.

3. MINUTES REVIEW: June 23, 2021 Regular SEC Meeting Presentation

Ms. Swenson said in item 7, it was not a correct depiction of her statement. She will send her corrections to Ms. Bloom.

4. Item 4 UPDATES AND COMMITTEE DISCUSSION
   4a. DCA Review and Updates

Mr. Bradner said he wanted to acknowledge that they have received SEC member Angelica Whaley's resignation from the SEC. He expressed DCA's appreciation for her participation. DCA's last Board Meeting on September 16th included a couple of items that Mr. Bradner wanted to share with the group. First, there was another installment of DCA's senior staff spotlight where DCA Environmental Liaison, Karen Askland, was asked to share her background

and work experience. It went well and it is nice to show someone with a large broad breadth of experience and capability who is from a younger generation than some of the team. The Board appreciates the senior staff spotlights and was happy to have an opportunity to highlight some of the excellent folks working on the program.

Mr. Bradner said the next item was that Ms. Parvizi and Ms. Spezia provided an update of ongoing DCA outreach efforts. Mrs. Parvizi will give a comprehensive summary later in the meeting. The outreach presentation to the Board included the availability of virtual tours videos translated into Spanish and Chinese, distribution of engineering materials to local libraries throughout the Delta, and a series of community engineering briefings with folks close to/neighboring the conceptual project footprint. The small group meetings were affective, and the DCA team appreciated the opportunity to talk with folks.

Lastly, Mr. Gloski presented to the Board. He shared his thoughts and ideas how the proposed Delta Conveyance Project can be modified to include discharge points and surface waterbodies along realignment. Mr. Gloski had similar comments in the June SEC meeting.

Chair Palmer said that they did discuss the number of libraries and locations where information will be. The SEC would hear more about that in the future so that everyone in the greater Delta region around can have access to information regardless of their broadband issues.

4b. DWR CEQA Status Update

Ms. Buckman provided a CEQA status update from DWR. DWR is currently working on the technical analysis and impact analysis of the proposed project. The technical analysis feeds into the DWR's ability to analyze the effects of the different alternatives. Based on that impact analysis, DWR will work to identify mitigation measures to avoid or reduce those effects. This is all moving towards the Draft EIR coming in mid-2022. The impact analysis is the main focus. Later in the meeting there will be discussion on some of the in-progress work DWR is doing with air quality and how that connects to the DCA's work, and the conceptual designs the SEC has become familiar with.

Ms. Buckman said as mentioned for CEQA they are working on technical studies and impact analysis. As for National Environmental Protection Act (NEPA), the United States Army Corp. of Engineers (ACE) is the lead agency for NEPA. They are working to develop an Environmental Impact Statement (EIS). It will be a separate document from what DWR is working on the CEQA side. The DWR is working on having the Environmental Impact Report (EIR) available for public review during an overlapping period of with the public review for the EIS.

For the soil investigation, field work is being conducted under the Initial Study in Mitigated Negative Declarations. That field work took a break in July and August. It resumed this week and there is a two week look ahead available on the website that shows a map for the next two weeks. The look ahead calendar is updated every week.

4c. SEC Questions or Comments on June 23rd Meeting Presentation

Ms. Martinez said this is the moment where there is time to clarify concepts or thoughts from the last SEC meeting in June. Some things discussed were some design changes such as the South Delta connection, the realignment of the ring levee at Twin Cities complex, and the changes to the Southern Forebay footprint. Staff also talked about ongoing outreach efforts, which will again be addressed later in the meeting. There was also an update and discussion about community benefits programs. Ms. Martinez asked if there were any questions related to those topics.

There were no questions or comments.

4d. Public Comment on Item 4

Ms. Martinez gave a reminder to the public to submit a request to speak on agenda items by the 4 p.m. deadline.

There were no public comments on Item 4.

5. Item 5 PRESENTATIONS AND COMMITTEE DISCUSSION

5a. Air Quality Analysis Methods

Mr. Bradner said recently in April and June, DCA had received feedback from the environmental review analysis that led to changes in the conceptual design. DCA later presented these changes to show how that feedback had been incorporated. DCA shifted haul roads to avoid alkali wetland impacts and removed some overhead power line corridors. The DCA has shown the SEC how these changes were implemented within the conceptual designs. The presentation is focused on environmental analysis but continued to show the interplay and interactive back and forth between the engineering environmental teams, more from an environmental perspective.

Mr. Bradner introduced Laura Yoon and Edward Carr, managing directors with ICF. ICF is a consultant to DWR assisting with completion of the environmental analysis for the EIR.

Ms. Yoon began her presentation on the preliminary air quality analysis for the Delta Conveyance Project starting off with a brief overview of the types of analysis that are covered by the CEQA Air Quality Review. This presentation focused on the mass emissions analysis and the localized ambient air quality analysis. ICF is still very early in the CEQA air quality analysis process. Ms. Yoon provided general information so that the SEC knows where the analysis is headed and some of the considerations that are being made for mitigation.

The Air Quality Analysis covers the entire spectrum of potential impacts resulting from construction and operation of the proposed project. The mass emissions analysis estimates the criteria pollutants and greenhouse gases during construction, as well as from the operational components of the project once it is fully constructed. Criteria pollutants are those that are regulated by United States Environmental Protection Agency (USEPA), the California Air Resources Board (CARB), and local air quality management districts throughout California. The results are expressed in terms of emissions rates for a specific geographic area, for example, pounds of particulate matter generated per day in the Sacramento Valley Air Basin. These

emissions are compared to local air district thresholds to evaluate whether the emissions could contribute to regional degradation of air quality. The ambient air quality analysis looks at potential changes in local air quality resulting from project construction. The analysis measures pollutant concentrations or volumes along the fence line of construction. The results are expressed in terms of micrograms of a pollutant per cubic meter of air that is breathed and are compared to the federal and state ambient air quality standards.

The human health risk assessment connects the dots between the emissions that are generated during project construction and the potential human health consequences from exposure to those emissions. CEQA analysis includes a cancer and non-cancer risk assessment for receptors located near the construction footprint. It also evaluates potential changes in various community health endpoints from exposure to criteria pollutant emissions. These two analyses are still in progress, so they will not be discussed during the presentation.

The air quality review also looked at potential impacts of valley fever, asbestos, lead based paint, and odors. These analyses are less driven by engineering details and are not really influenced by technical modeling.

Ms. Yoon presented the stepwise process for the mass emissions and ambient air quality analyses. At the foundation are the conceptual designs and schedules that were prepared for the engineering plans. DCA used this information to develop very detailed inputs to support emissions modifications. These inputs include things like material quantities, equipment inventory, vehicle trip inventory, and electricity consumption estimates. Based on these inputs, ICF prepared initial air quality modeling runs, which allowed them to identify key impact mechanisms and emissions drivers. From that, they were able to work very closely with the DCA to re-evaluate the associated inputs to ensure that they were as refined and reflective of the project as possible. Based on those revised inputs, ICF has completed an additional air quality run which gave preliminary results for the discussion.

The emissions inventory accounts for all emissions generating processes and activities associated with construction and operation of the project. The table from the presentation identified these sources and processes that are quantitatively evaluated in the emissions inventory. The modeling followed standard practices and procedures accepted and recommended by the USEPA, CARB, and all air quality management districts in the study area. Three of the primary emissions tools used for the mass emissions inventories are the California emissions estimator model, EMFAC or CT-EMFAC, and the USEPA's AP-42 guidebook. The mass emissions analysis accounts for all environmental commitments that are being made by DWR to minimize air quality impacts. The ambient air quality analysis was performed using the results of the mass emissions inventory, and it uses USEPA's AERMOD dispersion tool. AERMOD is the recommended dispersion modeling tool in all of the districts in the study area, as well as the USEPA.

Ms. Yoon presented a high-level summary of the geographic and temporal distribution of two key pollutants- nitrogen oxides (or NOx) and particulate matter (or PM). All the graphics were reflective of the 6000 cfs central conveyance alignment alternative. The pie charts from the presentation showed the total estimated construction, NOx, and PM emissions among the three air basins in which construction activity would occur. As expected, total NOx emissions,

which are a product of vehicle and equipment fuel combustion, are greatest in the Sacramento Valley Air Basin, which is where construction of the intakes and the Twin Cities shaft is located.

In contrast, most particulate matter is expected in the San Francisco Valley Air Basin portion of the project, which is in Eastern Contra Costa County. PM is generated by fuel combustion, but the majority of particulate matter associated with project construction is in the form of dust from earthmoving and stockpiling activities at the Southern Forebay.

Temporal distribution of NOx and PM over the duration of project construction was shown in the presentation. NOx emissions track temporally with the greatest amount of concurrent equipment and vehicle use, which is expected between the fifth and ninth years of construction. PM emissions, which are heavily influenced by earthmoving activities, increase annually over construction until about the tenth year. This increase is primarily associated with growth of stockpiles as material is added to them over the duration of construction. Once the piles are no longer needed, the emissions cease with the covering and decommissioning of the piles.

The relative magnitude of NOx and PM emissions for project construction is consistent with larger regional emissions trends for these pollutants. The presentation focused on NOx and particulate matter because these are the two pollutants in which the preliminary air quality analysis indicated emissions levels above regional air district thresholds. Following construction, operational activities are not predicted to generate criteria pollutants in excess of any local air quality management district thresholds.

Ms. Yoon said greenhouse gas emissions from long-term maintenance and operational activities under the State Water Project are covered by DWR's Climate Action Plan (CAP). The CAP reflects DWR's commitment to reducing their long-term greenhouse gas emissions consistent with the state climate change goal of achieving carbon neutrality by 2045. Remaining project emission sources not covered by the CAP are construction, including land use, change and operational activities under the Central Valley Project (CVP). The chart in the presentation showed the total estimated greenhouse gas emissions from these sources for the 6000 cfs Central Conveyance Alignment option. It is important to note that because contributions from land use change and operational activities under the CVP are ongoing, the contributions from these sources shown in a pie chart are over a 30-year operational analysis period. These sources contribute a little less than half of the total estimated greenhouse gas emissions, with emissions from equipment and vehicles, construction electricity, and fugitive sources accounting for the remainder.

Ms. Yoon said mass emissions inventory accounts for all on site environmental controls to minimize air quality impacts to the greatest extent feasible. These controls were identified early in the engineering process and in some cases expanded upon as part of that preliminary air quality analysis in coordination with DWR and the DCA. The environmental commitments include best available control technologies for off road equipment, marine, on-site locomotive engines, and use of newer model year haul trucks. DWR will also be implementing a robust fugitive dust control plan that includes watering exposed soils, applying dust suppressants, stabilizing stockpiles with bi/biopolymers, and a number of other strategies. As a DWR project, DWR would also be implementing best management practices to minimize construction related greenhouse gases.

Based on the preliminary results of the air quality analysis, DWR is considering a partnership with local air quality management districts to reduce construction generated NOx and particulate matter to levels below regional thresholds. All air districts in the study area operate and oversee incentive programs for regional pollutants. Some of these programs have operated successfully for decades and are frequently leveraged as CEQA mitigation for regional air quality impacts. DWR has already begun the consultation process with all air districts in the study area.

Based on the preliminary greenhouse gas analysis, DWR is considering a greenhouse gas mitigation program to reduce construction and operational CVP emissions to net zero. The plan requires early investment in greenhouse gas reduction efforts prior to construction, as well as continual monitoring and greenhouse gas reduction activities during construction and over the operational life of the project. DWR may pursue various combinations of strategies to optimize total costs and community co-benefits. These include on-site controls during construction, investments in community projects, and carbon credits. The presentation pivoted from the regional analysis to the preliminary results of the localized ambient air quality analysis.

Mr. Carr presented how ICF conducted the ambient air quality analysis to review the impacts of localized air pollutants. Relevant air quality standards included their short-term standards, which are less than 24 hours and the long-term standards, which are annual standards. The emissions were reviewed separately. The short-term standards used the short-term max daily emissions as input to air quality dispersion models. For the long-term standards, the analysis used annual emissions. The highest emissions in the analysis were used to see what the impacts would be in the worst case max daily emission and max yearly emissions. The air dispersion model (AERMOD), mentioned earlier, is used on an hour-by-hour basis for five years' worth of meteorological data. ICF captures the whole spectrum of meteorology over a five-year period and can identify how those figures compare to the air quality standards.

Mr. Carr presented the results from the model simulations. Carbon monoxide and sulfur dioxide emissions are well below the standards, so there were no exceedances from those pollutants. ICF saw one location where there was an exceedance of the one-hour standard and an annual standard for nitrogen dioxide There are modeled exceedances of the particulate matter standards in most locations (but not all) during construction of the project alternatives. Concentrations for annual PM10 and daily PM10 have similar characteristics, but there are fewer locations showing exceedances of the annual standard. Mr. Carr said annual PM2.5 concentrations were higher in the San Joaquin Valley than in the Bay Area. Air quality in Sacramento was within the standards for annual PM2.5.

Mr. Carr emphasized that ICF modeled concentrations on the fence line of the project where the public could potentially have access right up against the fence line. The fence line is where receptors were placed to evaluate the concentration. Those concentrations will fall off rapidly with distance away from the fence line, as those sources are at or near ground level from the project activities.

DWR is developing a tiered approach for looking at how they might further refine work or gather site specific information to refine the concentration modeling. First, there is collecting on-site silt loading measurements. Silt loading is the content of the silt in the soil. ICF used fairly

conservative numbers in estimating what the silt content is, and it varies a lot from location to location. DWR can also look at collecting additional meteorological data to pair with the on-site silt data. This would provide for a more accurate and refined assessment of what the air quality impact could potentially be, rather showing conservative maximums.

Another level of analysis or mitigation would be to conduct real time air quality monitoring during construction and then set a threshold value where some possible actions could be taken if it starts approaching the air quality standards. Immediate corrective action can then be taken by reducing the construction activity during the adverse period, driven primarily by meteorology.

Mr. Carr said ICF worked with the design engineers to better understand and refine the modeling assumptions for the analysis. In reviewing preliminary modeling, it was realized that near one of the intakes, there were very high PM concentrations just offsite of the construction area. The team had assumed in the initial air quality modeling that the emissions activity within that footprint of the intake construction area were uniform. After review and discussion with design engineers, they realized that was not the case and needed to better refine where the emissions occur. Some areas are higher, and some are lower. The emissions were much lower where the equipment was just being housed or moved, or temporarily parked there. ICF will use that information to refine the spatial distribution of the emissions and rerun the model. The team has taken some of that same approach for other focus areas and are looking at making similar kinds of analysis improvements to the modeling to better characterize the concentrations and the potential impacts.

Mr. Gloski said earlier in the presentation there was a graph of the air emissions. He said it was somewhat done in relative terms and asked to get some information on what the actual numbers are for the Y-axis.

Ms. Yoon said the information is presented in relative terms to show the relationship between the two pollutants and the relative magnitude over time. These analyses are still in progress and preliminary at this time.

Mr. Gloski said it would be great to get those numbers, but it might also be helpful for people to have examples of other types of typical manufacturing plants like a power plant to provide a gauge of what it looks like so people can know what to expect.

Ms. Buckman said it was a good suggestion to think about for the EIR. Just for reference, everything is still in review and will not be available to share prior to the Draft. The team is trying to get these numbers to a point where they are more developed before they are able to share actual numbers.

Mr. Gloski said a dispersion model was mentioned and some average winds. He asked if DWR looked at maximum winds versus lower winds and if an average was taken. How far down the fence line was analysis done and did DWR look at the peaks, beyond the averages?

Mr. Carr said the model uses hourly average winds; all of the winds in historical data over the past five years. There is high wind speed on average and then low wind speeds. Usually, the worst-case concentration is during low wind speeds because there is no mixing, resulting in

high concentration. In regard to the fence line, they were chosen because that is where the highest concentration is. The sources are close to the ground and once emissions are mixed with the air they will disperse but will not rise higher, so the highest concentration is the fence line. There is a decrease with distance but the team looked specifically at how rapidly it would decrease from the project fence lines. Wherever activity is taking place is where receptors are located.

Mr. Gloski said a lot of the health things are based on concentrations as Mr. Carr mentioned. He is unsure if there is a way to give people metrics on levels of dust or if that was analyzed but it would be good for people to understand.

Ms. Swenson said this is one of the most important presentations that has been done. As someone who knows and lives downwind of a levee, the analysis is probably not correct. The winds in the Delta are changing per area, intensity, and how they move. There are outside factors DWR calls "background" but Ms. Swenson had not heard anything about the ongoing agricultural activity that will still happen behind the scenes in the Delta with air quality issues. The emissions shown displays exceedance, but that exceedance affects the children and seniors that live in the Delta. She did not hear about the cumulative effects which are being ignored. The presentation mentioned polymers, which is scary, and they should not be applied. The biggest issue currently is wildfires which can cause more issues with air quality from the rapidly expanding issue with California wildfires. She said this project is creating exceedances and problematic readings with added wildfires. She is worried about using adaptive management to try to avoid these issues and it will not be a solution for the benefit of the people who live there. Measures should be taken to make sure the project is not poisoning the air in the Delta. Why do the people who live there need to exceed allowances for that to be a consideration? It is a nightmare for air quality. The taxpayers are paying for something that does not seem thought out and would create poor air quality. She said to not deemphasize mentioned exceedances; it is important to the people who are living there. Those exceedances are not minor to the Delta community.

Ms. Buckman said that those exceedances are also of concern to the team. Having the technical experts means the conversation is at a technical level. Ms. Buckman reassured Ms. Swenson they are working to get the emissions below threshold. It is something the team will continue to work on throughout the EIR process.

Ms. Yoon said incorporating the unique air quality in the Delta, cumulative background concentration and all other emissions in the Delta are taken into account for their analysis. Localized air quality results have been recorded and gathered by taking background concentrations that have been recorded over the past 3-5 years at local monitoring locations adjacent or near the project area within the Delta. Those measured pollutant concentrations are added to the project emissions, then compared to the ambient conditions and background cumulative conditions. It is accounting for those hourly wind activities.

Ms. Swenson asked if the SEC can get a list of the stations that are currently being used for the data to show where it is coming from. Ms. Yoon said that information will be part of the EIR.

Ms. Barrigan-Parrilla said the idea that only looking at analysis around the project site is not acceptable. She asked the team to look at what the PM2.5 numbers have been. There have

been fires around the Delta and further up north. Stockton has the fourth highest rate of asthma exceeding PM2.5 almost every day. There must be adequate analysis done of emissions along Hwy-4, the Forebay and San Joaquin County. It is understandable to bring data to the SEC while still collecting data, but to bring a lack of information creates distrust.

Ms. Buckman said she was sorry to be a part of the frustration and is trying to provide information when they have it. As they work with SEC, the team provides the most up-to-date information.

Ms. Barrigan-Parrilla said AB 617 in Stockton is a failed process. They have been working with the leading polluter and are reporting lower numbers, which is the data being used by DWR. There is so much sensitivity surrounding the data and there must be transparency and real plans.

Ms. Buckman said the point of this discussion is to share and be transparent.

Ms. Barrigan-Parrilla said even if something is being shared partially, numbers are necessary. She asked to see where data is being collected from as it is being worked on, otherwise, it creates panic.

Ms. Buckman said they are not trying to avoid providing information, but they are trying to figure out exactly where to collect and find where effects are the largest.

Ms. Yoon said that the ambient air quality analysis is one of four being conducted for the environmental analysis. The ambient air quality analysis looks at fenceline concentrations along the project footprint. The team is also looking at what will be the ambient change in regional pollutant concentrations and the associated community health risks. This analysis is still very much ongoing. Fence line is just one way to look at impacts. The EIR will be looking at all ways.

Mr. Hsia said Ms. Yoon referred to nitrogen oxide in her discussion and Mr. Carr referred to nitrogen dioxide. What is the difference?

Mr. Carr said the emissions come out as nitrogen oxide and nitrogen dioxide from the tail pipes. They are both referred to as NOx emissions. The pollutant of concern from a health impact is nitrogen dioxide. Nitric oxide in the air gets turned into nitrogen dioxide through the chemistry and oxidizing. About 10% of NOx emissions come out as nitrogen dioxide.

Mr. Moran asked in reference to meteorological data matched up with the timing of construction, where would data and boosting be seen during construction. He asked if it was that yearly or monthly and if it tied into the actual construction behavior.

Mr. Carr said historical meteorology data was used with modeling every hour. As far as the emissions, max daily emissions were picked from what was the highest of 365 days to do the short-term modeling. The same thing was done for the annual emissions with the highest year used.

Mr. Moran said when looking at these micro areas, Stockton is getting hit hard. Can the SEC receive graphics to show what Stockton will look like when we put this project together?

Ms. Moreno said having no numbers presented is scary, especially as a resident of Hood, as they are in between two intakes and are concerned about what wind could bring. She was slightly confused on how things were measured. She asked if outcomes would be different if all the days were used, instead of the highest and lowest. She thought the averages should maybe have been done differently. There may be no activity in the middle of January compared to the middle of July. It would be a concern if the information from 2020 was used since so many people were inside. She did not understand or receive answers about the numbers relating to what was going into the dirt. There should be more substantial data being presented. Although things change, it seems like the information requested is often getting passed off. This is where people live, where children go to school, etc. It would be much appreciated to receive information on numbers and location sites.

Ms. Swenson said she is concerned about using data from 2017 when climate change is accelerating and getting worse. It may not sound old, but it is. Is there an option for data of what the air quality would look like if they were not to do the project? A lot of projects in the Delta, despite best efforts, fail. DWR does not have a careful history in the Delta.

Ms. Yoon said in regards the no-project alternative, it will be done in CEQA analysis, and it will give a baseline to compare against project alternatives.

Ms. Barrigan-Parrilla said if the model is built, she suggests running numbers from last year to seven years, and every year it needs to be updated because every year it gets worse. She does not want to leave out 2018 data because of the fires up north and how they mixed with the fog. People had severe sickness from the inversion layer air quality. They are braking models. She knows there are issues with averaging water and DWR needs to be careful averaging air quality. The model needs to take into account extremes.

Ms. Yoon said 2017 to 2019 data was used, as that was the latest available at the time the analysis was conducted. The worst days are the conditions they were trying to evaluate, where the maximum peaks would occur. There will be many days during construction when those conditions and concentrations will be lower than what was presented.

Ms. Barrigan-Parrilla asked if Ms. Yoon had more recent data coming from the Air Pollution District and how long ago the analysis was prepared

Ms. Yoon said that at the time the analysis was conducted, that was the latest data and has been ongoing for a while.

Ms. Barrigan-Parrilla said she was trying to get an idea of when this was conducted. With further analysis, current data needs to be incorporated and she questioned if three years is sufficient. She favors if things are more current if the time is not extended.

5b. Ongoing Outreach Efforts

Ms. Parvizi said DCA has had the virtual tours out for a while, but now have Cantonese and Spanish versions available. She thanked those who helped provide those translations. There is a hyperlink to the virtual tours in the meeting presentation that was provided to SEC members and is posted online with the meeting materials. The Virtual Tours can also be found on dcdca.org.

Ms. Spezia has been working with librarians at 20 Delta libraries that will add the DWR/DCA informational materials to the catalog and on display. These are not just the eight libraries located in the defined Delta, but beyond as well to make sure folks coming from various counties have access to these materials. DCA staff has heard loud and clear there are issues with broadband, internet access, and download speeds. Informational materials have previously been provided to smaller Delta libraries, but staff wanted to expand the effort and make sure the libraries have updated map books, flash drives with videos, and print materials from DWR and DCA for reference. Ms. Spezia is working with the librarians to train library staff on the materials and how to find things so that if anyone visits the library, they can easily access materials with help from the librarians if needed.

Ms. Parvizi said that the SEC has been helpful to point out specific people or communities that could use more information. Ms. Parvizi said DCA staff has also had engineering briefings with various communities to discuss community issues pertaining to facility siting. The briefings are an opportunity for nearby neighbors of the proposed conceptual footprint to receive information from engineering and design teams, usually Mr. Bradner, Mr. Ryan, and other experts depending on the specific conversation. These are small meetings with as few as five and as many as 15, but fairly small for folks in neighboring communities around proposed facility siting. It is a good opportunity to share up-to-date and accurate information while getting community feedback. In the last couple months, DCA has met with Hood near the Twin Cities Complex. They have also met with The Nature Conservancy as landowners near the Twin Cities Complex and other locations. Ms. Parvizi said they are happy to do more of these briefings and they can be done in-person or virtually. In-person of course would follow protocols around social distancing and safety. The team urges SEC members who have recommended these folks and neighborhoods, or anyone else listening in to contact the DCA to arrange a briefing. It is important for folks to have accurate information on the current proposed project as is.

Ms. Barbieri said that DWR has just concluded four informational webinars that included information on operations of the State Water Project and Delta Conveyance, fisheries, climate change, and environmental justice. If folks did not have a chance to participate, the DWR Proposed Delta Conveyance Project website has a link to the PowerPoint used, and the video from the Zoom webinar. The FAQs from those meetings will also be posted.

Ms. Barbieri provided a brief update on community benefits. DWR is continuing to do some work in developing a workshop that they are calling a Community Benefits Case Study Workshop. The hope is to have representatives from other projects who have done case studies and to give a presentation and be available for Q&A to get a sense of what other projects have done regarding community benefits. Thus far, DWR has conducted three general workshops on community benefits. Additionally, there was one tribal focused workshop and DWR will be conducting another tribal workshop. The registration for this is through Eventbrite

and closes September 22nd, 2021. If anyone wants to participate but did not catch that deadline, please send an email to the team to be added directly to the registration list.

Ms. Martinez reminded the group that if folks know of a community organization or an area near one of the complexes or intakes of the proposed project and are interested in hearing more about the project to contact Ms. Parvizi so that the DCA can arrange for an engineering briefing. Ms. Martinez said the SEC is made of up key stakeholders throughout the Delta with nuanced information about Delta as place. If SEC members know of someone or an organization needing more information, that is part of this key partnership. It's important to the team to ensure people are aware and know what the project is, what it is not, and how stakeholder can access more information.

Ms. Parvizi said to contact DCA by emailing info@dcda.org or by emailing nazili.parvizi@dcda.org.

Ms. Barbieri also provided her email: deltaconveyance@water.ca.gov.

Ms. Swenson said she recently visited the Clarksburg Library and the librarian informed her that the DCA had updated materials available. She said there is not adequate effort to notify patrons that the materials are available at the libraries. DCA has a legal obligation to have these materials at the library but has not put a flyer up or sent out notification. There should be flyers, notifications, and notices in post offices that say DCA materials can be accessed at the libraries.

Mr. Nelson addressed Ms. Swenson's comment regarding legal obligations and materials. The DCA does not have a have a legal obligation to post materials at the library, but the coordination with Delta-area libraries is something the DCA is doing because it is important to get information to local stakeholders.

Ms. Spezia said she worked with the State Librarian, who introduced her to all the county librarian managers. She worked with the County Librarian on the list of the library branches that were the most appropriate and would be able to handle having the responsibility of doing the reference desk because some of the libraries are collocated within small schools, like in Franklin. Ultimately, a list of 20 libraries was generated. DCA staff provided materials through the county library managers so the materials would be cataloged, put online with links, and physical materials available in the libraries. One of the County Librarians asked for two weeks before the DCA advertised the availability of materials because that is how long it would take to get that county's five libraries up and ready. Tomorrow marks the two-week period, and DCA staff will be posting the information on the website tomorrow, in consideration of the librarians. Additionally, DCA will be posting on social media and there will be a flyer that can be downloaded. DCA staff has these efforts planned but wanted to give the librarians a chance to catalog everything and prepare the materials within their libraries first. DCA staff will help DWR get all the EIR materials once they become available. Librarians also requested technical training. The Sacramento County Library staff were the first to request this and are going though Beta testing. If that training effort goes well, DCA will train other librarians via Zoom. The training entails showing the librarians what the materials are so they can point people in the right direction of information. DCA staff has been trying their upmost so that everyone has the information.

Ms. Moreno said she and Ms. Swenson have been doing outreach putting out flyers. Most people are unaware of the current iteration of the project or how to access information. They have talked about it a bunch and brought it up before Ms. Moreno even became part of the SEC. Doing things during the pandemic was not beneficial to the project or to having people's voices be heard. Accessing information is really hard, especially for those who are older or have vision problems. No one was going to the library because it was closed and people were afraid to go to meetings. Ms. Moreno said now things are starting to ease up but there was a lack of outreach, though she appreciated the meetings that were done in Hood and those worked out well. There was a whole year and a half where planning was actively occurring and no one could say anything about it if they were not tech savvy or had access to the internet. The whole process should be done again so they can gain input from the people that live there and how it will affect them.

Ms. Martinez thanked Ms. Moreno for being a great partner in the past to ensure the Hood community was well-informed.

Ms. Parvizi said part of the role of SEC is to do outreach to communities, especially to those who do not know about the project or what is going on. There are pros and cons to either having the meetings in person and what that means in terms of access or online and what that means in terms of access. This is a partnership with the SEC, one that also requires outreach from the SEC. From a community perspective, that means attending meetings in-person and now virtually. Ms. Parvizi stressed there is still a large public process to come, that is the CEQA process. In that regard, there is still a lot of opportunity over the next few years to incorporate stakeholder input. DCA and DWR are making the effort to reach out to folks. From a SEC perspective, saying folks still do not know about the project is fine, but it is important to let the team know who these folks are so they can reach out to them. In respect to the library, DCA has always put the SEC materials in the libraries when they were open and have also put flyers up. The purpose of tonight's agenda item was to let the SEC know that DCA is starting this library program in coordination with State and County Librarians. In a couple weeks the information will be there in the 20 libraries, DCA will do the librarian training, and then staff will put up the flyers. The team just wanted to make sure the SEC was aware of this effort.

Ms. Mann asked if the team has ever compared this potential project to another project tunnel project of this magnitude so that they can draw the true air quality analysis that occurred from the construction process. The project's construction would overlap the Delta breezes. The wind can vary from 20 mph in Rio Vista and quiet in Discovery Bay. Or it can be 40 mph in Discover Bay while somewhere else does not get the wind. She appreciated the work with all the different models but wanted to be reassured that the DCA was looking into all the communities like East Contra Costa County, Brentwood, Byron, Discovery Bay, Stockton, and up North. Ms. Mann added although the air quality tests have been done up to the fence line, their schools and homes are on the other side of the fence. Has any of that been considered?

Regarding the libraries, Ms. Mann said libraries aren't utilized since the internet has been around. The team should be making use of the internet and working with town managers involved in this project and adjacent, like Antioch, Byron, and all the small towns along Stockton. Others that need outreach are the Chambers of Commerce.

Ms. Parvizi said she appreciated Ms. Mann's comment about the internet, but the DCA cannot solve all the broadband issues that Delta-area stakeholders face. Bringing materials to the libraries is the answer for the broadband issues and response to the fact that folks have said they do not have computers, are not comfortable using them, or it takes too long to download the files. The DCA and DWR teams are trying to find a balance and most work is done over emails, mail lists, and newsletters, but they respect the fact that not everyone has that access, hence the libraries. The team sent outreach to elected officials and other folks like Chambers of Commerce, but since this is a controversial project, sometimes there is no response. Outreach can be done but they cannot force people to respond. It is very politicized, but DCA will continue to do their outreach from a county perspective and Chamber of Commerce perspective.

Ms. Mann said local elected officials and chambers of commerce may not understand the extent to which the proposed project might affect their community. They might not understand the environmental impacts except for the fact that they do not want to provide this benefit to the neighbors to the south.

Ms. Parvizi said there are many reasons why small business owners would want to know this information but there is only so much the team can do and cannot force those to sit at the table. The door is open if there are any questions or concerns.

In regard to Ms. Mann's comment about air quality analysis, Ms. Buckman said she would pass on the question to Ms. Yoon and Mr. Carr, since their agenda item was over and they were no longer on the meeting. She reminded that the fence line analysis is not the only analysis. The team is also looking at ways and impacts as well, what was presented today was just one component of the overall air quality study.

Ms. Swenson said she signed up for outreach before there was a global pandemic. She has attended all the meetings, tried to do her outreach, and her best to provide what they can to the community. Some SEC members asked to pause for this very reason and told the DCA they were incapable of conducting outreach at an effective rate when the pandemic hit. They have tried in current conditions but there are a lot of other factors that cannot be controlled. There will be missed opportunities so DCA should backpedal, start anew, and conduct effective community outreach.

Ms. Barrigan-Parrilla read a resignation letter on behalf of herself and Restore the Delta. [Editor's Note: the letter is attached to these minutes.]

5c. Engineering Updates

Mr. Bradner said at the last meeting in June, a few different design changes were reviewed. One of them was regarding the layout of the Twin Cities Complex ring levee. Some adjustments were made based on some ongoing hydraulic analysis analyzing existing conditions within Twin Cities and evaluating what potential effects could occur. The big pictures are part of the overall program, a system wide evaluation of flood risks is performed early in the conceptual design stages. DCA looked at levee vulnerability throughout any of the reclamation districts that would touch any portion of the Notice of Preparation boundaries that included a much broader area than there might be considered along one alignment or the other. Included in that levee

vulnerability assessment was a detailed analysis of existing levee geometry, as well as flood history and other factors that were included in that analysis.

To address any issues that were daylighted through the levee vulnerability study, DCA looked at a combination of structural and nonstructural measures. Nonstructural measures are not really the subject of this discussion but just for reference, those would be things like emergency response training, coordination among various emergency response entities who might be responding to an emergency, coordination with the local reclamation districts, staff training for all potential construction workers, and the activities that might be occurring.

In terms of the Twin Cities site specifically, there are a couple of key considerations. First, Glanville Tract has a history of flooding from multiple sources. It is a complicated area with several different potential sources and historical sources of flooding. There are some advantages at the Twin Cities Complex where the ground is rising in elevation moving West to East across Glanville Tract. The Bethany Reservoir alternative perimeter ring levee for Twin Cities climbs out of the Delta foundation conditions, which leads to shallow flooding at elevations of 10 and above, versus the interior elevations below zero and climbing out elevation-wise which helps lead to shallow flooding in this area. The ground conditions themselves are much better in this part of Glanville Tract. DCA got out of the peat deposits shown by the pink shading on the image that showed the interpreted distribution of peat deposits within the Delta. Deposits are tapering and disappearing towards the Twin Cities Complex side of Interstate-5. The ground conditions are better there, where there are no soft compressible materials in the foundation. As a point of reference, the logistics plan for the Twin Cities site would require raising and shifting Franklin Blvd a little bit to the West, specifically for the Central or Eastern corridors so the railroad can make the grade change. It is elevated up on the railroad embankment and needs to turn into the site. Franklin Blvd. must be at a similar height and is already required as part of the logistical plan. All of these factors combined lead to the solution for Twin Cities, which is somewhat unique within the program, to have a temporary ring levee to protect the construction area of the Twin Cities Complex.

Hydraulic modeling and studies were performed, as discussed last time. The purpose of these studies was to evaluate the potential flooding inundation effects of the temporary ring levee, as well as the permanent RTM stockpiles of the Twin Cities Complex site. The approach used an existing hydraulic model under the HEC-RAS software. This is a model known as the Sacramento County North Delta Model and is widely used in that area. The model has been validated in past events and just for reference, is the same model being used to evaluate the effects and benefits in the McCormack-Williamson Tract project. It was noted the McCormack-Williamson Track project was not included in the evaluation of flood effects. It is expected that the McCormack-Williamson Tract project would result in some stage decreases upstream of that construction. McCormack lanes and track could lessen some of the flood effects, particularly along the railroad embankment adjacent to Twin Cities Complex. DCA evaluated 100-year runoff hydrologic event with a 1% annual exceedance probability. This was a runoff event prepared for Sacramento County Department of Water Resources.

Mr. Bradner spoke on existing conditions with the hydraulic models and depth of inundation. The presentation showed computed flood shallow depths approaching zero feet inundation as light blue and darker blue colors are deeper depths. Then, the image showed light blue transitioning to brown. The limits of inundation are shown, and as gets shallower, it gets

brighter blue. To summarize, some of the complexity of the Twin Cities Complex location is shown with the circle in the image, but this depiction of inundation depths does not include that ring levee.

The image showed current conditions. The flood waters moved through the site and then through a couple of different sources, mainly entering the site from the north where the arrow pointed to Lambert Rd. It is an existing road elevated where floodwaters enter Glanville Tract by overtopping Lambert Rd. There is some flow from the East as well, overtopping the adjacent railroad embankment. The water gets to the north side of Lambert Rd. by a couple of sources. One flows down through Stone Lakes, coming from the Morrison Creek Group, which is all runoff from Elk Grove and urban development north of the area. A lot of that water flows from those areas into Stone Lakes, comes close through the site and then it hits the perimeter levee there represented by Lambert Rd. In some cases, some of it flows over Lambert Rd. into the area of the Twin Cities Complex. Another way water gets backed up on the north side of Lambert Rd. is through Snodgrass Slough, which is shown on the left side of the image. The very dark blue color on the image goes through a tight construction there and then starts pushing water up to the north side of Lambert Rd., as well. The combined effects of Morrison Creek Group or Snodgrass, depending on the specific storm, helped to deepen pushed water and create that back up on the north side of Lincoln Rd.

In looking at conditions of the site, there are a couple of other considerations. Due to the elevation change and the height of the elevation, the water flows generally South and West across the site, stacks up against I-5, then flows through a series of culverts under I-5, and concentrating down into the Southwestern corner of Glanville Tract. Water moves through Glanville Tract in a clockwise circle.

The flooding in the Twin Cities Complex area is very shallow. Average flooding depth within the area would be about two feet. Although there are areas where it gets a lot deeper moving through the West to lower elevation areas.

Mr. Bradner presented the reconfiguration presented at the last meeting. The original configuration was shown with the dashed line, so the changes are more visible. The upper images is for the Central and Eastern corridor ring levee and the lower right is for the Bethany Reservoir Alternative. A couple of key changes were made based on hydraulic modeling. DCA removed the levee connection to Dierssen Rd. earth ramp that had originally tied in for the ring levee to connect to that ramp and be continuous. Instead, the connection was pulled back and a closure structure would be used along Dierssen Rd. if there were to be a flood event in the area. The lower right of the slide showed that the original dashed line was very close to I-5 and had been shifted back to the solid line to pull back from I-5. The point was to create more space between the Western side of the ring levee on I-5 necessary to allow the overland flow to move around the site as it naturally does, following topography, and reach those existing culverts under I-5. Those revisions have been incorporated.

Mr. Bradner showed the summarized results of the analysis with the ring levee in place beginning with the most conservative scenario, which is the Bethany ring levee. It has the largest footprint in terms of the overall site size and the length of perimeter ring levee around the site. A graph was presented of the Bethany ring levee and Lambert Rd. with two reference points identified with plots of the water surface elevation that coincide with those reference

points. In general, there are limited flood height increases in the area immediately north of the Twin Cities Complex represented by the lower point on the figure, and that lower graph on the figure. For reference, the current flood depth for a 100-year event would be 0.6 feet at that location and is increased by 0.4 feet up to an inundation depth of one foot at the reference point. It has increased by less than half a foot at that location.

Moving to the north side of Lambert Rd., which is indicated by the upper plot, there is zero change in the response of the flood hydrograph. What stage the flood inundation would reach, and timing of that is completely identical between the existing conditions once the ring levee is included. The overall increase in the inundation area is about ten acres and is all limited to the area that is represented by a purple color along the fringe of the inundation area transitioning to the dry area. It is a relative increase of the inundation zone as a result of the temporary ring levee. There are no changes to the flood impact area once it goes to the north side of Lambert Rd.

Mr. Bradner presented the Bethany stockpile which is the most conservative condition because the Bethany Reservoir alternative results in the largest permanent stockpile. In this case, the stockpile is not as large as the ring levee. When looking at those same reference points to evaluate the change, it is even less. Looking first at the point immediately north of the stockpile, the increase is slightly under .1. It is definitely a negligible change in terms of the flood stage height. The increase in the inundation area is smaller, more on the order of four acres, and again that would be at the very margins of the floodplain area and all to the south of Lambert Rd. Again, there are no impacts to the area on the north side of Lambert Rd.

Ms. Swenson said a ring levee is not innovative. Every time DWR has an idea it is a ring levee. The DWR analysis does not jive with historical data. A ring levee will cause harm to the community. The protection is for the project site, not for the people or property owners in the Delta. Climate change had not been factored in. There will be increased water dumping in the valley with a ring levee or elevated area. This was not a clear idea presented in Point Pleasant. This model does not represent conditions known by generational families.

Mr. Bradner said the model is validated, as in past events and is accurate to match real conditions, granted each storm is unique. DCA looked at a 100-year event as a reference while analyzing other scenarios, but it does give a good reference point on the ring levee and stockpile on conditions that might occur during that type of inundation. Regarding the ring levee, the team looked at a different approach at Bouldin and Lower Roberts where geometry repairs worked well. Unfortunately, the flood risk and concerns are much more complicated at the Glanville Tract. It does not really lend itself to going around and trying to improve the perimeter levee system under a situation like that. Recognizing RTM and construction all around, the team wants to make sure the area is completely contained and not able to move around if the area were inundated. Regarding the materials, the same materials were presented and if there is any interest in folks learning more, the team encourages reaching out.

Mr. Hsia asked for clarification on flood depth and elevation. Are they opposite?

Mr. Bradner said they are different references. Flooding depth is related to someone standing in the water. To get flood depth, subtract the flood elevation minus the ground elevation.

Mr. Cosio asked what DWR will do about climate change and what will be analyzed? Reservoirs and dams will not be able to withstand climate change and flows. He asked what climate change effects will DCA model.

Mr. Bradner said as a point of reference, the ring levee itself is not designed to be just above those flood levels, it's designed to be a foot and a half above the FEMA 100-year flood, which is elevation 19. The ring levee itself is up to elevation 20.5 and then elevation 21 along the Franklin Rd. side. The flood depths in the presentation were around 14.5 so there is still quite a bit of freeboard above the levee. More could still be looked at, but the goal was to set a baseline for the analysis.

Mr. Cosio clarified that he was not asking about the design of the ring levee; he was asking about additional flood height in areas that will be affected because of climate change.

Mr. Bradner said the team is still looking at other scenarios for models.

Mr. Moran asked if considering that the measuring is done by 100-year flood, would that ring levee have any outsized effect, perhaps a 500-year flood or with a larger scale flood. Or does it stay the same impact regardless of the size of the flood?

Mr. Bradner said this is something that DCA will note and look for other ways to study.

Ms. Martinez added that DWR held a webinar on climate change, and it is posted on the website. This might be another resource if folks are interested in taking a deeper dive on that item. The link was added in the chat for reference.

5d. Public Comment on Item 5

Ms. Malone addressed the technical difficulties experienced during the meeting and informed that the problem was with the RingCentral platform. The problem has not existed in any of the prior webinars. The issue had been identified by RingCentral and is not something that can be fixed during the meeting. They do not anticipate this being an issue moving forward. For anyone who was trying to see more of the participants, there was a two-line vertical bar next to the presentation. If that was dragged left or right, it would display more or less members. She acknowledged that this was not a perfect fix, nor that everyone can be seen, but allowed to see the presenter and slide.

Ms. Meserve said she appreciated the team addressing the technical issue. She added when she signed on, she could not see who was participating, which typically she can. She thought that in a public meeting, especially to the extent it is being replicated in a virtual format, staff should be seen. For the SEC there should be a list to see all participating staff and SEC members to have the feel of a regular meeting. She had a similar issue with a previous webinar where the public is blocked out from what the DCA chooses the public to see and objected to that curation. It goes against that open process that DCA says it is pursuing. She still could not see all the participants squares despite Ms. Malone's advice. On air quality, she was confused with presentation and methodology. The SEC asked for results and numbers which the DCA reported there were no numbers yet. Then later, ICF reported there were models and analysis

conducted. If some kind of analysis had been done and there are preliminary results, the DCA should disclose that information or make it available later. In regard to Ms. Barrigan-Parrilla's comment about Stockton and other regions, the project spans four air basins; just because it is so large does not mean they cannot do them all together.

6. FUTURE AGENDA ITEMS AND NEXT MEETING

Chair Palmer said that as this was the 18th SEC Meeting; the SEC has achieved a lot over the past two years, with significant time and energy invested by this very committed body representing a very diverse Delta community. While the DCA understands the process has been challenging because of the general opposition to the project by most of the members, the work conducted resulted in significant adjustments to the design and logistics. She said as they had all agreed at the beginning of this process that the SEC was convened to create a space where local stakeholders, people who live, work and recreate in the Delta, could come together to gain accurate technical information about the project while providing insights to DCA's engineers on ways they could reduce effects to Delta communities during conceptual design. The DCA is now at a point where they are pencils down on conceptual design, with little opportunity for additional engineering until after the environmental process is complete. The SEC has done its job. Now, the project focus going forward will be the release of the Draft EIR.

DCA Legal Counsel, Josh Nelson said as the environmental process moved forward, the Brown Act could affect the way individual SEC members are able to express opinions and comments. The Brown Act precludes the majority of the SEC from being in the same place and time to discuss the project or other SEC business outside of an SEC meeting. This can affect attendance at workshops or other meetings if these conditions apply. There are some exceptions that will cover many types of public meetings but it is a potential concern. In addition, AB 992 restricts the ability of the SEC to comment on or respond to DCA social media posts making electronic collaborations much more difficult. In considering the next steps for the SEC, Mr. Nelson noted the requirements of the Brown Act, and if the SEC continues to meet or takes a break, they will continue to be in place restricting community members. Alternatively, if the SEC were to sunset, those Brown Act restrictions would be lifted on members.

Chair Palmer said given all of this, the DCA is considering winding down the SEC, with December potentially being the last meeting in this form. To clarify, the SEC was established by the DCA Board, so with regard to process, it will take a vote of the DCA Board to formally sunset the SEC. If the SEC were to sunset, that would not mean the DCA would shut down communications. Outreach would continue and the team would remain vigilant about engaging with Delta stakeholders and would welcome input. Additionally, there would be continued engagement opportunities through the CEQA process, future design stages if a project is approved, and Community Benefits.

Chair Palmer said looking forward, the items on the slide presented lay out what the team was planning for the next meeting, currently set for December 8th, 2021. The DCA is anticipating an overview of the work completed and perhaps a look at next steps in the overall process. The DCA would continue to provide information and updates to people and to the libraries. This is important for the overall outreach. The DCA will continue to meet with community groups that wish to go over any item.

Ms. Giacoma said all the other boards in the Delta, including those populated by DWR members, are meeting in person. She found it disingenuous to use COVID as an excuse to not meet in person to discuss this weighty project of great concern. It did not seem right to her.

Ms. Martinez said hopefully the next meeting can in person. The team will assess.

Ms. Swenson said this had been an invaluable experience even though they have been curtailed by COVID. She learned a lot from the presentations, a lot about the ideas behind the project, and thought it was a shame to cut off the opportunity for the public to engage with the DCA process and thinking. The DCA should be interacting with the public because ultimately the taxpayers will be paying for this project. It would be a sad ending to end December 8th. Ms. Swenson said it had been a very valuable and educational experience.

Chair Palmer said one of the things discussed was that there could be a point in the future where one could have another stakeholder group assembled. At this point the issues and constraints of the Brown Act were limiting, as Mr. Nelson has mentioned, especially during the CEQA commenting period. This was not to say DCA would not want to have a SEC come back into play after they went through this period and start to do more design and engineering work after a route has been chosen, CEQA had been done, and no-alternative has been analyzed.

Mr. Gloski said this has been a valuable process and it is a bit unfortunate it would be ending. If it was valuable early on with the earlier pieces of information flowing back and forth, he is not sure why it would not be valuable now. He wondered what had changed. He asked to know once the DCA Board votes for the SEC to sunset if everyone can get notice of that. It's unfortunate, having presented to the DCA Board that there is no member on the DCA Board that has any experience in the Delta. The Board members are all out of the area and representing other parties. It is extremely unfortunate there is no voice there. DWR has the next big step coming and it is unfortunate because the team would be losing this great source of information.

Mr. Bradner said it was always the intention of the SEC to sunset. It is a body launched to allow folks to provide input during the conceptual design phase. The conceptual design phase, for all practical purposes, is over. The DCA had prepared conceptual designs and provided them to DWR. The DCA had been keeping up with showing the SEC adjustments and changes, but they had not been the biggest elements. Certainly, the DCA had gone through a lot more detailed content over the past year, and year before that. It is at a natural point to sunset, and it is no reflection on staff, or the SEC. Mr. Bradner said he absolutely valued the input of the SEC, and the value is tremendous. There is a point now where the CEQA process is driving the bus and the DCA can step back, letting that process take its course.

Mr. Cox said all throughout these meetings, the fishing community had made comments that they want some protection built around Clifton Court. They kept getting the response that it is not part of this project and were told that it would be included in a discussion later. Now the DCA will sunset the Committee and once again fishermen are not going to get their comments made or get the interest of the fishing community considered. The whole committee experience has been frustrating. He was sent out to get information from fishermen, he gathered information from fishermen, and the team does not want to hear it. He felt like they

were led along. The fishing community's main concern was Clifton Court being addressed later and now this process will be done and over.

Ms. Martinez said she was so sorry Mr. Cox felt that way. She reminded about the opportunity to have outreach meetings. A meeting could be held with the fishing community. It could be discussed if that is something that Mr. Cox would be comfortable with.

Mr. Cox said he did not even see the value in that. Every time the fishing community raised a concern, they were told it is not part of the project. He did not see how that is going to do anything. Fishermen kept getting the same answer, that is not part of this project. When will it be part of the project?

Ms. Buckman said she heard his frustration. The Delta and water in California are why the team has had a number of frustrations tonight because it is difficult and complicated. There are so many issues affecting people in the Delta in many ways. The SEC has only talked about a small subset of those issues and Ms. Buckman understood that it is a frustrating process and a difficult one because there are so many things to concern the SEC. She understood the issues of Clifton Court, but it is not part of this project to make changes there. There was no plan to talk about it because it is disconnected from the Delta Conveyance Project. She let Mr. Cox know they could talk more off-line, but it is not an effort of this project unfortunately.

Mr. Cox said Ms. Buckman told him personally that it would all be addressed by the end of this committee. That is why he felt that way. Promises have not been kept. He had been told that it would be addressed with the committee, but it had not.

Vice Chair Keegan said she appreciated everyone's efforts and participation in this process. It was interesting to have feedback about the idea of sunsetting the SEC for a while or maybe the SEC served its purpose because the intent behind this was to make sure that everyone who had participated diligently in this process had the opportunity to fully express themselves as part of CEQA. It seems some of the constraints of the Brown Act were getting in the way of folks being able to lobby effectively for the communities they are serving. That is part of the tension point Vice Chair Keegan wanted to address. Whether the SEC moves forward, takes a hiatus, or comes to a stop, everyone's participation had been authentic and meaningful in the process. It has been almost two years and people still show up for the meetings. She wanted to clarify the point many were making that there is no connection to the Delta from DCA members. Vice Chair Keegan had been a recreational boater of the Delta since college regularly and has family involved in the Delta. She does have some connection with the Delta community, is an alternate on the DCA Board, and co-chair on the SEC committee. She assured the SEC that her interests and concerns are known to the staff about recreational boaters that overlap with the fishermen. She appreciated what everyone has provided and feedback as the CEQA process.

Mr. Moran said this has been an incredible value. He thought he knew a lot about the Delta and how it worked. It had been an incredible experience. One of the great things they had gotten out of this is connections with different parts of the community, even with longtime Delta folks. They are reaching out to different community members and community groups that are important for the DCA and DWR to hold onto in one way or another. He appreciated the Brown Act considerations and that a lot of the connections made here, have precluded some of the connections and collaborations that could be valuable going forward for the community, but

for the Brown Act. He appreciated that this format loosened people up to allow them to do things. He thought because of the value of this group, there should be some kind of mechanism to reconvene either outside Brown Act limitations, or to convene as some type of resource group, or voting in person. He would hate to see the value of the committee diminish even though its job is done. The other values of the committee would be lost, and he would like to see that continue. He thanked everyone one for this incredible experience.

Ms. Mann said the team has done a great job taking comments as the members of the SEC are protecting their homesteads, fishing waters, recreational boating waters, farms, community. Ms. Mann said the DCA would do the same as well. The Brown Act has not been the issue, it is the pandemic that is the issue not allowing the SEC to get together, not just as a group but as a community. In Contra Costa County, gatherings are not allowed unless there is proof of immunization. The pandemic is the bigger problem, and the project should have been stalled as a result of what was going on in the world. Ms. Mann asked if the team is any closer to a plan on what route to choose.

Ms. Buckman said the route selection will be part of the alternative process in the EIR. The team is analyzing the environmental effects of the alternatives including Eastern, Western, and Bethany. Those environmental impacts analyses will be the basis of the decision after the Final EIR when they issue a decision statement. There will not be a decision now because they need to see the environmental impacts which is an impart part of the decision-making process.

Ms. Mann said with all this information given to the SEC, it seems like it jumps out to her. She still wonders why alternative considerations were not taken into account. She said thank you to the team for being passionate about the Delta, where they live and recreate.

Ms. Giacoma said the elephant in the room had not been addressed at all. California is going through a historic and exponentially accelerating drought that has rendered the land so dry that it is cracking open. She said in her area, the well is sinking so low that the toxic levels of arsenic are rising true to all over the Delta. Lake Oroville and the Colorado River are running out of water. There is a climate issue that cannot be ignored. The conditions of the Delta are due to over drafting decades before this time and the DWR wants to take more water underground to take south. This issue should be addressed.

Mr. Bradner said that he has the same concerns. The team's job is by no means done. However, in terms of the project, they have reached a stage in the conceptual design of the Delta Conveyance Project where they have provided those details to Ms. Buckman to go through the analysis. To the extent that there is still development of conventional design that this body can provide input on, that piece has sunset. There will be future opportunities through the CEQA process, future stakeholder bodies, and other opportunities to continue to engage and provide feedback. The DCA will continue to reach out to the community and talk to folks about the program and make sure they understand the engineering elements. The job is not done, and California's water issue is not solved. He said that with respect to the development from the conceptual designs, DWR has what they need for the CEQA process.

Ms. Giacoma said the DCA has not addressed the issue of lack of water. The water is going away and is in a critical stage now. Through all this engineering and design, this issue has not been addressed and that is the overriding issue.

Ms. Martinez said to look out for an email from Ms. Parvizi who will be reaching out to provide the SEC Members with details moving forward. The decision from the DCA Board about sunsetting would not come out until January 2022. There is still time to give input about this in the next December meeting. It is not that the SEC will be forgotten by the DCA. The SEC could reconvene at some point. The question is if they want to stay in the SEC process and be limited by the Brown Act and possibly meet quarterly. She asked the SEC to think about it, stay involved, and informed no matter what route is chosen.

Mr. Bradner said in terms of the sequence of things and how things are going to be falling over the next couple months, there will be a DCA Board meeting in November and the SEC meets in December. After that meeting, it will be an item for the DCA Board in January to sunset the SEC. It will be the DCA Board who will decide whether or not to proceed.

Chair Palmer said there is time for the SEC to give input to the DCA Board since it will not be up for a vote until January.

7. NON-AGENDIZED SEC QUESTIONS OR COMMENTS

This is the time and place for SEC members to address the Committee on matters that are within the Committee's jurisdiction but that are not on the agenda.

Ms. Swenson said today there was a LA Times article saying that despite Governor Newson's pleas to cut the consumption of water by 15 percent, Los Angeles and San Diego actually increased the amount of water that was used. This project felt like an endless cycle mainlining water that is not being used effectively and treated as sacred. The aqueduct is still uncovered, and 30 percent of water flow is being lost. It is irresponsible to bless this project knowing there might not be water available. This project will not solve the water issues and imposes incredible impacts for the people in the Delta with zero benefits. There needs to be another plan. When the Delta water master tells the farmers to keep irrigating until there is no more water. All experts can see what is happening and it is time for this project to face reality. This is an old project with old plans. It is outdated and antiquated. Ms. Swenson said they must stop relying on the idea that this is misplaced rain. It is time to be responsible stewards that the public trusts and make decisions for the taxpayers. All this energy should be put towards solving this problem, which can be solved. The focus is on a project that has no value. Every day that passes it becomes clearer, why build a tunnel for no water?

Ms. Moreno said the DCA needs to consider something that is more sustainable than this project. This will wipe out an entire ecosystem for something that will not even be usable. As a taxpayer it is concerning and as a person, it is even more concerning. It is a big project for something that may not even be used.

8. 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.

[Editor's Note, due to internal miscommunications, public commenter was not able to present her comment verbally but it is set forth below for inclusion in the minutes.]
Osha Meserve
Local Agencies of the North Delta

1. The DCDCA Board determined in 2019 that the SEC would be a Brown Act body. At that time and now, I believe this was a faulty decision that unduly constrained the SEC. The SEC has no authority, does not vote, and the recommendations of individual members have, for the most part, not been followed. Should the SEC members wish to continue, I believe the DCDCA Board could take the appropriate actions to revise the formation of the SEC to not be a legislative body under the Brown Act.
2. I heard promises to continue engagement irrespective of whether the SEC continues to meet. Yet as we have heard from SEC members today and previously, that the Delta Conveyance Project will not address the most pressing water problems our state faces. Real engagement means DWR and the DCA actually listen to the stakeholders, and that means considering a reasonable range of alternatives to the conveyance project. Making some minor modifications here and there does not address the very real problems with the DCP proposal.
3. When and if the SEC does conclude, any description of these proceedings should be vetted with the SEC members themselves to ensure they are accurate. The extent to which SEC comments and suggestions were or were not incorporated into the proposed project must be clearly described.

There were no additional public comment requests or comments received in writing.

9. ADJOURNMENT

Chair Palmer adjourned the meeting at 6:03 p.m.

STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY

MEETING SUMMARY
December 8, 2021

This summary is provided as a resource for committee members and the public to have brief highlights following SEC meetings. In addition to this summary, detailed meeting minutes, question and answer documents and full meeting video will be available on the dcdca.org website.

MEETING OVERVIEW

The 19th meeting of the Stakeholder Engagement Committee (SEC) was held via video conference on December 8, 2021. The meeting video, agenda, presentation, and supplemental materials are available for review on the dcdca.org website.

UPDATES & COMMITTEE DISCUSSION

- Graham Bradner, DCA Executive Director, provided a summary of the November 18th DCA Board Meeting. The Board was presented with the staff recommendation to sunset the SEC as well as an overview of the engineering and logistics adjustments resulting from community feedback.
- Carrie Buckman, DWR Environmental Manager, shared that DWR is planning to release the draft environmental document in mid-2022. Other updates include:
  - As DWR identifies impacts in their CEQA work, mitigation measures are also being identified.
  - Field investigations have paused and are not anticipated for the next few months.
  - DWR has identified the Bethany Alternative as the proposed project, but this does not represent a decision on whether the project should move forward or the final selection of an alternative. The U.S. Army Corps of Engineers (Corps) has been updated with this information. DWR has posted the letter to the Corps and a Q&A document.
    - Section 404 Amended Permit Application Q&A (November 2021)
    - Section 404 Amended Permit Application Letter (November 2021)

PRESENTATIONS & COMMITTEE DISCUSSION

- Phil Ryan, DCA Engineering Manager, shared that the potential for Sacramento River flood risk related to a proposed conveyance project has been analyzed with updated modeling.
  - The team made conceptual design changes to the intakes, which helped minimize water surface increase to less than 0.1 feet. The design changes included a reduction in cofferdam size and moving the intakes structures 15 feet landwards.
  - This change resulted in increased barge trips due to increased in-river excavation and riprap placement in river.
- Mr. Bradner reviewed the engineering and logistics changes resulting from SEC and community input and from internal design development processes. He provided an updated overview of the current conceptual design, with specifics on how community input has been incorporated into the conceptual plans of the proposed project, including (partial list):
  - Planning for project sites to have their own emergency services
  - Avoiding use of levee roads for heavy construction traffic
  - Minimizing use of pile driving to reduce noise
  - Construct park-and-rides to reduce worker traffic to project sites
  - Shifting logistics to reduce effects on Stone Lakes National Wildlife Refuge and other habitat areas
  - Eliminating barge landings and limiting barge use
- Mr. Bradner provided an overview of the three alternatives under consideration: Central, Eastern, and Bethany Reservoir, highlighting similarities and differences.
- Mr. Bradner shared the SEC Schedule presented to the committee in November 2020 indicating the SEC's work was anticipated to end at the end of 2021.

COMMITTEE MEMBERS:

Anna Swenson
At Large – Yolo

Cecille Giacoma
Public Safety

David Gloski
At Large - Contra Costa

Douglas Hsia
At Large – Sacramento

Gilbert Cosio
Ex-Officio

Isabella Gonzalez Potter
Environment NGO – Aquatic

Jim Cox
Sports Fishing

Jesus Tarango
Tribal Government Representative (Alternate)

Lindsey Liebig
Agriculture

Mel Lytle, Ph.D.
Delta Water District

Michael Moran
Ex-Officio

Malissa Tayaba
Tribal Government Representative

Phillip Merlo
At Large - San Joaquin

Mike Hardesty
At Large – Solano

David Welch
Ex-Officio

Gia Moreno
City of Hood

PRESENTATIONS & COMMITTEE DISCUSSION, cont.

- Nazli Parvizi, DCA Communications Director, addressed DCA's plan for outreach moving forward.
  - Small community group meetings have been requested and will continue to be provided for communities interested in learning more about the proposed project as a whole or issues specific to their communities.
  - Coordination continues with Delta-area libraries. DCA information materials are available in print and digital form. The list of participating library locations can be found here: https://www.dcdca.org/info-center/document-library/#1628713778111-bb70e11e-ed4e
  - Virtual tours are available online and will be updated as necessary.
  - If any SEC member or community representative would like to request a briefing in their area, they are encouraged to contact DCA staff at info@dcdca.org.
- Janet Barbieri, DWR Communications Director, provided an overview of DWR's outreach plans for 2022. The team is focused on the public information, engagement, and notification related to the Draft EIR release anticipated for mid-2022.
- Ms. Palmer said the DCA Board has appreciated the commitment of SEC members to their communities and the time they have spent listening to the DCA presentation. At their January meeting, the DCA Board will consider a resolution to officially sunset the SEC. There will be continued outreach by DCA and DWR as the CEQA process moves forward.
- Ms. Keegan thanked the SEC members and DCA staff for participating in the process even though it is difficult and sensitive.

SEC MEMBER THOUGHT EXCHANGE

- Mr. Gloski asked if the EIR will have the rationale for identifying the Bethany Alternative as the proposed project. Ms. Buckman said the EIR will contain that information. Further, DWR will be providing the same level of detailed analysis for all three alternatives, even though CEQA only requires that level of detail for the proposed project.
- Ms. Swenson said the engineering changes resulting from SEC and community feedback were being overblown. She said the process was flawed, SEC members were not listened to, and none of the changes they suggested were implemented. She noted, however, that the information and materials were helpful.
- Ms. Moreno said there is an area near the intakes that floods in the winter and mentioned she's been trying to get pictures to share with the DCA.
- Ms. Giacoma asked if there is a plan to make a map of aquifers in the Delta. Ms. Buckman said the potential effects of the project on groundwater resources will be assessed in the EIR utilizing the CalSim model and a ground water model. Ms. Giacoma stated that the mapping is taking too long and should have been done during the last iteration. These delays impact trust.
- Mr. Moran asked that DCA ensure SEC participation be included in the white paper and is reflected in the EIR. He also requested that SEC members be included in conversations moving forward.
- Ms. Swenson asked if the EIR will be translated into various languages and be available in print at local libraries. Ms. Barbieri said the accompanying materials to the EIR will be translated into languages appropriate for the Delta population, including Spanish and Chinese.
- Mr. Gloski, Ms. Giacoma, Ms. Moreno and Ms. Swenson said the public outreach for the DWR needs to include in-person meetings.
- Ms. Moreno said more outreach is needed for the level of impacts the community will experience, indicating the process should start over.
- Ms. Keegan suggested that perhaps outdoor meetings could maintain safety while still allowing in-person meetings.

Summary of Conceptual Design Efforts to Minimize Community Effects

1	Avoid increasing demand for existing emergency services in the Delta
2	Manage flood risks to the project facilities and existing land uses
3	Manage seismic risks to people and property
4	Minimize activities that produce noise, dust, greenhouse gas emissions, traffic, and land use disturbances
5	Minimize construction effects to existing infrastructure or other community resources
6	Minimize construction traffic and associated effects
7	Minimize disturbance to existing land uses, including agricultural land, residences, and wildlife habitat
8	Minimize disturbance to sensitive wildlife and protected habitat areas
9	Minimize effects on Delta water-based recreation and navigation
10	Minimize noise during construction and operations

Attachment D
Stakeholder Engagement Committee Member Questions and Request Tracking Log

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member
Question/Comment Tracking Master Log
Updated 12.08.2021

ID #	Date	Requester	Questions/Comments	Response	Responder	Date Responded	Response Status
2.01	12/11/2019	Barbara Barrigan-Parrilla	Will there be real-time disclosure of existing issues discovered during soil testing or field work?	The actual draft and final soil testing results will be initially shared with property owners. If the property owners wish to disclose the information prior to publication of the geotechnical report, that information may be provided by the property owners. The geotechnical report will include the results of the soil testing. If any hazardous materials or other environmental hazards are encountered during the field work, property owners will be notified and notification of federal, state and local agencies in accordance with applicable laws and policies will be coordinated with the property owners.	Gwen Buchholz	1/22/2020	Responded
2.02	12/11/2019	Barbara Barrigan-Parrilla	Are you going to coordinate markers on each soil collection point so levee impacts can be tracked by RD's?	Yes. The exploration locations will be documented with a survey coordinates using current datums and a metallic pin will also be buried in the top of the wet backfill grout at each exploration to allow for future locating with metal detection equipment.	Graham Bradner	1/22/2020	Responded

SEC Member
Question/Comment Tracking Master Log
Updated 12.08.2021

ID #	Date	Requester	Questions/Comments	Response	Responder	Date Responded	Response Status
2.03	1/6/2020	David Gloski	Flow at the intake – At the last meeting someone asked about negative or reverse flow in the river at the intake. There was an instant response of no, never negative, but I sort of wonder what that looks like at high or low tide. That is a big issue out here and I personally would like to understand those flows at the intake during the complete tide cycle. Top, bottom, half tide rising (flooding), half tide falling (ebbing). At full "take" what are the flows just above, just below, and going out of the system? I assume that just below there is always a positive downstream cfs there even when it is peak flooding. Specific numbers like that would help. Probably good to do during the driest drought time, low river flow. If we can get those flows we, I, can put stuff like that to bed when talking with people.	The project would not significantly impact the magnitude of reverse flows that would already occur in the river/Delta system. The project would divert water until the tidal flow in the river approaches a preset minimum outward flow rate (i.e. towards the ocean). The diversion rate would be reduced proportional to the reduction in the outward river flow rate as the tide comes in. At some preset minimum outward river flow rate, diversions would be stopped by closure of the intakes. In summary, the project would only divert at the maximum capacity when the river flow rate exceeds a specific high preset outward flow rate. The diversion rate would be reduced in steps as the outgoing river flow rate declines and stop completely if the outward river flow rate reaches the preset minimum rate prior to a dominant incoming tidal flow rate. Flow histograms illustrating the river and diversion flow rates across tidal cycles will be generated from an extensive modeling process as part of preparation of the EIR.	Phil Ryan	1/22/2020	Responded
2.04	12/11/2019	Anna Swenson	Can we add to Map 8: Historical sites, cultural resources, Indian Burial grounds?	Public disclosure of the locations of archaeological resources and tribal cultural resources, including human remains, may make those resources vulnerable to theft and vandalism as well as be in violation of both federal and State laws. Because of this, these resources cannot be mapped for, or shared with, the public. Federal regulations include, but are not limited to, Section 304 of the National Historic Preservation Act (54 United States Code [USC] § 307103) and the Archaeological Resources Protection Act (16 USC § 470h). State regulations include, but are not limited to, California Government Code Section 6250 et seq. and Section 6254 et seq. Other State regulations such as Public Resources Code Section 5097 et seq. and Health and Safety Code Section 7050 et seq. cover the unanticipated discovery and treatment of human remains.	Gwen Buchholz	1/22/2020	Responded

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member
Question/Comment Tracking Master Log
Updated 12.08.2021

ID #	Date	Requester	Questions/Comments	Response	Responder	Date Responded	Response Status
2.05	12/11/2019	Phillip Merlo	Is there a map reflecting the history of settlement of Native peoples (Mr. Merlo offered to help coordinate data collection)?	DWR, as the CEQA Lead Agency, will conduct a CEQA analysis on the proposed Delta Conveyance Project that includes analyzing potential impacts to cultural and tribal cultural resources, including descriptions of the settlement of Native peoples in the project study area. However, DWR does not have a map of these settlements at this time.	Gwen Buchholz	1/22/2020	Responded
2.06	12/11/2019	Barbara Barrigan-Parrilla	Will you be identifying and protecting native plant species around the Clifton Forebay used for tribal medicinal practices?	DWR, as the CEQA Lead Agency, will conduct a CEQA analysis on the proposed Delta Conveyance Project that includes analyzing potential impacts to biological, cultural, and tribal cultural resources among many other resource areas. To analyze potential impacts to biological resources, an evaluation of the project study area, including Clifton Court Forebay, will be conducted to identify plant communities and determine if existing conditions provide habitat for any special-status plant or wildlife species or is the location of any tribal cultural resources. As part of the cultural and tribal cultural resources review, DWR will be providing Tribes the opportunity, through consultation as required under AB 52 and DWR's own Tribal Engagement Policy, to share information concerning native plant species that are used for tribal medicinal practices and potential measures for avoidance or mitigation. Cultural Resources work will be initiated consistent with release of the Notice of Preparation. DWR has initiated pre-AB 52 discussions with the Tribes with potential ancestral territories in the Delta.	Carrie Buckman	1/22/2020	Responded
2.07	1/3/2020	Jim Wallace	NEPA is the National Environmental Policy Act, not ..."Protection" Act.	Yes, NEPA is an acronym for the National Environmental Policy Act; the glossary has been corrected	Nazli Parvizi	1/22/2020	Responded
2.08	12/27/2019	David Gloski	Directory for DCA employees?	DCA staff directory will be provided to SEC members at the January 22, 2020 meeting.	Nazli Parvizi	1/22/2020	Responded
2.09	12/11/2019	Anna Swenson	What is the definition of "temporary" in terms of years?	The term "Temporary" in the CEQA document will be defined based on the resource area and the nature of the activity. As part of the initial EIR preparation, this term will be defined for each resource. Generally, for an EIR, "temporary impacts" range up to 2 years.	Carrie Buckman	Responded	Responded

SEC Member
Question/Comment Tracking Master Log
Updated 12.08.2021

ID #	Date	Requester	Questions/Comments	Response	Responder	Date Responded	Response Status
2.10	12/11/2019	Anna Swenson	Who decides what a reasonable alternative is, what makes an alternative qualify as “reasonable” and to whom is the alternative deemed reasonable?	DWR, as the Lead Agency under the California Environmental Quality Act (CEQA), will decide the range of reasonable alternatives for the environmental impact report (EIR). CEQA requires that an EIR include a detailed analysis of a range of reasonable alternatives to a proposed project. CEQA requires that an EIR evaluate alternatives to the proposed project that are potentially feasible and would attain most of the basic project objectives while avoiding or substantially lessening the project’s potential impacts. Likewise, the National Environmental Policy Act (NEPA) requires that a range of reasonable alternatives that meet the purpose and need statement of the action be analyzed at an equivalent level of detail in an environmental impact statement (EIS). Generally, a range of reasonable alternatives is analyzed to define the issues and provide a clear basis for choice among the options. CEQA requires that the lead agency consider alternatives that would avoid or substantially lessen any of the significant impacts of the proposed project. However, numerous alternatives that have slight variations are not necessarily required. The lead agency determines the alternatives to be analyzed in detail in an EIR. Section 15126.6[a] of the State CEQA Guidelines provides that: [a]n EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public	Carrie Buckman	1/22/2020	Responded
2.11	12/11/2019	General	Clarification about how DWR will reflect and characterize SEC participation in the EIR?	See attached memo	Carrie Buckman	1/22/2020	Responded

SEC Member
Question/Comment Tracking Master Log
Updated 12.08.2021

ID #	Date	Requester	Questions/Comments	Response	Responder	Date Responded	Response Status
2.12	12/11/2019	Anna Swenson	Incorrect data on Map 7, cropscape is historically wrong. Will this be corrected?	The data presented in the "Land Use Map" at the December 2019 Stakeholder Engagement Committee meeting was actually a "Vegetation Map"and not a "Land Use Map." The map was based on 2016 satellite data. The DCA has acquired 2018 crop type data from United States Department of Agriculture (USDA) and updated this map. The DCA has compiled land use data from adopted general plans of Contra Costa, Sacramento, San Joaquin, Solano, and Yolo counties and is developing a Land Use map to be presented in a March Stakeholder Engagement Committee meeting.	Gwen Buchholz	1/22/2020	Responded
2.13	12/11/2019	General	What constitutes a recreational facility in terms of representing sensitive receptors?	The map presented at the December Stakeholder Engagement Committee meeting was prepared with information collected in past studies. The recreational areas shown on that map included fishing marinas, parks, and wildlife viewing areas, that could be affected by noise, light, and air quality emissions. The database used for this map also included support facilities for the recreation areas, such as power poles. The database has been updated using information from Californinia state agencies and the updated map with recreational facilities is being presented at the 2/26/20 Stakeholder Engagement Committee meeting. The database has been updated and a map including public schools, hospitals, fire stations and local law enforcement was developed to represent sensitive receptors. It is being presented at the 2/26/2020 Stakeholder Engagement Committee meeting. A separate map with publicly-available marinas, boat launches, refuges, and habitat preserves has been completed and is being presented at the 2/26/20 Stakeholder Engagement Committee meeting. This map was also developed in response to Comment 2-15.	Gwen Buchholz	1/22/2020	Responded
2.14	12/11/2019	General	Is there a map reflecting existing water infrastructure and facilities such as intakes, diversion works and conveyance facilities?	This map will be presented to the SEC during the February 12 meeting.	Karen Askeland	1/22/2020	Responded

SEC Member
Question/Comment Tracking Master Log
Updated 12.08.2021

ID #	Date	Requester	Questions/Comments	Response	Responder	Date Responded	Response Status
2.15	1/16/2020	Barbara Barrigan-Parrilla	Would it be possible for the upcoming packet to get a map with the alignment for the tunnel that has the following: 1) Highways, railroads -- any major infrastructure that is easy to label. It needs a few more markers for users. 2) A legend for miles. 3) Names of the islands through which it passes and refuges -- public boat launches if time permits. That would be helpful. It will make discussions easier. Across the board, people in the community are frustrated that the NOP map is hard to read. We understand that it may be more conceptual; my request is for readability.	All maps presented since January 2020 at the Stakeholder Engagement Committee meetings include major highways, railroads, legend in miles and names of the islands. A separate map with publicly-available launches, refuges, and habitat preserves has been completed and is being presented at the 2/26/20 Stakeholder Engagement Committee meeting.	Gwen Buchholz	1/22/2020	Responded
2.16	12/11/2019	Angelica Whaley	DWR plans for levee maintenance in regards to the intakes and flood protection?	The DCA is working with the US Army Corps of Engineers (levee owner) to ensure that the construction of the intakes poses no additional flood risk. The current plan for keeping the levees intact during intake construction was presented during the January 22, 2020 presentation on intakes. To address this issue, the DCA prepared a construction sequence animation which showed how the levee and flood management protection would be maintained throughout the entire construction period. This material is available online at dcdca.org.	Luke Miner	1/22/2020	Responded
2.17	12/11/2019	Anna Swenson	How long the bridges have to be up and when for DCA construction barges?	There are two bridges on one of the potential barge routes (from West Sacramento to either barge landing) including the Rio Vista Bridge and Three Mile Slough Bridge. The operations timing of the bridge would be dependent on the specific bridge, river conditions and barge configuration, and is estimated to be 15 to 30 minutes at each bridge.	Jim Lorenzen	5/27/2020	Responded

SEC Member
Question/Comment Tracking Master Log
Updated 12.08.2021

ID #	Date	Requester	Questions/Comments	Response	Responder	Date Responded	Response Status
2.18	12/11/2019	Anna Swenson	What are round trip barge calculations?	This would be dependent on the port location, specific route, river conditions (including tide, flow, and wind), and barge configuration. For example, for the route between the Port of Stockton and Bouldin Island (a one-way route of 17 nautical miles), under ideal river conditions, the barge cycle could be completed in approximately 8 hours with 1 hour to load at the port, 2 hours transit to Bouldin Island, 2 hours to return to the port, and 1 hour to moor at the port.	Jim Lorenzen	5/27/2020	Responded
2.19	12/11/2019	Anna Swenson	Do the conveyor belts go across the island?	In order to reduce truck trips and roadway congestion, conveyor belts can be used to transport reusable tunnel material (RTM) from launch shaft sites to storage locations. RTM conveyance will be discussed further at February and March SEC meetings.	Luke Miner	2/12/2020	Responded
2.20	12/11/2019	Anna Swenson	Features that could end up being permanent?				For Future Discussion
2.21	12/11/2019	Anna Swenson	Fuel stations aesthetics, whether they will be temporary or permanent, if they will be underground or above-ground tanks, their proximity to schools and people and what safety operations are going to be used to ensure against contamination?	As currently proposed, fuel tanks would be located at the larger construction sites, including intakes, larger tunnel shaft sites, and the Southern Complex. During construction, the fuel tanks would be installed within security fences and would be above ground structures surrounded by lined spill-prevention facilities. During operations, fuel tanks would likely need to be located at the intakes and pumping plant for emergency engine generators. These fuel tanks also would be located above-ground within security fencing and lined spill-prevention facilities to protect surface water and groundwater. The fuel tanks would not be located within the high-water mark of any on-site or adjacent drainages. All fuel facilities would require permitting by the Regional Water Quality Control Board.	Jim Lorenzen	5/27/2020	Responded

SEC Member
Question/Comment Tracking Master Log
Updated 12.08.2021

ID #	Date	Requester	Questions/Comments	Response	Responder	Date Responded	Response Status
2.22	12/11/2019	Anna Swenson	Batch plants effects on air quality?	Dust issues at batch plants primarily occur as the dry ingredients are mixed together prior to the addition of water to make the concrete, slurry, or grout. The batch plants would be required to install the equipment that receives and mixes the dry ingredients within a shelter that includes large fans and air filtration equipment to minimize particulate matter (dust) from leaving the construction site. DWR will complete a full analysis of the potential effects on air quality and potential mitigation measures as part of the California Environmental Quality Act (CEQA) compliance effort.	Gwen Buchholz	5/27/2020	Responded
2.23	12/11/2019	Anna Swenson	Map that depicts an interaction with the bridges?	Related to barge routes, the only bridges along the potenial barge routes would be the Rio Vista Bridge and Three Mile Slough bridge for goods delivered from the Port of West Sacramento. No bridges would be crossed for goods delivered from the Port of Stockton or Port of Antioch. Goods delivered from ports along San Francisco and San Pablo Bays would need to pass under the Carquinez and Benicia railroad bridges. Related to roadway routes, several bridges could require modification depending upon the final roadway options, as are shown in the map books. No railway bridges would be affected by the construction; however, another bridge would be constructed adjacent to the railway bridge across the California Aqueduct and a roadway overcrossing would be constructed over the railway bridge near Holt, California.	Jim Lorenzen	5/27/2020	Responded
2.24	12/11/2019	Anna Swenson	Pile Drivers: How many sites, are they all at once, how close, duration?	Pile driving could be used at numerous locations of the Delta Conveyance project, including the intakes. The January 22, 2020 presentation on intakes described the potential need for pile driving at intake locations. The presentation included exhibits prepared by an acoustic engineer and quantified potential noise effects due to pile driving at the intake sites, and the potential for noise reduction with several construction methods. This material is available online at dcdca.org and further information on pile driving for other components will be presented at upcoming meetings.	Luke Miner	2/12/2020	Responded

SEC Member
Question/Comment Tracking Master Log
Updated 12.08.2021

ID #	Date	Requester	Questions/Comments	Response	Responder	Date Responded	Response Status
2.25	12/11/2019	Anna Swenson	Barges: Size, docking areas, bridges impact, how many barge trips per day, how many docks for barges?	There is currently only one barge landing for the Central Corridor at Bouldin Island and one barge landing for the Eastern Corridor at Lower Roberts Island. Each barge landing would be approximately 1,200 feet long along the bank of the river or slough and would be constructed into the existing levee to minimize extension into the waterway. The number of barge trips per day would depend upon the goods to be barged and the source location (e.g., Port of Stockton, Port of West Sacramento, Port of Antioch).	Jim Lorenzen	5/27/2020	Responded
2.26	12/11/2019	Barbara Barrigan-Parrilla	Toxicity from soil strengthening, potential spread and impact on sloughs?	Ground improvement to strengthen the structural foundation of the soils would likely consist of a combination of excavation of unsuitable soils (such as peat soils), placement of compacted suitable and clean fill material to induce consolidation prior to final construction, and mechanically mixing of cement or similar materials to add soil strength. None of these actions would result in introduction of contaminants to the soil or groundwater aquifer.	Andrew Finney	5/27/2020	Responded
2.27	12/11/2019	Barbara Barrigan-Parrilla	Air quality around port of Stockton from increased barge and train traffic?	DWR will analyze potential air quality impacts and mitigation as part of the EIR preparation.	Gwen Buchholz	5/27/2020	Responded
2.28	12/11/2019	David Gloski	What are the anticipated waterway rules and process when DCA construction barges are on the waterways?	Barge traffic along the Sacramento River Deep Water Ship Channel and Stockton Deep Water Ship Channel would operate in accordance with the requirements of the U.S. Army Corps of Engineers and the Port of West Sacramento and Port of Stockton, respectively. In addition, the barges and the associated tugboats would operate in accordance with requirements of the U.S. Coast Guard and the Division of Boating and Waterways of the California Department of Parks and Recreation. Notifications would be provided to the U.S. Coast Guard and local marinas.	Jim Lorenzen	5/27/2020	Responded
2.29	12/11/2019	General	How the testing, drying, run-off and on-site management of reusable tunnel material will work?	Covered in June SEC Meeting Materials	Luke Miner		Responded
2.30	12/11/2019	General	Specifics of tunneling process, machinery used, material derived and its treatment?	The February 12, 2020 meeting includes a presentation that describes the specifics of the tunneling process.	Luke Miner	2/12/2020	Responded

SEC Member
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2.31	12/11/2019	General	RTM testing, usage, drying, run-off and on-site management?	Covered in June SEC Meeting Materials	Luke Miner		Responded
2.32	12/11/2019	Gilbert Cosio	Specific discussions about the barge loading locations?	The Central Corridor currently includes a barge landing for Bouldin Island along Potato Slough. The Eastern Corridor currently includes one barge landing for Lower Roberts Island along the San Joaquin River/Stockton Deep Water Ship Channel.	Jim Lorenzen		Responded
2.33	12/11/2019	Jim Wallace	Is there siting information available for burrow pits?	SEC Meetings 3-8 break the project up into individual components, each with their individual requirements for imported material. For components where a lot of import is needed, the presentations will include potential import sites and invite committee feedback to provide additional considerations.	Luke Miner	2/12/2020	Responded
2.34	12/11/2019	Karen Mann	How barges used by DCA during construction would affect the recreational activities in the waterways?	DWR will evaluate the potential effects of barge traffic and recreational navigation activities in the waterways as part of the EIR preparation.	Jim Lorenzen	5/27/2020	Responded
2.35	12/11/2019	Karen Mann	Waterways safety and usage during construction barging?	Barge traffic along the Sacramento River Deep Water Ship Channel and Stockton Deep Water Ship Channel would operate in accordance with the requirements of the U.S. Army Corps of Engineers and the Port of West Sacramento and Port of Stockton, respectively. In addition, the barges and the associated tugboats would operate in accordance with requirements of the U.S. Coast Guard and the Division of Boating and Waterways of the California Department of Parks and Recreation. Notifications would be provided to the U.S. Coast Guard and local marinas.	Jim Lorenzen	5/27/2020	Responded
2.36	12/27/2019	David Gloski	Fishless intake system? Finds it hard to believe there are no fish in there. Can you explain how this would be fishless including tiny fish?	Intake screens would be sized according to current State and Federal regulations which require that they be small enough to screen out juvenile salmonids and Delta Smelt. In accordance with current regulations, an intake water velocity of 0.2 feet per second would be required to ensure the safety of these fish as they swim close to the fish screens. This question from December 2019 was answered in the January 22 meeting in the presentation on intakes. The material is available online at dcdca.org.	Luke Miner	2/12/2020	Responded

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3.01	1/22/2020	Anna Swenson	Can we have the question tracking packet in a digital format?	We are working on a searchable Q&A database as a feature for our new website. In the meantime, our Q&A is updated online at www.dcdca.org a few days after our meetings and as needed. This can be found listed under the Round Table section link.	Nazli Parvizi	2/12/2020	Responded
3.02	1/22/2020	Karen Mann	Is there any chance we could have the maps which are being provided to SEC and Scope meetings to actually name the waterways and show the location of Marinas?	The DCA includes labels for the names of the waterways on maps produced for SEC meetings unless the additional text in combination with other information on the map would be difficult to read. A map with marinas will be provided at a future SEC meeting. The maps for the scoping meetings are part of the CEQA process; please consider submitting this comment through DWR's CEQA scoping process.	Karen Askeland	2/12/2020	Responded
3.03	1/22/2020	Michael Moran	What possible impact will the project have on the Park District's several properties in the South-Central Delta that are under irrigation leases?	At this time the corridors shown in the NOP do not appear to include East Bay Regional Park District parks. The Central Corridor does include the land with the Contra Costa Water District intake along Old River; however, the future facilities would not be constructed in that parcel. If the irrigation leases are located on non-park lands, please indicate where those properties are located for further analyses.	Gwen Buchholz	2/12/2020	Responded
3.04	1/22/2020	Anna Swenson	Can members have access to the recent geotechnical data collected?	The geotechnical data currently being evaluated consist of project-specific data collected over the past years by DWR, supplemented by historic data from other agencies. The project data has been compiled and issued as part of the administrative record for prior environmental permitting for the California Waterfix project. The majority of the supplemental agency data are publicly available through Caltrans and the California State Water Resources Control Board. Water well data compiled by DWR is confidential and therefore cannot be shared. There are other limited data provided by specific agencies that are also subject to confidentiality requirements and therefore cannot be shared.	Gwen Buchholz	2/12/2020	Responded

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3.05	1/22/2020	Anna Swenson	Can we have the GPS coordinates of the three favorable intake sites?	The approximate GPS coordinates for the intakes described at the January 22, 2020 SEC meeting are provided below. As discussed in the January 22, 2020 SEC meeting, the intake sites are preliminary and sites may shift in location. These coordinates are for informational purposes only and are at the approximate center of the intake sites. Intake Latitude Longitude Intake 2 38.406611 -121.51307 Intake 3 38.380871 -121.518795 Intake 5 38.349012 -121.532294	Karen Askeland	2/12/2020	Responded
3.06	1/22/2020	Jim Wallace	Is there a possibility the geotechnical reports DWR is currently conducting could change where the intakes are located?	It is possible that geotechnical conditions may result in minor adjustments to facility locations within currently identified intake sites; however, major changes are not anticipated at this time.	Andrew Finney	2/12/2020	Responded
3.07	1/22/2020	Barbara Barrigan-Parrilla	How will the new levee effect the other Delta levees?	The modified levees at the intake locations would be limited to a short lengths on either side of the intake, and would be designed to the most-current U.S. Army Corps of Engineers (USACE) standards. The modified levees would be designed based upon numerical evaluations of hydraulic and geotechnical effects on other levees upstream and downstream of the new intake, including the levees across the river from the intake. Per the USACE permit requirements under Clean Water Act, Section 408, the modified levees would be designed to not injure the function of the flood control project levees.	Graham Bradner	2/12/2020	Responded
3.08	1/22/2020	Barbara Barrigan-Parrilla	What are the calculations on the volume of sediment for these flows and for high water events?	Sediment removal quantity calculations at the intakes would be dependent on total diversion amounts which will be developed as DWR completes operational modeling for the EIR. Therefore, total annual amounts of sediment that could be removed at the intakes are unknown at this time. Based upon previous studies for intakes in this portion of the Sacramento River, sediment quantities removed at the intakes could range up to 10,000 cubic yards in a month with peak diversion flows.	Phil Ryan	2/12/2020	Responded

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3.09	1/22/2020	Cecille Giacoma	Can you provide the truck trip estimates for operational traffic for hauling away sediment?	The estimated amount of sediment to be removed at the intakes will be calculated following the completion of the EIR operational modeling. When the sediment volumes are calculated, the number and frequency of trucks needed to haul sediment during operations will be calculated.	Phil Ryan	2/12/2020	Responded
3.10	1/22/2020	Jim Wallace	How will this facility be kept operational once it is constructed considering the amount of dewatering that needs to occur?	The bottom of the sedimentation basins at the intakes would be located below the groundwater elevation. As described at the January 22, 2020 SEC meeting, the intakes, including the sediment basins, would be surrounded by a slurry wall. Slurry walls would serve to isolate the sediment basin volume from the surface water and groundwater to minimize the potential for seepage either into or out of the sedimentation basin. Based upon the geological information available for the intake locations, it appears that there are adequate clay lenses below the bottom of the sedimentation basin to isolate the intakes from surrounding groundwater. Therefore, it is currently not anticipated that the basins would require lining except for placement of riprap along the sides. Additional geotechnical investigations would be completed prior to design. The determination to provide linings for the basin would be based upon the additional geotechnical investigations.	Phil Ryan	2/12/2020	Responded

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3.11	1/22/2020	Jim Wallace	Will the sediment basin be lined, and if not, will the basins be in groundwater from 4 or 5 feet below existing ground level and below? Does DCA expect the slurry walls to keep them out of the groundwater?	After construction, the water level in the facility would be higher than the surrounding groundwater. Also, the site would be surrounded by a slurry cutoff wall. Based upon existing geotechnical information, it is anticipated that the slurry walls would be extended to clay lenses to essentially isolate the site from surrounding surface water and groundwater. Dewatering would be expected to be a more significant issue during the early construction phases than during the operation phases. The DCA is currently evaluating the estimated dewatering needs to maintain groundwater levels suitable for construction. The DCA is also currently evaluating estimates for operational dewatering needs, which will be limited to periodically dewatering the basins for infrequent maintenance. At this time, only limited geotechnical data is available near the intake sites. Additional geotechnical investigations would be completed prior to design. Final determinations for protecting the sites from seepage into or out of the site and to quantify the dewatering needs would be revised following the geotechnical investigations.	Andrew Finney	2/12/2020	Responded
3.12	1/22/2020	Michael Moran	Is there any correlation with outside bends and in-migration and out-migration of fish?	See Attached "A"	Carrie Buckman	2/12/2020	Responded
3.13	1/22/2020	Barbara Barrigan-Parrilla	Can SEC members get answers to questions about the river bends even if it comes from fish biologists, since there is a difference of opinion within the fish biology community?	Consistent with the attached response to Comment 14, DWR intends to consider and document analyses and other relevant biological information supporting the assessment of siting, constructing, and operating intake facilities on the Sacramento River in the EIR. Input from fish biologists, as well as other relevant experts, and evaluation of alternatives using best available science, will be a key component of the environmental planning process going forward.	Carrie Buckman	2/12/2020	Responded

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3.14	1/22/2020	Barbara Barrigan-Parrilla	Will the impact analysis of the fish screen brushing on the food web be performed to a microscopic level?	DWR plans to assess changes to primary and secondary productivity resulting from new operations as part of the analysis in the EIR. Operations and maintenance of the fish screens would be intended to minimize the buildup of biological material on the screen itself. If additional needs or details, with regard to finer-scale food web changes associated with the project, are identified through the scoping process or the effects analysis, those will be considered as well. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Carrie Buckman	2/12/2020	Responded
3.15	1/22/2020	Michael Moran	Is there any consideration given to any type of unexpected wildlife that gets stuck in the sedimentation basin, such as monitoring of eggs?	The DCA intake analyses to date have focused on development of the fish screen configuration. Operational issues, including those related to wildlife management and protection, would be evaluated as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Phil Ryan	2/12/2020	Responded
3.16	1/22/2020	Douglas Hsia	How will this facility be ensured to not kill Delta smelt, as has been reported to be happening at Clifton Forebay?	The proposed intakes will include fish screens specifically designed to exclude Delta smelt from entering the system prior to diversion using state-of-the-art fish screening meeting all regulatory requirements for Delta smelt as developed by U.S. Fish and Wildlife Service and California Department of Fish and Wildlife. Clifton Court Forebay is configured in a manner that fish screens cannot be installed at the existing inflow location to Clifton Court Forebay.	Phil Ryan	2/12/2020	Responded

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3.17	1/22/2020	Sean Wirth	Is it possible to incorporate a riparian zone into the design of an intake facility, and would that be easier with the cylindrical tee screen or vertical flat plate type?	It could be possible to provide some type of vegetation at portions of the intake locations following construction. Riparian habitat disturbed upstream and downstream of the intake during construction could be replaced in accordance with USACE and DWR criteria. Other areas on the intake site could also be considered for habitat plantings. Upland habitat could be considered between the intake structure and the highway at the same elevation as the top of the levee. Irrigation could be provided to help facilitate the diversity of plants. These concepts would be independent of the type of intake screens.	Phil Ryan	2/12/2020	Responded
3.18	1/22/2020	Cecille Giacoma	What is the fish screen noise in decibels?	Specific decibel levels are not known for the screen cleaner mechanism. DCA anticipates further studies and analysis by acousticians.	Phil Ryan	2/12/2020	Responded
3.19	1/26/2020	Karen Mann	It was mentioned that there would be new barge routing and landing “overlay maps”. Do you know if they are available yet for either the proposed eastern route or the westerly (original route)?	The DCA is developing maps that indicate areas along the Delta waterways that could be used by different size barges, areas that may not support barge traffic, and the relative potential for waterways to support construction and operation of barge landings to serve potential construction sites within the NOP corridors (which included the Central and Eastern Corridors). The information will be used by DCA to determine the accessibility of potential tunnel launch shaft sites, as presented in the February 12, 2020 SEC meeting presentation.	Luke Miner	2/12/2020	Responded
3.20	1/22/2020	Karen Mann	Would the barge mapping change depending on which corridor is ultimately selected?	The DCA is developing maps that indicate areas along the Delta waterways that could be used by different size barges, areas that may not support barge traffic, and the relative potential for waterways to support construction and operation of barge landings to serve potential construction sites within the NOP corridors. The information will be used by DCA to determine the accessibility of potential tunnel launch shaft sites, as presented in the February 12, 2020 SEC meeting presentation.	Luke Miner	2/12/2020	Responded

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3.21	1/22/2020	Barbara Barrigan-Parrilla	Can you provide an effects comparison chart for SEC members to compare the effects between rail, barges and roads? The chart should include effects on water quality, boating, truck trips, etc.	The DCA is developing comparisons of many factors to identify locations of tunnel shafts, intakes, and forebays. There are numerous factors considered in these comparisons, including availability of road, rail, and barge access to construction locations. Examples of these comparisons will be discussed at the February 12, 2020 SEC meeting and subsequent SEC meetings. However, the environmental impact analysis for Delta Conveyance, including determination of effects on water quality, boating, traffic, recreation, and other environmental resources will be completed as part of the EIR by DWR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz	2/12/2020	Responded
3.22	1/22/2020	Michael Moran	Are there yet any proposed locations for tunnel shafts?	Proposed shaft locations will be developed by the DCA and presented to DWR for final selection of alternatives to be evaluated in detail in the EIR. The initial basis of the DCA launch shaft siting analysis will be presented to the SEC during the February 12, 2020 presentation. During the February 26, 2020 SEC meeting, the DCA will ask the SEC for feedback to help finalize the proposed launch site locations.	Luke Miner	2/12/2020	Responded
3.23	1/22/2020	Barbara Barrigan-Parrilla	Will there be discussion about the flow capacity used and will it be pressurized or not pressurized?	The NOP described the project with a capacity of 6,000 cubic feet per second (cfs) with a possible range in capacities of 3,000 to 7,500 cfs. At this time, the DCA is considering tunnel sizing design criteria for gravity flow from the intakes to the pumping plant near the Southern Forebay. The DCA is not considering design criteria for pressurized flow in the tunnel.	Terry Krause	2/12/2020	Responded

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3.24	1/22/2020	Barbara Barrigan-Parrilla	Will there be real-time disclosure with water quality issues found during construction?	The State Water Resources Control Board or Central Valley Regional Water Quality Control Board will issue a Stormwater Pollution Prevention Plan (SWPPP) permit to regulate water quality of stormwater and non-stormwater runoff from the construction sites. It is also possible that these regulatory agencies would issue a National Pollution Discharge Elimination System permit to regulate non-stormwater runoff from the construction sites. These permits would include monitoring and reporting requirements, such as the collecting and analyzing water samples of runoff from the construction site and in the receiving water body. The results of these analyses would be submitted to the regulatory agencies and could be posted to a publicly-available website.	Gwen Buchholz	2/12/2020	Responded
3.25	1/22/2020	Barbara Barrigan-Parrilla	Why aren't there more meetings in Antioch and Rio Vista? Concern that the scoping meetings are not broad enough for the project.	Locations, frequency, and times of scoping meetings are determined by DWR as part of preparation of the Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) process. DWR informed us that four scoping meeting locations are in the Delta to provide multiple options for Delta residents, and that the venues were driven largely by space availability and size. DWR has indicated to us that the DWR staff would be available to attend additional meetings hosted by community groups to share information about the EIR Notice of Preparation (NOP) and to facilitate the submittal of scoping comments. DWR has assigned several staff to Delta Conveyance Project outreach, including staff that are actively reaching out to Disadvantaged / Environmental Justice Communities to schedule these types of meetings in locations convenient to the local groups. Anyone interested in more information about the EIR and associated scoping outreach, including for Disadvantaged / Environmental Justice communities, is encouraged to email the department at DeltaConveyance@water.ca.gov or contact their consultant, AG Innovations, at shelly@aginnovations.org; 707-823-6111 x 290. Please consider submitting this comment through DWR's CEQA scoping process.	Janet Barbieri	2/12/2020	Responded

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3.26	1/22/2020	Jesus Tarango	Can additional scoping meetings for Northern, Central and Southern tribes be held?	DWR identified scoping meetings as part of the environmental compliance effort. Based on feedback during initial scoping meetings, DWR is adding a scoping meeting in Redding. DWR is also planning to consult with interested tribes under Assembly Bill 52 and DWR's Tribal Engagement Policy.	Carrie Buckman	2/12/2020	Responded
3.27	1/22/2020	Douglas Hsia	Is the corridor that was proposed through the Deepwater Channel with an intake near Rio Vista still a possibility?	DWR did not identify the corridor through the Deep Water Ship Channel as part of the proposed project in the NOP. However, this approach may be considered as an alternative. These types of alternative concepts should be submitted to DWR through the scoping process for consideration during the alternatives formulation process.	Carrie Buckman	2/12/2020	Responded
3.28	1/22/2020	Malissa Tayaba	Why all of this for one region?	With these new proposed intake locations, the State Water Project would have greater flexibility to adapt to climate change, manage rising sea levels, function in the event of a natural disaster, and safely move water during high flow events. This project could deliver water to a broad geographic area to State Water Project Contractors and, potentially, Central Valley Project contractors.	Carrie Buckman	2/12/2020	Responded
3.29	1/22/2020	Mike Hardesty	Will there be some information provided to the committee regarding hydraulic impacts such as water surface elevations and velocity?	DWR will perform hydraulic and hydrodynamic modeling for the proposed project and alternatives as part of the CEQA analysis. Modeling will be used to estimate changes in velocity and elevation in the waterways at intake locations and other locations in the Delta under different hydrologic conditions. This information will be presented as part of the CEQA process. DWR is planning a separate public outreach process related to CEQA to discuss this and other issues addressed by the EIR.	Carrie Buckman	2/12/2020	Responded

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3.30	1/25/2020	David Gloski	Asking for initial modeling results around intakes per a prior email. Drought in wet years, various tides including the slack tides, min and max take flows. Points of interest include the flows at the downstream end of the intake, and even of there is a stronger take on the upstream end of the intake leading to what is necessary or optimum size along the river.	DWR is modeling the proposed project and alternatives as part of the CEQA environmental analysis. DWR will identify operations criteria so that bypass flows (flows that remain in the Sacramento River immediately downstream of the new intakes) are sufficient to minimize impacts, including conditions that occur on the incoming (or upstream) tides in the river system. DWR is planning a separate public outreach process related to CEQA to discuss this and other issues addressed by the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Carrie Buckman	2/12/2020	Responded
3.31	1/22/2020	Malissa Tayaba	Why were Southern California reservoirs full when Northern California reservoirs were empty during the last drought?	See Attached "B"	Carrie Buckman	2/12/2020	Responded
3.32	1/22/2020	Malissa Tayaba	How much water is being pulled out and from where?	In the Notice of Preparation, DWR identified that the proposed project could divert up to 6,000 cfs with two intake facilities. These intake facilities are indicated on the NOP map along the Sacramento river between Freeport and the confluence with Sutter Slough. DWR would not be seeking new water rights for these diversions, but would apply to the State Water Resources Control Board change in the point of diversion for its existing water right.	Carrie Buckman	2/12/2020	Responded
3.33	1/22/2020	Malissa Tayaba	Concerns include water quality, water levels rising and falling and how that will affect fish and plants?	DWR will assess potential impacts to fish and wildlife (including plants) and associated habitat during future environmental compliance activities, including the CEQA environmental review process. This includes potential changes in water quality conditions, as well as potential changes in surface water elevations and associated effects. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Carrie Buckman	2/12/2020	Responded

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3.34	1/22/2020	James Cox	Will the pile driving vibration effects on the fisheries be studied?	DWR will assess potential impacts to fish species as a result of pile driving vibration during future environmental compliance activities, including the CEQA environmental review process. In addition, it is expected future studies will be developed to gather more information on pile driving activities and associated effects, including potential alternative pile driving methods to reduce impacts to fish species. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Carrie Buckman	2/12/2020	Responded
3.35	1/22/2020	Michael Moran	What effect will restoration plans and mitigation plans have on state parks?	The environmental impact analysis for Delta Conveyance has not yet started. Mitigation plans have not been developed for the Project and restoration locations have not been identified. Preliminary mitigation and restoration information will be developed during the CEQA environmental analysis process. The environmental analysis is intended to identify potential impacts and, where feasible, potential mitigation for those impacts. DWR will assess potential impacts to State Parks through the CEQA environmental analysis process. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Carrie Buckman	2/12/2020	Responded

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3.36	1/22/2020	Michael Moran	What is the process in place for any undocumented cultural sites that might be discovered during construction?	DWR routinely includes a set of best management practices in construction contracts to address the potential for unanticipated discovery of archaeological materials. The environmental analysis will discuss the potential for impacts and will define mitigation measures aimed at reducing the potential for cultural resources to be disturbed or destroyed. This includes a measure that addresses the potential for "unanticipated discoveries" during construction, including specific requirements for tribal consultation, pre-construction awareness training, and requirements for stopping work in the vicinity of such discoveries until such time that a professional archaeologist is able to assess the discovery and work with DWR, in coordination with the appropriate regulatory and/or tribal authorities, to develop a plan for appropriate treatment. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Carrie Buckman	2/12/2020	Responded
4.01	2/12/2020	Anna Swenson	Does the project set up a system where taxpayers are paying for the construction and also for the ramifications of the construction?	As described in the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) (published January 15, 2020), the proposal is for physical improvements to the State Water Project (SWP) Delta conveyance system, as such project beneficiaries will pay project costs.	Gwen Buchholz	2/12/2020	Responded
4.02	2/12/2020	Barbara Barrigan-Parrilla	What construction is going to be happening simultaneously throughout the whole project?	At this point in the project, the sizes and locations of the facilities under the proposed project and the potential alternatives are being developed. As more information becomes defined, the construction schedules for facilities would be developed.	Gwen Buchholz	2/26/2020	Responded

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4.03	2/12/2020	Barbara Barrigan-Parrilla	Is there a cumulative analysis in order to understand the true impact of the project, especially for AB 617 communities in Stockton who commute to Sacramento or the Bay Area for work?	The environmental impact analysis for Delta Conveyance will include evaluation of cumulative impact analysis of other past, present, and reasonably foreseeable future actions. The environmental impact analysis for Delta Conveyance will also include air quality impact analysis. These results could be considered in relationship with items included in AB 617. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.04	2/12/2020	Gil Cosio	When will members receive information about the cumulative impacts of the project?	The environmental impact analysis for Delta Conveyance will include evaluation of cumulative impact analysis of other past, present, and reasonably foreseeable future actions as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.05	2/12/2020	Anna Swenson	How do you analyze the cumulative effects of existing chemicals combined with new chemicals introduced into the environment by the project?	The environmental impact analysis for Delta Conveyance will describe existing water quality and evaluate changes in water quality related to construction and operation of the proposed project and the alternatives as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.06	2/12/2020	Anna Swenson	Will members be receiving a cumulative analysis of noise, air, water, etc. impacts for all the construction that will be taking place throughout the Delta?	The environmental impact analysis for Delta Conveyance will include evaluation of cumulative impact analysis of other past, present, and reasonably foreseeable future actions as part of the EIR. The cumulative impact analysis will be completed for each environmental resource considered under the California Environmental Quality Act (CEQA), including noise, air quality, water flows, and water quality. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded

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4.07	2/12/2020	Barbara Barrigan-Parrilla	Has there been outreach done to COG's for traffic analysis, and what are the real economic impacts?	The environmental impact analysis for Delta Conveyance will describe existing and future traffic conditions without and with implementation of the proposed project or the alternatives as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.08	2/12/2020	Barbara Barrigan-Parrilla	How will increased barge, rail and truck traffic out of the Port of Stockton affect Stockton's economic recovery?	The EIR will describe existing and future conditions in accordance with adopted city and county plans. The environmental impact analysis for Delta Conveyance will describe existing and future road, rail, and navigation traffic conditions without and with implementation of the proposed project or the alternatives as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.09	2/12/2020	Barbara Barrigan-Parrilla	What is the trade-off analysis between jobs generated by the project and potential jobs losses from small businesses that close due to construction?	The environmental impact analysis for Delta Conveyance will evaluate changes in employment in a range of sectors with implementation of the proposed project or the alternatives as compared to existing and future conditions without the project. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.10	2/12/2020	Barbara Barrigan-Parrilla	What kind of outreach is currently being done with the Port of Stockton?	The primary outreach effort to communities and agencies, including the Port of Stockton, will be conducted as part of DWR's EIR process. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded

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4.11	2/12/2020	Barbara Barrigan-Parrilla	Can you provide information about harmful algal blooms?	DWR will evaluate the potential for harmful algal blooms through a comparison of conditions with and without implementation of the project and alternatives. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.12	2/12/2020	Gil Cosio	DWR's boring data should be released to SEC members without a PRA.	The geotechnical data currently being evaluated consist of summary reports, well drilling reports, and/or soil investigations by DWR (including flood projects), Caltrans, and other state agencies. These data files include confidential personal information (e.g., property owner names). Due to the confidential nature of these files, most of the individual well logs and soil borings cannot be released. Soil boring data was provided for several locations in previous conceptual engineering reports for canal alignments in the eastern and western Delta and a central-Delta tunnel alignment. Soil boring data was also summarized in the following reports as part of previous studies: • Draft Phase I Geotechnical Investigation – Geotechnical Data Report – Isolated Conveyance Facility West, 07-12-2010, DWR. • Draft Phase I Geotechnical Investigation – Geotechnical Data Report – Isolated Conveyance Facility East, 07-12-2010, DWR. • Draft Phase II Geotechnical Investigation – Geotechnical Data Report – Pipeline/Tunnel Option, 08-22-2011, DWR.	Gwen Buchholz	2/26/2020	Responded
4.13	2/12/2020	Jim Wallace	How far upstream and downstream will new infrastructure such as riprap or levee raises be put in place?	Transitions of the final restored highway location to the existing highway would extend about 1000 to 1500 feet upstream and downstream of the intake structures, depending on the site. The final roadway grade would include small levee raises (about 1-3 feet). Riprap would extend a few hundred feet, or less, upstream and downstream of the intake sheet pile training walls. The exact extent depends on the hydrodynamic modeling that has not yet been conducted.	Phil Ryan	2/26/2020	Responded

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4.14	2/12/2020	Jim Wallace	How far upstream and downstream will the levees be affected and what kind of mitigation will be used? How do changes to the East Bank affect the West Bank, and what kind of mitigation will be used?	Hydrodynamic modelng has not yet been conducted. However, it is expected from previous modeling that the intake structures would not materially impact the water levels in the river during high flows. The Project may reduce water levels at some time periods. Water level impacts are expected to be below the USACE threshold for action. Therefore, levee improvements for water level impacts upstream of the structures would not be expected to be necessary. Hydrodynamic modeling is also planned to be conducted to evaluate more localized erosive conditions, which could lead to the need for slope protection on some locations along the levees. Those impacts are expected to be limited to a few hundred feet, or less, upstream and downstream of the intake sheet pile training walls.	Phil Ryan	2/26/2020	Responded
4.15	2/12/2020	Jim Wallace	Where will water pumped in the dewatering process go?	The dewatering water would be tested to determine if on-site treatment would be required prior to reuse or removal from the site. The treatment could range from removal of sediment to removal of other constituents. The treated water would be considered for on-site reuse, including use for dust control or mixing with slurry, grout, or cement materials. At this time, the volume of dewatering flows and water supplies have not been calculated for each construction site. Therefore, the need for off-site disposal of dewatering flows is not known. However, the dewatering flows would not be discharged to local drainages and stormwater facilities in a manner that would reduce capacity for continued use of these existing facilities by local lands or cause a rise in groundwater and seepage problems on lands adjacent to the drainages.	Gwen Buchholz	2/26/2020	Responded

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4.16	2/12/2020	General	How will dewatering affect subsidence?	As described at the January 22, 2020 SEC meeting, the intake construction site would be surrounded by a slurry wall. Slurry walls would serve to isolate the site from surface water and groundwater to minimize the potential for seepage either into or out of the construction site. The construction activities would require minimum dewatering and would not affect short-term or long-term subsidence. Additionally, based upon the geological information available for the intake locations, it appears that there are adequate clay lenses below the excavations to isolate the site from surrounding groundwater.	Gwen Buchholz	2/26/2020	Responded
4.17	2/12/2020	Jim Wallace	Why is the Western portion of the Delta not being considered for this project?	DWR did not identify a western corridor as part of the proposed project in the NOP. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.18	2/12/2020	Barbara Barrigan-Parrilla	What are the construction impacts of building the infrastructure needed to support the project, such as power lines, additional roads, barge landings, rail terminals, etc.?	The environmental impact analysis for Delta Conveyance will describe impacts to the physical, biological, and human environment related to construction and operation of the proposed project and the alternatives as part of the EIR. The description of the project and the alternatives prepared by the DCA will include the conveyance facilities and modifications to existing infrastructures, including modifications or new power lines, roads, railroads, and barge landings. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded

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4.19	2/12/2020	Mike Hardesty	What are the impacts to the hydrology, water levels and water quality in the areas around Prospect, Briar and Liberty, and how will those impacted be made whole?	Construction in the proposed central or eastern corridors would not occur near Prospect, Briar, or Liberty islands which are located in the western Delta and along the Sacramento Deep Water Ship Channel and lower Yolo Bypass. The environmental impact analysis for Delta Conveyance will describe impacts to hydrology, surface water elevations, and water quality throughout the Delta related to operation of the proposed project and the alternatives as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.20	2/12/2020	Jim Cox	Why have intakes in the Delta at all?	DWR did not identify locations of intakes outside of the Delta as part of the proposed project in the NOP. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.21	2/12/2020	Anna Swenson	How will you overcome the challenge of not disrupting RD routine levee maintenance during periods of high flood? How will we mitigate for the required seasonal and annual inspections to ensure reclamation districts are able to keep the community safe?	Reclamation Districts (RDs) have important requirements for maintenance, monitoring, and flood fighting. These efforts will need to continue during construction and operation of the Delta Conveyance facilities. During design, the DCA will coordinate with potentially affected RDs to understand their typical processes and annual schedules to minimize disruptions. The DCA will also work closely with the RDs to develop strategies and contingencies for high-water conditions to ensure their ability to maintain, monitor, and implement flood-fight activities during construction and operations.	Graham Bradner	2/26/2020	Responded

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4.22	2/12/2020	Isabella Gonzalez-Potter	Is there is a comparison document that compares WaterFix to the new proposed project and highlights the key differences from the administration's perspective and why those changes are being made?	In July 2017, DWR had previously approved a conveyance project in the Delta involving two tunnels referred to as "California WaterFix." In his State of the State address delivered February 12, 2019, Governor Newsom announced that he did not "support WaterFix as currently configured" but does "support a single tunnel." On April 29, 2019, Governor Newsom issued Executive Order N-10-19, directing several agencies to (among other things), "inventory and assess… [c]urrent planning to modernize conveyance through the Bay Delta with a new single tunnel project." The Governor's announcement and Executive Order led to DWR's withdrawal of all approvals and environmental compliance documentation associated with California WaterFix. The current CEQA process being completed by DWR will, as appropriate, utilize relevant information from the past environmental planning process for California WaterFix but the proposed project will include new alternatives and undergo a new stand-alone environmental analysis leading to issuance of a new EIR. It would be difficult to compare the California WaterFix alternatives to the new EIR alternatives because they are different projects and due to the time lapse, some analysis may be updated. of different assumptions used in the current CEQA process as compared to previous analyses. This comment could be related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.23	2/12/2020	Anna Swenson	Has there ever been three intakes of a similar size utilizing tee screens within the same proximity on the same river?	Intake fish screens constructed along the Sacramento River near the City of Sacramento or in the Delta were smaller than the intake fish screens being considered for the Delta Conveyance project.	Phil Ryan	2/26/2020	Responded
4.24	2/12/2020	Anna Swenson	Will acousticians conduct on-the-ground surveys in the actual Delta?	The DCA may consider on-site acoustical surveys near potential construction sites to develop site-specific noise reduction methods. These types of surveys would not be conducted until specific construction sites and methods have been developed.	Phil Ryan	2/26/2020	Responded

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4.25	2/12/2020	Anna Swenson	Will the other levees across from the proposed intake sites will need to be raised, widened, etc.?	Since water level impacts would not be expected to require levee modifications, impacts to the bank opposite the intakes would be evaluated using the same river modeling described in a previous response regarding localized erosive conditions. Given the results of similar modeling previously conducted, impacts on the opposite bank would be expected to be minimal.	Phil Ryan	2/26/2020	Responded
4.26	2/12/2020	Mike Moran	Is there a possibility that the project itself could be used as a flood control mechanism?	DWR did not identify flood management as an objective of the Delta Conveyance project in the NOP. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.27	2/12/2020	Cecille Giacoma	What will be the impact of dewatering and excavation on aquifers?	As described at the January 22, 2020 SEC meeting, the intake construction site would be surrounded by a slurry wall. Slurry walls would serve to isolate the site from surface water and groundwater to minimize the potential for seepage either into or out of the construction site. The construction activities would require minimum dewatering and would not affect short-term or long-term subsidence. Additionally, based upon the geological information available for the intake locations, it appears that there are adequate clay lenses below the excavations to isolate the site from surrounding groundwater.	Gwen Buchholz	2/26/2020	Responded
4.28	2/12/2020	Cecille Giacoma	Can members have a detailed map identifying groundwater and aquifers in the Delta?	At this time, DCA does not have knowledge of detailed maps of the groundwater aquifers in the Delta that extend across county boundaries to form a uniform map or dataset. Agencies within Contra Costa, Sacramento, San Joaquin, Solano, and Yolo counties are currently preparing groundwater management plans in accordance with the California Sustainable Groundwater Management Act. Information from those efforts may be available in the future to prepare n uniform map.	Gwen Buchholz	2/26/2020	Responded

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4.29	2/12/2020	Jim Cox	Where will water extracted during the dewatering process be disposed?	The dewatering water would be tested to determine if on-site treatment would be required prior to reuse or removal from the site. The treatment could range from removal of sediment to removal of other constituents. The treated water would be considered for on-site reuse, including use for dust control or mixing with slurry, grout, or cement materials. At this time, the volume of dewatering flows and water supplies have not been calculated for each construction site. Therefore, the need for off-site disposal of dewatering flows is not known. However, the dewatering flows would not be discharged to local drainages and stormwater facilities in a manner that would reduce capacity for continued use of these existing facilities by local lands or cause a rise in groundwater and seepage problems on lands adjacent to the drainages.	Gwen Buchholz	2/26/2020	Responded
4.30	2/12/2020	Jim Cox	Will the dewatering process create odors?	The largest extent of dewatering flows on the Delta Conveyance project construction sites would probably be from the vertical tunnel shaft locations which would extend less than 200 feet below the ground surface. During design, soil investigations would be conducted which would include observations of groundwater levels and odors from the borings. If odors, especially due to high sulfide constituents, are present during soil investigations, the on-site dewatering treatment process would include methods to minimize noxious odors on adjacent properties.	Gwen Buchholz	2/26/2020	Responded
4.31	2/12/2020	Barbara Barrigan-Parrilla	What can be done with soil to create habitat projects due to legacy mercury?	All soils excavated during construction, including reuseable tunnel material (RTM), would be tested for the presence of constituents, including mercury. The concentration of these constituents would be compared to criteria developed by the SWRCB, Regional Water Quality Control Board, California Department of Fish and Wildlife, and U.S. Fish and Wildlife Service prior to use in habitat projects, as well any other disposal proposal. For soils with constituent concentrations higher than allowed criteria, soil treatment could be used to remove specific constituents or other disposal plans would be developed.	Gwen Buchholz	2/26/2020	Responded

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4.32	2/12/2020	Barbara Barrigan-Parrilla	Do soil conditioners aggravate the methylenation of mercury?	The addition of soil conditioners (surfactants) is not anticipated to increase methyl mercury in the RTM.	Andrew Finney	2/26/2020	Responded
4.33	2/12/2020	Barbara Barrigan-Parrilla	What is seepage when tunnel segments are put together?	We do not expect seepage from connecting tunnel segments due to the construction method. The tunnel segments are put together within the cylindrical steel shield of the TBM and seepage is controlled by multiple wire brush seals as the segments are assembled together. The segments themselves are gasketed at all of the joints, essentially providing a completely sealed system.	John Caulfield	2/26/2020	Responded
4.34	2/12/2020	Barbara Barrigan-Parrilla	What is air pollution from truck traffic and cement construction?	DWR will be analyzing air quality in the environmental review. This comment could be related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.35	2/12/2020	Philip Merlo	How much noise will be produced by shaft boring process?	The shaft construction process would require a large crane or milling machine for the slurry panel excavation or panel excavator for if cutter soil mix panels were used. A second crane would be required to support operations for the panel construction (i.e. lifting the steel rebar reinforcing cages into the panel excavations). Based on current information, the loudest construction noise would generally be related to the motor noise from these two pieces of equipment.	John Caulfield	2/26/2020	Responded
4.36	2/12/2020	Philip Merlo	How many tons of concrete will be poured on the launch shaft site pads?	At a tunnel launch shaft, a gantry style crane probably would be used for support of the tunneling operations, and a temporary concrete pad would be constructed around the shaft to allow for rails of the crane supports and to provide a work area. The concrete pad would be temporary and would be removed following construction. The concrete pad could be approximately 189,000 square feet and about 6 inches thick, or approximately 3500 cubic yards. This amount of concrete would weigh approximately 7100 tons.	John Caulfield	2/26/2020	Responded

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4.37	2/12/2020	Philip Merlo	How much peat dirt will be displaced in the process of excavating?	Excavated soils, with or without peat, would need to be managed on-site to prevent particulate matter, including dust and peat material, from leaving the construction site boundary. At the tunnel shaft locations, the excavated material (approximately 600 cubic yards from the vertical shaft excavation) would be placed in areas to be managed to allow for testing prior to disposal or reuse. This will be analyzed in the environmental document and any mitigation will be provided there. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Andrew Finney	2/26/2020	Responded
4.38	2/12/2020	Philip Merlo	When peat dirt is displaced, what mitigation efforts will be made to make sure the peat doesn't increase the asthma problems in the Delta?	Excavated soils, with or without peat, would need to be managed on-site to prevent particulate matter, including dust and peat material, from leaving the construction site boundary. At the tunnel shaft locations, the excavated material (approximately 600 cubic yards from the vertical shaft excavation) would be placed in areas to be managed to allow for testing prior to disposal or reuse. This will be analyzed in the environmental document and any mitigation will be provided there. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process	Gwen Buchholz	2/26/2020	Responded
4.39	2/12/2020	Philip Merlo	What types of mitigation will be provided to schools in terms of noise, air quality and water quality?	The environmental impact analysis for Delta Conveyance will include evaluation of each environmental resource considered under CEQA, including noise, air quality, and water quality; and development of mitigation measures to reduce significant adverse effects. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.40	2/12/2020	Anna Swenson	How many launch shaft pads are being proposed?	The potential tunnel alignments and shaft locations in the central and eastern corridor are still being developed. At this time, it appears that two tunnel launch shafts would be located within the footprint of the Southern Forebay and 2 to 3 tunnel launch shafts per corridor would be located to the north of the Southern Forebay.	Phil Ryan	2/26/2020	Responded

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4.41	2/12/2020	Anna Swenson	Do soil conditioners need to be removed from the soil before it is reused?	Soil conditioners would only be removed from the RTM if determined to be necessary as part of the testing program. Generally, the expected concentrations of conditioners in the RTM would not affect whether RTM would be available for reuse or disposal.	John Caulfield	2/26/2020	Responded
4.42	2/12/2020	Anna Swenson	How is the safety of the soil determined?	The soil material coming out of the tunneling or shaft excavations would be conveyed to a Material Classification Area where it would be placed within smaller segregated areas. These areas would be tested to identify critical constituents related to the disposal or reuse of the RTM, including constituents that would identify the RTM for hazardous materials and contamination. Laboratory results would be used to define the appropriate, pre-approved storage, reuse or disposal locations.	John Caulfield	2/26/2020	Responded
4.43	2/12/2020	Anna Swenson	Can the informational materials please represent barge and rail trips as round trips?	All data related to barge and rail trips presented to the Stakeholder Engagement Committee have been described as "round trips." Future presentations will include the specific units.	Luke Ryan	2/26/2020	Responded
4.44	2/12/2020	Dr. Mel Lytle	Has there been anywhere a tunneling project with this magnitude, soil condition, length, etc. has ever been performed?	There are many places in the world where tunnels with similar features referenced have been constructed or are under construction, including tunnels at the Port of Miami, Hong Kong (China), Madrid (Spain), and Turkey.	John Caulfield	2/26/2020	Responded
4.45	2/12/2020	Dr. Mel Lytle	What is done with saltwater that is brought to the surface?	The dewatering water would be tested to determine if on-site treatment would be required prior to reuse or removal from the site. The treatment could range from removal of sediment to removal of other constituents. If the salinity is too high for on-site reuse or discharge to a receiving water body, on-site water treatment could be considered or the water would be discharged to a permitted disposal facility that allowed for discharge of water with the high salinity. During design, soil investigations would be conducted which would include observations of groundwater levels and quality.	Andrew Finney	2/26/2020	Responded

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4.46	2/12/2020	Gil Cosio	Is RTM subject to waste discharge requirements?	DWR's enviromental review process will evaluate permitting requirements for the proposed project and placement of the RTM at the construction site for either temporary or long-term storage may require compliance with specific measures in the Storm Water Pollution Prevention Plan, a type of Waste Discharge Permit issued by the SWRCB and Regional Water Quality Control Boards.	Gwen Buchholz	2/26/2020	Responded
4.47	2/12/2020	Gil Cosio	Do you plan to rehabilitate the levees at launch sites and to what level in order to protect construction operations?	The work areas at the tunnel launch sites would be placed on elevated pads to protect the site from the 200-year flood event, sea level rise, and wind fetch with a specified freeboard height.	John Caulfield	2/26/2020	Responded
4.48	2/12/2020	Gil Cosio	Are there going to be activities such as dewatering, power lines or pipelines between the launch shafts, in addition to construction of the launch shaft sites?	All construction between tunnel shafts is anticipated to be located at the TBM below the ground. Dewatering would not occur along the tunnel alignment between tunnel shafts. No pipelines would be constructed along the tunnel alignment between tunnel shafts. Power line alignments have not been developed at this time.	John Caulfield	2/26/2020	Responded
4.49	2/12/2020	Gil Cosio	Will the SEC members receive information about the soil and water testing program once it has been determined?	Initial soil investigation methods were proposed and are being evaluated through an Draft Initial Study/Mitigated Negative Declaration (published in November 20, 2019) by DWR. Water quality testing programs have not been developed at this time.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.50	2/12/2020	Gil Cosio	Has DWR started consulting with tribes?	Tribal consultation is the responsibility of DWR. DWR is planning to consult with interested tribes as required by law.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.51	2/12/2020	Mike Moran	How should committee members treat hand-outs or other information provided by the public, especially when the source is not clear?	Hand-outs or similar information provided by members of the public should be treated as a public comment. Please ask DCA staff regarding the source of any information if it is unclear.	Josh Nelson	2/26/2020	Responded

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4.52	2/12/2020	Barbara Barrigan-Parrilla	Who is responsible for the weekly spoils testing reporting during construction?	During construction, testing of excavated soils would occur in compliance with monitoring requirements adopted by DWR in the Final EIR (with the Mitigation Monitoring and Reporting Plan) and in permits obtained by DWR and the DCA, including Stormwater Pollution Prevention Plans for construction programs. While the DCA would likely conduct most of the testing as part of the construction process, compliance with monitoring plans and permits is ulitmately the responsibility of DWR.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.53	2/12/2020	Barbara Barrigan-Parrilla	Will DWR be publishing soil and water testing data for the public to see?	Initial soil investigation methods were proposed and are being evaluated through an Draft Initial Study/Mitigated Negative Declaration (published in November 20, 2019) by DWR. Water quality testing programs have not been developed at this time.	Gwen Buchholz	2/26/2020	Responded
4.54	2/12/2020	Barbara Barrigan-Parrilla	How frequently will HAB data be reported and how accessible will it be to the public?	Harmful Algal Blooms (HAB) data currently are not included in most Stormwater Pollution Prevention Plan construction permits. Historically, analysis for potential for algal blooms in the Delta rely on operational assumptions, including diversion patterns at the north and south Delta intakes, that will be evaluated in the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.55	2/12/2020	Barbara Barrigan-Parrilla	How many miles are between the Eastern Corridor's Launch Site B to the Port of Stockton?	The potential Launch Site B presented in the February 12, 2020 Stakeholder Engagement Committee meeting was approximately 3 to 4 miles from the Port of Stockton.	Graham Bradner	2/26/2020	Responded
4.56	2/12/2020	Barbara Barrigan-Parrilla	Has there been any analysis on how far away the top end of Launch Site B is from urban housing to the east and north?	The screening process presented in the February 12, 2020 Stakeholder Engagement Committee meeting considered avoidance of construction within adopted city spheres of influence boundaries. The initial launch shaft sites were at least one mile from housing.	Graham Bradner	2/26/2020	Responded
4.57	2/12/2020	Anna Swenson	Will conveyor belts will be moving RTM across farmland to the drying areas?	Conveyors could be located either within a construction site or parallel to roads to minimize vehicle use. The specific uses for conveyors are currently being developed and will be discussed at future Stakeholder Engagement Committee meetings.	Gwen Buchholz	2/26/2020	Responded

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4.58	2/12/2020	Anna Swenson	Is the build still anticipated to take 13 years?	The preliminary construction schedule is currently estimated at 13 years. More detailed schedules are under development and would depend on identified tunnel drive lengths. Construction schedules will be discussed at future Stakeholder Engagement Committee meetings.	Phil Ryan	2/26/2020	Responded
4.59	2/12/2020	Peter Robertson	What is the anticipated labor load for each shift and the plan for caring and feeding of those individuals?	Labor estimates will be developed on a monthly basis for each construction sites. In addition, use of centralized parking areas, mobile food trucks, and centralized material consolidation centers are being considered as methods to reduce vehicle traffic during construction. These items will be discussed at future Stakeholder Engagement Committee meetings.	Gwen Buchholz	2/26/2020	Responded
4.60	2/12/2020	Jim Cox	How close is this construction to residential areas?	Specific construction sites are still being identified. However, based on the tunnel launch shaft areas presented at the Stakeholder Engagement Meeting on February 12, 2020, the tunnel launch shaft would be at least one mile from residential areas.	Graham Bradner	2/26/2020	Responded
4.61	2/12/2020	Douglas Hsia	Is it feasible to use barges at all, since opening the bridges stops the traffic in both directions?	The environmental impact analysis for Delta Conveyance will include evaluation of road traffic on operable bridges to allow for barge traffic. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.62	2/12/2020	Jim Wallace	Is new rail siding needed on existing rail lines if rail is used, or will DCA build a spur to the launch sites?	Currently, the DCA is considering construction of railyards adjacent to the railroad tracks at locations along the Interstate 5 corridor. Materials would be moved on conveyors and/or trucks from the new railyards to and from the tunnel launch sites. At the tunnel launch shafts in the southern Delta, the DCA is considering extension of the new sidings to the tunnel launch shaft sites. Any changes would be subject to environmental review.	Jim Lorenzen	2/26/2020	Responded

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4.63	2/12/2020	Karen Mann	How will pockets of gas and water be avoided during tunneling?	During the design phase, there will be an exploration program to identify and detect buried and/or abandoned water, natural gas and oil wells to allow for removal of the wells prior to tunnel construction. During construction, gas detection methods will be used for flammable gasses. The mechanisms used for tunnel liner construction would provide a sealed work area and protect the boring machine and workers from water intrusions.	John Caulfield	2/26/2020	Responded
4.64	2/12/2020	Karen Mann	What effect does that (i.e., pockets of gas) have on the employees underground?	Tunnels would be constructed in accordance with the laws of the Tunnel Safety Orders (TSO) that are administered by Cal/OSHA to protect worker safety.	John Caulfield	2/26/2020	Responded
4.65	2/12/2020	Karen Mann	What happens if you accidentally pierce a pocket of gas, oil or water during tunneling?	During construction, gas detection methods will be used for flammable gasses. The potential condition for encountering a gas or oil pocket is covered under the Tunnel Safety Orders administered by Cal/OSHA. These laws dictate the safe working environment as well as the conditions that may require removal of workers from the tunnel until they are mitigated. One of the most typical mitigations required includes increasing the amount of ventilation to the affected area. The mechanisms used for tunnel liner construction would provide a sealed work area and protect the boring machine and workers from water intrusions.	John Caulfield	2/26/2020	Responded
4.66	2/12/2020	Mike Moran	How are the tunnels ventilated?	The equipment placed in the tunnel behind the TBM would include ventilation equipment, as will be discussed in upcoming Stakeholder Engagement Committee meetings.	John Caulfield	2/26/2020	Responded
4.67	2/12/2020	Mike Moran	If the top of the tunnel is about 100 ft below surface, will these depths still be in the range of human habitation considering the deposition of the Delta over the years and sea level rise?	The environmental impact analysis for Delta Conveyance will include evaluation of cultural resources, including potential areas with human habitation. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded

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4.68	2/12/2020	Jim Wallace	How will first responders be informed of all the construction and be able to respond to emergencies that occur in the tunnel?	Due to the lengths of the tunnel drives and the locations of the potential construction sites, first responders could be required to be located at most of the construction sites to provide response in the required time limits. With or without on-site first responders, all fire, police, ambulance, and hospitals in the area would be notified prior to and during construction of major construction activities and potential traffic considerations along roadways. The environmental impact analysis for Delta Conveyance will include evaluation of emergency services. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Phil Ryan	2/26/2020	Responded
4.69	2/12/2020	Dr. Mel Lytle	How does tunneling operate in regards to potential for seismic issues due to the tunneling and the motion of the drives?	The greatest ground motions in a seismic event would occur near the ground surface. At the depths of the TBM and tunnel, the structure would probably tend to move together with the surrounding ground and not be adversely affected by seismic forces.	John Caulfield	2/26/2020	Responded
4.70	2/12/2020	Dr. Mel Lytle	What is the subsidence potential for hitting various unknowns such as sand lenses?	During the design phase, soil investigations would identify soil types and groundwater pressures by location to allow for planning of adequate soil conditioners and TBM face pressures. Control of the amount of ground loss through the TBM face would be an important factor in controlling the ground surface and reduce the potential of ground surface settlement. Conditioning of excavated soil would help to control movement of material through the screw auger. The TBM operator would coordinate the TBM advance rate with the amount of material moving through the screw auger and onto the transfer conveyor.	John Caulfield	2/26/2020	Responded
4.71	2/12/2020	Dr. Mel Lytle	How does tunneling work in an unconsolidated soil type?	The applied TBM face pressure would be balanced against the soil and groundwater pressure by the TBM operator.	John Caulfield	2/26/2020	Responded

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4.72	2/12/2020	Dr. Mel Lytle	What is the seismic vulnerability of the tunnel itself?	The greatest ground motions in a seismic event would occur near the ground surface. At the depths of the TBM and tunnel, the structure would probably tend to move together with the surrounding ground and not be adversely affected by seismic forces.	John Caulfield	2/26/2020	Responded
4.73	2/12/2020	Dr. Mel Lytle	How is the lining of the tunnel rated on seismic strength?	The tunnel would be designed for seismic ground motions and forces generated using state-of-the-art seismic design modeling. Applicable engineering factors of safety for these dynamic forces would be used in the structural design.	John Caulfield	2/26/2020	Responded
4.74	2/12/2020	Sean Wirth	Can the SEC members provide the criteria they find important and have DCA perform additional studies to determine how that geography might change through refinement or by shifting the priority levels?	The purpose of the Stakeholder Engagement Committee is to create a forum for Delta stakeholders to provide input and feedback on technical/engineering issues. The DCA is interested in considering criteria identified by the Stakeholder Engagement Committee. However, it must be noted that this process is not part of DWR's CEQA process which will determine the impacts and identify necessary mitigation measures of the proposed project and alternatives.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.75	2/12/2020	Karen Mann	Should the committee also be considering different sites for the intakes?	DWR identified the general intake locations as part of the proposed project in the NOP. Alternative intake locations should be submitted to DWR through the scoping process for consideration during the alternatives formulation process. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz and Carrie Buckman	2/26/2020	Responded
4.76	2/12/2020	Cecille Giacoma	Can SEC members please have a copy of the Independent Technical Review Committee assessment results?	The Independent Technical Review Committee assessment is included in the handouts for the February 26, 2020 Stakeholder Engagement Committee meeting.	Luke Miner	2/26/2020	Responded
4.77	2/12/2020	General	Can members tour intake facilities to see examples of flat panel screens and cylindrical screens?	The DCA has scheduled tours of both corridors for up to 8 SEC members at a time, available on a first-come, first-served basis. Emails with dates and further coordination details have been sent to members. Please contact ValerieMartinez@dcdca.org to sign up.	Valerie Martinez	2/26/2020	Responded

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4.78	2/12/2020	Cecille Giacoma	Can members have a list of soil conditioners considered for use? What is the composition of soil conditioners?	Many different types and brands of conditioners are used in tunneling based upon soil conditions present along the alignment. Conditioners are generally categorized as foams, polymers and bentonites. On recent projects, DCA consultants have observed the use of Soilax S products (available from the manufacturer Boraid Products) which are surfactants (i.e. detergents) and mixed with clean water as a foaming conditioner. Sometimes, a cellulose product, like Soilax C, is added into the conditioner mix to provide added strength to the soap bubbles, which helps when the conditioner is injected into certain soil formations. Thickening agents, such as polymers and a bentonite (a naturally occurring clay), are also used for different soil conditions. These include such products available from Mapei Products. These are just examples of some products that could be used. The construction specifications would require any conditioners to be inert (chemically inactive).	John Caulfield	3/11/2020	Responded
4.79	2/12/2020	Jim Wallace	Is the project subject to the jurisdiction of the Mine Safety and Health Administration (MSHA)?	MSHA has jurisdiction over mines (i.e., places where minerals are extracted) and related facilities. This does not include water conveyance tunnels. (MSHA Program Policy Manual, Section I.4-1) The proposed project would not qualify as a mine.	Josh Nelson	2/26/2020	Responded
3.37	1/22/2020	Malissa Tayaba	Do people in Southern California know that the project is impacting villages in Northern California?	DWR has initiated environmental analysis for Delta Conveyance through issuance of the NOP. The environmental analysis is intended to identify potential impacts and, where feasible, potential mitigation for significant impacts. DWR will notify interested parties, including the public, throughout the State, including areas in southern California, as a part of the CEQA environmental review process. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Carrie Buckman	2/12/2020	Responded

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4.80	2/13/2020	Gil Cosio	A report from DWR documented their observation of cracking that occurred on the Grand Island Steamboat Slough levee during the last drought. As I mentioned yesterday, my observations, which were confirmed by an independent geotechnical engineer hired by Mr. Knickerbocker, lead to the conclusion that the loss of moisture due to the presence of trees on the levee slope and along the property line near the house caused subsidence and cracking of the ground and levee. This is a common feature on levees where trees exist near the landside levee crown, however, this case is much more severe based on the number of trees. It's my concern that as the water table drops during dewatering, the same will occur on a much larger basis as the porous sands (some borings have even shown gravels) in the soil column settle.	DCA intends to provide a response at a future meeting.	Gwen Buchholz and Carrie Buckman	2/26/2020	Follow Up
5.01	2/26/2020	Cecille Giacoma	Where are the alternatives that are being suggested in scoping meetings?	Alternatives are developed by DWR as part of completion the EIR in accordance with CEQA, including consideration of scoping comments. Scoping comments will inform the development of alternatives. At this time, DWR has only asked DCA to evaluate the proposed project corridors specified in the NOP. Because it is more cost-effective to evaluate different flow capacities at one time, DWR also asked DCA to evaluate a flow capacity of 6,000 cubic feet per second (cfs) and three different flow capacities as alternatives (3,000, 4,500, and 7,500 cfs). However, it is not a commitment that the alternate flow capacities will be analyzed in detail as alternatives.	Carrie Buckman		Responded

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5.02	2/26/2020	Lindsey Liebig	Will the alternatives that come out of the CEQA process based off of scoping comments be given the same consideration as the options being presented to the SEC?	All options suggested during the scoping process will be analyzed for their ability to meet the project objectives and/or reduce environmental effects. Based upon the review of the options, DWR will determine which alternatives will move forward for further analysis in the EIR. Many of the scoping comments that have been submitted at this time include a wide range of options to be considered. At the end of the scoping process, the entire range of options will be reviewed, and a final range of alternatives will be identified to be included in the EIR for analysis at a similar level of detail.	Carrie Buckman	3/11/2020	Responded
5.03	2/26/2020	Barbara Barrigan-Parrilla	If the Central Corridor really isn't feasible engineering wise, is it really worth the committee's time?	The ITR report is merely a single data point. As such, it is being considered with the evaluation results of many design, construction, and operations considerations. The ITR report only considered a subset of the engineering and geographical issues relevant to tunnel construction activities as noted by several tunnel construction contractors and tunnel manufacturers, and does not represent detailed conclusions about Central or Eastern Corridor options. Moreover, the ITR expressly did not consider other relevant environmental factors that will be consider through the CEQA process.	Phil Ryan	3/11/2020	Responded
5.04	2/26/2020	General	Inform SEC members immediately when there is a technical report released that may be of concern or interest to the community.	As future ITR reviews are completed, that information will be provided to the SEC. However, consistent with prior DCA Board direction, ITRs will be publicly presented at DCA Board meetings.	Kathryn Mallon	3/11/2020	Responded

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5.05	2/26/2020	Anna Swenson	The ITR report also there are no active fault crossings in the Delta conveyance alignment and that seismic demands are not extreme compared to other projects, and the DCA indicated it agreed on that statement. Why are we building tunnels if seismic issues are not a concern?	The ITR report's note reflects the fact that the current tunnel corridors do not contain active faults and tunneling options themselves would not be uniquely affected by seismic considerations. It was not expressing any opinion regarding the need for or benefit of Delta Conveyance for providing increased seismic reliability to the State Water Project. On this point and in 2014, the U.S. Geological Survey (USGS) estimated that there was a 72 percent probability of a magnitude 6.7 or greater earthquake (a "major event") occurring in the San Francisco Bay Area by 2043. Levees in portions of the Delta could be at risk of failure in the event of a "major event," such as an earthquake of at least magnitude 6.7. If the levee failures occur in portions of the western, central, or southern Delta, the reliability of freshwater SWP diversions at Clifton Court Forebay could be compromised.	Andrew Finney	3/11/2020	Responded
5.06	2/26/2020	Douglas Hsia	Should add tribal and historic sites to the evaluation matrix for launch shaft siting.	The environmental impact analysis for Delta Conveyance will include evaluation of cultural resources and historic sites.	Carrie Buckman	3/11/2020	Responded
5.07	2/26/2020	Jim Wallace	The DCA should first propose a design and then ask the community what benefits DCA could provide to them.	The SEC meetings that started in December 2019 and will continue at this time have sought SEC feedback on siting design of individual features. The March 11 SEC meeting will present the siting and basic design of each feature and will seek SEC feedback on these topics. The reason that this has not been presented earlier is that the siting and design for this project has only recently progressed to this level, and is continuing to be updated for consideration in the EIR.	Luke Miner	3/11/2020	Responded
5.08	2/26/2020	Barbara Keegan	How does the community benefits discussion fit into the CEQA process?	The CEQA process will evaluate benefits, as well as adverse effects, of the alternatives. If there are items related to consideration of developing community benefits as part of an option; please consider submitting this comment through DWR's CEQA scoping process.	Carrie Buckman	3/11/2020	Responded

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5.09	2/26/2020	Barbara Keegan	Request for a time frame of the community benefits discussion to be provided at the next meeting.	Opportunities to include community benefits will be discussed at future SEC meetings following presentation of the DCA plans for the initial options. If there are items related to consideration of developing community benefits as part of an option, please consider submitting this comment through DWR's CEQA scoping process.	Luke Miner	3/11/2020	Responded
5.10	2/26/2020	Karen Mann	Could members have a tour of the proposed intake sites in order to better understand where the facilities would be sited?	DCA will add a tour of the proposed intake sites to the list of tours DCA staff is currently arranging.			Responded
5.11	2/26/2020	Karen Mann	At the last meeting, a letter from a member was shared that said the intakes at these locations could not be approved by the Water Resources Control Board and Delta Stewardship Council during the WaterFix project. What has changed since the previous project to make the proposed intake sites viable?	This statement does not accurately reflect the history of the California WaterFix project. During the previous California WaterFix project, the evaluation of the application for Change in Point of Diversion to the State Water Resources Control Board (SWRCB) and the appeal of the Certification of Consistency by the Delta Stewardship Council were not completed because the California WaterFix project was withdrawn. Although there were many questions discussed in hearings conducted through these processes and requests for additional information, the change petition and Certification of Consistency process did not make final findings regarding on the previous project. As the Delta Conveyance Project continues, new water rights applications and Certification of Consistency, as well as many other permit applications, are expected to be prepared for review by the regulatory agencies.	Carrie Buckman	3/11/2020	Responded
5.12	2/26/2020	David Gloski	Heritage would be an important factor to add to the siting ranking criteria. In one of the previous meetings a comment was made about staying out of environmental considerations. How can at least some high-level aspects of environmental considerations be completely disregarded in the ranking of potential sites?	The DCA siting analyses presented at the SEC are focused on design and construction considerations of physical facilities. Environmental considerations will be evaluated as part of CEQA and may require iterative review of sites through the engineering siting studies. The EIR will describe impacts to the physical, biological, and human environment, including considerations for heritage uses, related to construction and operation of the proposed project and the alternatives as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Luke Miner	3/11/2020	Responded

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5.13	2/26/2020	Barbara Keegan	It would be important to put the ITR into context, including how the ITR is the opinion of one group of people.	The ITR report is merely a single data point. As such, it is being considered with the evaluation results of many design, construction, and operations considerations. The ITR report only considered a subset of the engineering and geographical issues relevant to tunnel construction activities as noted by several tunnel construction contractors and tunnel manufacturers, and does not represent detailed conclusions about Central or Eastern Corridor options. Moreover, the ITR expressly did not consider other relevant enviromental factors that will be consider through the CEQA process.	Phil Ryan	3/11/2020	Responded
5.14	2/26/2020	Dr. Mel Lytle	The proposed project is a 40-foot diameter TBM that is tunneling 40 miles. There may be four TBM's, but the process is the same. What happens if the TBM gets stuck? What about safety in the tunnels?	There will be multiple TBM's on the project and they are all expected to utilize a pressurized face method of excavation (Earth Pressure Balance and/or Slurry Shield TBMs). Maintenance shaft spacing would be about every 5 miles and would be sized to allow for major repairs of the TBM at those locations, if necessary. Because the TBM would have major maintenance reviews and repairs approximately every 5 miles, it would not require major repairs between the shafts. The specifications would also require that many of the major TBM parts like the main bearing, seals, and other parts would be replaceable from within the tunnel in case some repairs are necessary between shafts. This approach is actually more conservative than that recommended by the ITR. Worker safety in tunnels is dictated by the regulations provided under Cal/OSHA's Tunnel Safety Orders, which are very prescriptive in terms of the working conditions for such essential items as adequate ventilation, illumination, ingress/egress, and other items to comprehensively address worker safety.	Graham Bradner	3/11/2020	Responded
5.15	2/26/2020	Dr. Mel Lytle	Will the ITR's recommended adjustments to the NOP corridors be considered as an alternative?	The ITR team's recommendation will be considered as an option in the scoping process in the same way that other suggested options are considered. DWR will evaluate the options to develop alternatives that will reduce impacts.	Phil Ryan	3/11/2020	Responded

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5.16	2/26/2020	Jesus Tarango	What economics effects will we see if those people reliant on the Delta lose its use?	The EIR will include evaluations of land use, agricultural use, population and housing, aesthetics, public services, recreation, and utilities that could be used by people who rely upon the Delta for their work and homes. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	John Caulfield	3/11/2020	Responded
5.17	2/26/2020	Jesus Tarango	Why are the tribes being forced to sit idly by while they watch the destruction of land that we once called home to our ancestors and remain the final resting place for so many?	The EIR will include evaluation of historic land use and cultural resources associated with people who are presently and historically with the Delta. Tribal consultation is the responsibility of DWR. DWR is planning to consult with interested tribes as required by law. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Carrie Buckman	3/11/2020	Responded
5.18	2/26/2020	Jim Cox	How long would it take a salmon fry to move past ¼ mile of intakes and how many times would that fry have to swim back out of the flow? Is it possible that the outgoing tide at the lower end of the screen will be full of dead fish that didn't have the stamina to continue swimming for the entire length of the intake, and how has that been factored into the design?	The fish passage time across the intakes would depend upon the flow velocity in the Sacramento River, depth of the water, and fish swimming patterns across the river and along the river banks, which varies by fish species. The intake would be designed and permitted in accordance with design criteria established by fish biologists for the National Marine Fisheries Service, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife. The permit is likely to include many items, such as requirements for fish refugia along the intake structure to provide a space without fish screens to allow fish to rest. During the permitting process, fisheries biologists will be analyzing the effects of the intake structures and screens on a range of fisheries species, including Delta smelt, salmon, and steelhead. This comment is related to the scope of DWR's EIR and other permitting processes; please consider submitting this comment through DWR's CEQA scoping process.	Carrie Buckman	3/11/2020	Responded
5.19	2/26/2020	Angelica Whaley	Does the Department of Fish and Wildlife (DFW) undergo the CEQA process in their decision as to where the intakes would go?	The criteria developed by the regulatory agencies, such as California Department of Fish and Wildlife and the federal fishery agencies, have undergone peer review. Application of the criteria are part of description of the alternatives in the EIR and evaluated in the EIR in accordance with CEQA.	Carrie Buckman	3/11/2020	Responded

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5.20	2/26/2020	Angelica Whaley	Is there an option to have more intakes with a smaller capacity?	DWR identified three intake locations and a range of capacities to be considered in the NOP, and asked the DCA to develop plans for these options. This comment considering additional options is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Phil Ryan	3/11/2020	Responded
5.21	2/26/2020	Karen Mann	Why does the tunnel need to go 40 miles when it looks like there is a straight shot from around Antioch to Clifton Forebay?	DWR identified the proposed project with intakes to be located along the Sacramento River to the north of Walnut Grove and a tunnel that would extend to a Southern Forebay near Clifton Court Forebay. This comment considering additional options is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.	Gwen Buchholz	3/11/2020	Responded
5.22	2/26/2020	David Gloski	Would tunnel segments still be lowered into the tunnel from launch shafts even if there was a maintenance shaft available?	As currently propossed, the maintenance shaft sites would only be sized to remove the cutter head. The launch shaft sites would be sized to lift the segments into the tunnel, tunnel boring machine trailing gear, and reusable tunnel material handling and storage. The large launch shaft site would only be required every 12 to 15 miles.	Carrie Buckman	3/11/2020	Responded
5.23	2/26/2020	David Gloski	What is the power source for the tunnel cutter head?	As currently proposeed, a dedicated high-voltage power supply would be connected to the launch shaft sites to power the tunnel boring machine cutter head.	Carrie Buckman	3/11/2020	Responded
5.24	2/26/2020	Cecille Giacoma	Do any of the images or videos shared show tunneling through peat soils?	The demonstrations shown likely did not show peat soils. For the Delta Conveyance tunnel, based upon existing available geotechnical information, peat soils would not exist at the depths of the tunnel excavation (approximately greater than 100 feet below the ground surface).	Andrew Finney	3/11/2020	Responded

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5.25	2/26/2020	Cecille Giacoma	How does the project team know about the soil composition at the depths of the tunnel, which is over 100 feet below the surface?	The geotechnical team has collated data from soil borings conducted not only for the prior project but from other construction projects across the Delta, including design documents for roads, bridges and levee improvements. Based on this data, there is a reasonable understanding of the depth of the competent soils. While there is still some information that needs to be obtained, it appears that the tunnel would not be constructed in peat soils. Additional geotechnical information would be collected prior to the completion of design. If peat soils occurred at depths considered for the tunnel, the design would be modified to lower the tunnel to competent soils below the peat soils.	Andrew Finney	3/11/2020	Responded
5.26	2/26/2020	Karen Mann	What happens if a levee surrounding a shaft site breaks, since the shafts will be built on islands that are lower than the surrounding levees? How will the shafts not fill with water if a surrounding levee fails?	The Delta Conveyance project facilities, including tunnel shafts that are currently proposed to remain following construction, would be constructed at elevations greater than the 200-year flood event and projected sea level rise at Year 2100 with considerations for freeboard and wind fetch waves.	Andrew Finney	3/11/2020	Responded
5.27	2/26/2020	Karen Mann	If heavy concrete is put on top of these soils, how will the sites be stable?	As currently proposed, the shaft would be constructed with a diaphragm wall or concrete shell that would extend to the bottom of tunnel where there are structurally competent soils; and therefore, the tunnel shaft would not be expected to settle. The soil on top of the ground at the shaft locations would be treated with ground improvement methods, as necessary to stabilize the site for equipment and the shaft pads.	Andrew Finney	3/11/2020	Responded
5.28	2/26/2020	Karen Mann	Does the project include plans to eliminate critters that eat away at the levees?	Vector control is an ongoing issue for level maintenance. The Delta Conveyance project would not affect the continued levee maintenance activities of the existing reclamation districts and levee agencies, including vector control.	Andrew Finney	3/11/2020	Responded

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5.29	2/26/2020	Douglas Hsia	Are the maintenance and retrieval shafts being kept or filled after construction of the project?	Decisions about the post-construction design have not been completed. There are many considerations currently being discussed, including not removing the shafts to allow for access into the tunnel and minimize truck traffic to remove the soil used to form the tunnel shaft pad. If the shaft pads were removed, concrete or other structures would be used to cap the shaft at the ground surface.	Andrew Finney	3/11/2020	Responded
5.30	2/26/2020	Barbara Barrigan-Parrilla	What flood standard is being used to determine the height of the shaft pads compared to what DWR has analyzed in the fourth climate change assessment for storm surge and downstream flood risk?	Over the lifetime of the Delta Conveyance Project, the facilities would be designed for the 200-year flood event, projected sea level rise for Year 2100, freeboard criteria, and wind fetch waves. The sea level rise would be consider the Ocean Protection Council's guidance. The criteria do not require that the facilities need to be initially designed for the Year 2100 sea level rise; but be designed to be adaptable over time to protect the facilities with sea level rise.	Andrew Finney	3/11/2020	Responded
5.31	2/26/2020	Anna Swenson	It would be helpful if there was a map that could provide where all of the shafts would be located in order to understand how much prime ag land would be taken and rendered useless for the project.	Locations of potential facilities, at this time, will be presented at the March 11, 2020 SEC meeting. However, these locations could change in the future.	Andrew Finney	3/11/2020	Responded

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5.32	2/26/2020	Anna Swenson	Soil test results have been previously requested and members are still waiting for those results. Members would like the data to see for themselves and not be told that the DCA disagrees with the results because they are from a different contractor than the one DCA wants to use. Borings have been taken for the past 7 years. Can members please have the soil analysis results from those borings?	The geotechnical data currently being evaluated consist of summary reports, well drilling reports, and/or soil investigations by DWR (including flood projects), Caltrans, and other state agencies. These data files include confidential personal information (e.g., property owner names). Due to the confidential nature of these files, most of the individual well logs and soil borings cannot be released. Soil boring data was provided for several locations in previous conceptual engineering reports for canal alignments in the eastern and western Delta and a central-Delta tunnel alignment. Soil boring data was also summarized in the following reports apart of previous studies: • Draft Phase I Geotechnical Investigation – Geotechnical Data Report – Isolated Conveyance Facility West, 07-12-2010, DWR. • Draft Phase I Geotechnical Investigation – Geotechnical Data Report – Isolated Conveyance Facility East, 07-12-2010, DWR. • Draft Phase II Geotechnical Investigation – Geotechnical Data Report – Pipeline/Tunnel Option, 08-22-2011, DWR.	Carrie Buckman	3/11/2020	Responded
5.33	2/26/2020	Anna Swenson	Can members also have a map with approximate locations of all the project components along the NOP corridors as well as the alignment suggested by the ITR team?	Locations of potential facilities, at this time, will be presented at the March 11, 2020 SEC meeting. DWR will review the options suggested by the ITR to formulate the alternatives to be considered in detail in the EIR. Any additional locations or considerations for facilities will be evaluated by the DCA based upon requests from DWR.	Gwen Buchholz	3/11/2020	Responded

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5.34	2/26/2020	Mike Moran	Does the slide showing truck trips per day reflect the number for one shaft or for multiple shafts? Are all of the shafts constructed simultaneously or is their construction staggered?	The data in the presentation was shown for one launch, maintenance, or reception shaft site. The launch shafts would be located approximately 15 miles from the reception shaft with maintenance shafts located approximately every 5 miles between the launch and reception shafts. Several tunnel boring machines could be operating at launch shafts simultaneously; however, the schedules have not been completed at this time.	Gwen Buchholz	3/11/2020	Responded
5.35	2/26/2020	Mike Moran	Would construction of the maintenance and reception shafts utilize the same staging areas (parking lots, roads, etc.) as the launch shafts?	The locations of the maintenance, reception and launch shafts would be in separate locations so access, support and staging facilities would also be separate.	Luke Miner	3/11/2020	Responded
5.36	2/26/2020	Dr. Mel Lytle	Are the safe haven shafts included as part of the planned components or if they are only created in case of emergency?	In the previous project, "safe haven" shafts were identified to allow for maintenance and repair of the tunnel boring machine outside of the tunnel. These shafts are referred to as "maintenance shafts" in the Delta Conveyance Project.		3/11/2020	Responded
5.37	2/26/2020	Dr. Mel Lytle	The ITR report sought to determine if CEQA could have an approach for the unknowns. How can that comment be assimilated? The Big Bertha TBM used on the Alaska Way Viaduct got stuck 1,000ft. into the tunnel drive. How is that type of possibility going to be addressed from the engineering point of view?	During the ITR team review, it was discussed that use of maintenance shafts approximately every 5 miles with full maintenance procedures at those shafts would substantially reduce the probability of failure between shafts. In addition, it is understood that tunnel boring machine technology is continually evolving and many of the maintenance procedures can be completed from within the tunnel. The ITR team documented one case study which included a main bearing being replaced from inside the tunnel. Technology will continue to change significantly five years from now when the Delta Conveyance Project is projected to be under construction. During the design phase, additional ITR reviews will be conducted to incorporate new technologies. DCA is being conservative in planning full maintenance shafts every five miles in order to avoid the need for an emergency shaft.	Carrie Buckman	3/11/2020	Responded
5.38	2/26/2020	Lindsey Liebig	In order to provide adequate comments on any questionnaires or proposed siting, we need actual maps and coordinates. Stakeholders primarily want to know if it the project comes through their property.	Locations of potential facilities, at this time, will be presented at the March 11, 2020 SEC meeting. However, these locations could change in the future.	Andrew Finney	3/11/2020	Responded

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5.39	2/26/2020	Douglas Hsia	Request for the compensation calculations for landowners displaced due to shaft construction or underground tunneling.	DWR has not initiated any considerations for compensation programs at this time. DWR will initiate these considerations following development and analyses of the alternatives.	John Caulfield	3/11/2020	Responded
5.40	2/26/2020	Karen Mann	Was the road access quality rating based on the quality for Delta residents or for the construction vehicles?	The rankings of roads presented at the February 26, 2020 SEC meeting were primarily based upon driving conditions for construction vehicles, including the presence of tight bends and turns and other factors.	Andrew	3/11/2020	Responded
5.41	2/26/2020	Anna Swenson	Where did the road quality data come from?	The DCA team members drove along the routes, reviewed pavement ratings published by potentially affected cities and counties, and information compiled for previous projects in the area.	John Caulfield	3/11/2020	Responded
5.42	2/26/2020	Anna Swenson	What are Mr. Bradner's qualifications to accurately survey roads?	Mr. Bradner used the information compiled by other DCA team members to identify potential sites for shaft locations. The DCA team includes transportation engineers who are familiar with road and pavement evaluations, railroads, and barges.	Luke Miner	3/11/2020	Responded
5.43	2/26/2020	Anna Swenson	Should verify the schools in all areas are reflected on the map.	The DCA has reviewed the maps with school locations. There are three schools in Clarksburg in the GIS metadata; however, the school "markers" on the map are not discernable due to the scale of the maps presented at the SEC meeting.	Carrie Buckman	3/11/2020	Responded
5.44	2/26/2020	Jim Wallace	Are the railroads just being considering for siding to off-load equipment and take muck south, or is the DCA still considering spurs? The purpose of the question is that the railroad parallels Franklin Blvd and the rail beds are about 8 or 9 feet higher than the road. It seems like it would take maybe a 2-mile spur to get off and get back on the main line.	Rail-served material depots with rail sidings for unit or manifest trains are being considered near Franklin Boulevard and Twin Cities Road and near Byron Highway and Southern Forebay location for both the Central and Eastern corridors; and on King Island for the Eastern Corridor.	Graham Bradner	3/11/2020	Responded

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5.45	2/26/2020	Barbara Barrigan-Parrilla	There will need to be a drive route along both corridor options that her group can evaluate independently. SEC members need their own checklists for what to see and evaluate that is independent from the DCA, but there will be issues accessing certain places like Bouldin and Rindge Tract. Perhaps a bus tour or a led tour with a caravan is the answer, but it is essential to try to put the pieces together and would enable a better response.	DCA will add a tour of the proposed intake and launch shaft sites to the list of tours DCA staff is currently arranging.	Graham Bradner	3/11/2020	Responded
5.46	2/26/2020	Karen Mann	Recommended Rose Marie charter boat currently docked at Tower Park Marina to tour both corridor options.	DCA will consider this transportation option for future tours.	Graham Bradner	3/11/2020	Responded
5.47	2/26/2020	Karen Mann	Having accessors' parcel numbers on printed maps during the tour available would be helpful.	Locations of potential facilities, at this time, will be presented at the March 11, 2020 SEC meeting. However, these locations could change in the future. The maps include parcel lines. Specific assessor parcel numbers have not been included on the map for readability. The DCA does have a list of the assessor parcel numbers for the facilities shown on the maps presented at the March 11, 2020 SEC meeting.	Gwen Buchholz	3/11/2020	Responded
5.48	2/26/2020	Lindsey Liebig	Are the launch shafts about 100 acres?	The size of the tunnel launch shaft construction area would be based upon the drive length between the launch shaft and the reception shaft because the launch shaft location would include area for tunnel segment storage, RTM testing, RTM dewatering and treatment, and RTM storage. The longer drives would need more area for tunnel segment storage and RTM handling and storage. For each launch shaft, the area could range from 250 to over 400 acres.	Jim Lorenzen	3/11/2020	Responded
5.49	2/26/2020	Lindsey Liebig	Are the maintenance and retrieval shafts about 10 acres?	The maintenance and reception shaft construction areas would be approximately 10 acres in size.	Luke Miner	3/11/2020	Responded

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5.50	2/26/2020	Karen Mann	Has DCA determined if these trestle bridges would be a hazard for either the trains or the workers in the dig areas? Will the TBM be tunneling under the bridges?	The tunnel alignment would be constructed over 120 feet below the ground surface, including foundations of trestle bridges. Prior to the completion of design, geotechnical field investigations would identify the soil types/location as well as the groundwater pressures along the entire alignment, including areas of concern such as levees and bridge foundations. Based upon the results of the geotechnical information, the TBM operator would control the rate of boring to minimize changes in the soil structure above and below the tunnel boring machine.	Luke Miner	3/11/2020	Responded
5.51	2/26/2020	Karen Mann	Where would barges be parked at nights and on weekends?	As currently proposed, barges would only be used to place riprap at the intake sites at the completion of the construction. This would take up to two days at each intake and may result in the barge being anchored overnight. The barges would be marked with lights to protect other water vessels and the Coast Guard would be notified concerning all barge routes and anchorages.	Gwen Buchholz	11/5/2020	Responded
5.52	2/26/2020	Anna Swenson	Asked about the timing of the scoping meetings. A ton more scoping letters would have been received by residents from Locke and Walnut Grove if they were aware of not only the intakes but about all the other project components that are required. It feels like the scoping meetings are ill-timed compared with the information that is being given to people who are going to be directly affected.	The NOP that initiated the scoping process included a map with three intakes and two options for tunnel alignment corridors. The NOP also included a preliminary description of the facilities, including intake facilities on the Sacramento River, tunnel reaches, tunnel shafts, forebays, pumping plant, and South Delta conveyance facilities.	John Caulfield	3/11/2020	Responded
5.53	2/26/2020	Anna Swenson	There was no mention of launch shafts, maintenance shafts or retrieval shafts at scoping meetings. How can you do this process right if you are not disclosing this information to the public up front?	The NOP describes the use of tunnel launch and reception shafts. The primary purpose of scoping meetings is to provide an opportunity for attendees to inform DWR of their concerns and issues that could be evaluated in the EIR. DWR also discussed at the SEC meetings in January and February that if there were concerns raised during the SEC meeting related to the proposed project options, those comments should be submitted to DWR through the scoping process.	John Caulfield	3/11/2020	Responded

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

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S1.01	2/26/2020	Jim Wallace	Intake 2 should be eliminated due to logistics; Intake 5 could affect/take Hemley properties. Can't offer a preference since all would impact friends and neighbors. The intakes are more than a left river bank intrusion. They encroach into the river and effect flood flows which would likely require west bank improvements - maybe even moving the levee right bank levee westward means moving River Road in Yolo County. Levee improvements will be required up and down stream of each intake - which probably means some significant barge traffic. Intake 5, at the north end of Randall Island, may encroach into the abandoned river channel along Highway 160 which created Randall Island- not sure if this is a geotechnical issue, but it might be. Because the intakes would be located within the National Heritage Area and if there are lights located on or around the intakes, I recommend that all project lighting conform to the 2018 International Dark Sky Park Program Guidelines; this should be incorporated into all design elements and specifications.	Artificial outdoor lighting at all sites would be limited to basic safety and security requirements, and shielded to direct light only downwards towards objects requiring illumination to minimize halo and spillover effects outside of the property boundaries. The lights would be downcast, cut-off type fixtures with non-glare finishes, and controlled by photocells. Lights would provide good color with natural light qualities with minimum intensity with adequate strength for security, safety, and personnel access. The lights would comply with the Illuminating Engineering Society industry standards for light source and luminaire measurements and testing methods and the 2018 International Dark Sky Park Program Guidelines.	Phil Ryan	5/27/2020	Responded

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S1.02	2/26/2020	Jim Wallace	Existing east-west surface routes from 1-5 to the intakes are significantly impaired. All three roads shown on Page 1 are primarily constructed on levees and all are near or adjacent to designated wildlife areas. These levee roads were never intended to carry the type or numbers of trucks that will be used during the project. Additionally, all three roads are "commuter'' routes for Delta workers and are impacted by redirected traffic from 1-5 - Google maps have made it worse. Linear project features, such as roads, always pose special problems and in the Delta road construction, maintenance and use problems are usually exacerbated by poor ground conditions, high groundwater, flooding, slow moving farm equipment, uncontrolled intersections, sight-limited vertical curves on bridges, agricultural operations (particularly during grape harvest when truck traffic is very heavy at night into the early morning), slough crossings, wetlands and variable speed limits - which are often ignored.	The DCA is aware of the limitations of the existing Delta roads, and is analyzing multiple routes with a range of modifications to move materials and people to and from the construction sites. The range of routes currently being considered will be discussed in more detail at the May 2020 SEC meeting.	Phil Ryan	5/27/2020	Responded

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S1.03	2/26/2020	Jim Wallace	I endorse the concept of pooled bus service, be it electric or diesel. The parking location for employees should be at the designated project staging areas - not new parking lots. I don't think food service trucks at the job sites are necessary. There are many mine and construction sites where construction personnel are shuttled to the work site and bring their food - it's a lunch-pail approach. Set up food concessionaires in the parking lot at the beginning of each shift. I think that DCA should advise SEC that even though employee traffic will try to be minimized there will still be significant traffic on the roads from project superintendents, specialty contractors, state inspectors, and emergency vehicles and I am sure interested professionals and vendors who will want to visit the site. It may be that project employees represent the smallest number of daily round trips.	As currently planned, the project would utilize park-and-ride lots at Consolidation Centers developed for the Delta Conveyance Project to consolidate vehicles delivering materials and people to smaller construction sites. Details related to the Consolidation Centers are still being developed; however, use of these areas for centralized food trucks have been considered. It is recognized that in addition to construction material deliveries and employees, the traffic would also include vehicles for regulatory agency and utility company staff. Access to the construction for non-construction visitors (e.g., university classes) would be regulated by the construction managers who could schedule these visits during non-peak traffic times.	Phil Ryan	5/27/2020	Responded

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S1.04	2/26/2020	Jim Wallace	Under "Condition of Existing Levees", is this category intended to identify areas of potential inundation? I ask because large areas in the Delta will be inundated during wet winters without suffering any levee breach. Under "Future Development", please also consider designated "Special Planning Areas" which may scattered throughout the project area, i.e., Courtland Special Planning Area. Under "Existing Water Supply Wells" please consider the effects of the drawdown (extent of drawdown curve) on the extensive dewatering at all shafts. It is likely that drawdown caused by dewatering will extend a significant distance from the shafts and may impact existing wells. Additionally it is likely, given the geology and history of subsidence in the Valley, that dewatering the shafts (and the intakes) will cause subsidence outside of the project area. I recommend that DCA establish a series of monitoring wells around the shafts which could be used to determine the extent of the drawdown curve and when accurately surveyed, would provide references for potential subsidence.	The assessment of potential tunnel shaft locations considered the relative condition of the existing levees that protect the interior land as a factor related to the potential for deep flooding, not for ponding of water or poor drainage. "Special Planning Areas" appear to be located in or near Courtland, Locke, and Walnut Grove within Sacramento County which are areas not considered in the shaft siting studies based upon the corridor locations. Existing water supply wells were considered as an existing feature. Prior to construction of the intakes, tunnel shafts, pumping plant, and Southern Forebay, slurry walls or diaphragm walls would be constructed around each facility to isolate the construction site from adjacent groundwater and surface water. Groundwater and surface water monitoring programs would be implemented to identify any water elevation changes due to the Delta Conveyance Project.	Graham Bradner	5/27/2020	Responded

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S1.05	2/26/2020	Jim Wallace	It is not clear if DCA proposes rail spurs to each launch site or just a new siding near Lambert Road which would be served by surface transportation. Rail spurs would be very difficult since the only appropriate existing 1-5 undercrossing is at Lambert Road and constructing a sustainable spur system through the Delta would be extremely difficult and expensive to maintain. A rail siding near Lambert and Franklin Roads would probably be at least 2-miles long, require at least one at grade road crossing and would probably be part of a larger staging area. It is likely that surface disturbance would exceed 300 to 400 acres. Although I agree with rail transport, I am slow to endorse significant surface disturbance which is likely to become a permanent feature.	As currently planned, the Rail-Served Materials Depot would be located parallel to Franklin Boulevard between Twin Cities Road and a location north of Dierssen Road. The rail siding area would be part of the Consolidation Center which would also include RTM and tunnel segment storage. These facilities would be removed following construction. RTM would be moved from the tunnel launch shaft on Glanville Tract (to the west of Interstate 5) to the Consolidation Center with a conveyor belt.	Jim Lorenzen	5/27/2020	Responded

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S1.06	2/26/2020	Jim Wallace	Throughout the history of through-Delta conveyance projects - BDCP, WaterFix - the project proponents have tried to sell Delta farmers, reclamation districts, water agencies and communities on the benefits of the RTM. I wish DWR/DCA would quit insulting us and just call it what is it - muck, tunnel spoils, waste material. OK, having said that, my guess is that material extracted from the shafts and the tunnel will have limited value as an economically viable reusable material. If the material is to be used in the construction of the intermediate and/or southern forebays, it will have to meet spec for a 30-foot (+/-) high earthen structure, containing more than 5 AF, and is subject to California Division of Dam Safety design and construction standards. As confident as DCA appears to be in the quality of the material I doubt that they would say with certainty that they could design and build qualified structures with what they know now. I find it hard to understand how DCA, or DWR, can assess the viability of a homogenized waste material as being a structurally acceptable construction material. Likewise, assessing the engineering qualities of variable geologic material deposited through a 30-mile estuary deposit tunnel horizon seems overly optimistic. I recommend a serious inferential analysis to determine an alternative use or off-site destination for the tunnel material and as a favor to all of us drop the term RTM and call it what it is.	The embankments at the Southern Forebay would be constructed in the same manner as other Delta levees with a clay core. The clay material would not be planned to be RTM, but would be excavated from onsite deposits or purchased from existing commercial local quarries. The RTM which is anticipated to consist of sands, silts, and clays and would be placed on the waterside and landside of the forebay embankments. Additional analyses will be conducted as new geotechnical information becomes available.	Phil Ryan	5/27/2020	Responded

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S1.07	2/26/2020	Jim Wallace	I would like a discussion regarding the shaft site dewatering. The dewatering process will create a significant about of water that may have to be pumped into temporary detention facilities before it is discharged into the appropriate waterway. I'd like to know what pumping rate DCA anticipates, this would help inform what other construction-related infrastructure will be needed at each shaft site. I'd also like a discussion about current NOPES water quality requirements and where the discharged water is likely to flow given such low surface water channel gradients.	Water storage tanks would be located at the intake, tunnel shaft, pumping plant, and Southern Forebay sites to reuse most of the dewatering flows for dust control and concrete, slurry, or grout production at the construction site. This would require on-site water treatment facilities to treat the dewatering flows prior to conveyance into the storage tanks. Flows that cannot be stored for reuse due to dewatering flow production schedules would need to be discharged to adjacent waterways. A National Pollutant Discharge Elimination System (NPDES) permit would be required for all discharges and would regulate flows and water quality. It is anticipated that some level of water treatment would be required, including sediment removal.	Phil Ryan	5/27/2020	Responded
S1.08	2/26/2020	David Gloski	I would defer to the locals. However I would like one more thing considered. I believe one of the intake areas should be left as a park/picnic/marina/education center. With that in mind for the end, would one site be better that the other? Would it be better to be close to Hood for Hood to benefit for weekend vendors or held with other business?	The DCA is in the process of collecting suggestions and ideas on community benefits and site reuse as part of the project. When the DCA has compiled this information, we look forward to discussions with the communities about community benefits and how the DCA can be a part of the vision,and avoid duplication of efforts while working with other groups and individuals also interested in the Delta.	Gwen Buchholz	5/27/2020	Responded
S1.09	2/26/2020	David Gloski	Would these busses keep workers from engaging with Hood businesses? Is that good or bad?	At this time, the potential for effect of workers on local businesses in Hood has not been identified at this time. In previous studies, local Delta businesses provided comments that additional business from construction workers could be beneficial. However, if the additional business resulted in loss of existing patrons due to traffic and business congestion, the effects may not be beneficial especially after the construction activities. Changes in local and regional economics due to implementation of the alternatives will be analyzed in the EIR.	Jim Lorenzen	5/27/2020	Responded

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S1.10	2/26/2020	David Gloski	Highly recommend developing a way to leverage the river and use these facilties in a recreational way later.	The DCA is in the process of collecting suggestions and ideas on community benefits and site reuse as part of the project. When the DCA has compiled this information, we look forward to discussions with the communities about community benefits and how the DCA can be a part of the vision,and avoid duplication of efforts while working with other groups and individuals also interested in the Delta.	Phil Ryan	5/27/2020	Responded
S1.11	2/26/2020	David Gloski	The final site needs to be part of a park/recreational area. Consider benefits to people and wildlife at the end.	The DCA is in the process of collecting suggestions and ideas on community collatoral/benefits as part of the project. When the DCA has compiled this information, we look forward to discussions with the communities about community collatoral and how the DCA can be a part of the vision,and avoid duplication of efforts while working with other groups and individuals also interested in the Delta.	Gwen Buchholz	5/27/2020	Responded
S1.12	2/26/2020	David Gloski	Make sure you have the flow studies to explain operations in low flow years. Minimize weekend tie-ups of the river. Build structures to accommodate good uses at the end.	DWR will be developing the operational patterns, including during low flow years, as part of the EIR. The DCA continues to look for opportunites for co-benefit on all structures and is in the process of collecting suggestions and ideas on community benefits as part of the project which will be discussed with the communities.	Phil Ryan	5/27/2020	Responded

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S1.13	2/26/2020	David Gloski	I question whether you want construction considerations to be more than twice as important as 2 of the other three categories and nearly twice as important for the third! If the four categories are of equal importance, your ranking system is flawed. I believe a high-level environmental complexity grade should be added. DWR does CEQA but DCA cannot just make believe environmental doesn't exist in site ranking. Should Geotech have aquifer effects in the ranking?	"Each sub-category should be considered as a separate factor. The four broad categories used in the tunnel shaft siting were generalized groupings, and are not intended to be equally represented in the siting study. At this stage of project, construction considerations are extremely important as they relate the constructability and viability of various sites. Consideration of environmental impacts is addressed through the CEQA process, whereas, the DCA shaft siting studies are focused on the engineering considerations. Shaft locations will be re-evaluated based on input from the CEQA review as part of an iterative process during preparation of the EIR, if needed. Geotechnical considerations are based on publically-available Delta-wide datasets. Aquifer impacts would be site-specific and should be considered using site-specific data collected during monitoring programs. Prior to construction of the tunnel shafts, slurry walls or diaphragm walls would be constructed around the shafts to isolate the construction from the surface water and groundwater.	Graham Bradner	5/27/2020	Responded
S1.14	2/26/2020	David Gloski	For East Corridor Launch Site B, this is near Highway 4. Need to not impede Hwy 4 during commute times. Stick with rail along Highway 4 as barges and bridges could be a problem. Also, with Discovery Bay boating, the sloughs in that area are already congested with boats. Do the intake sites have launch sites with them? You said tables will be updated with refined #'s. Please date tables so we can track them. I think the public question on funding risk is important. What if this project stopped midway?	The proposed barge landing to serve the tunnel launch shaft Lower Roberts Island would be located along the Stockton Deep Water Ship Channel. Therefore, barges could access the barge landing without affecting the State Route 4 bridge. Due to shallow or narrow reaches along the Sacramento River between Rio Vista and Walnut Grove, barge landings would not be included for intake construction.	Jim Lorenzen	5/27/2020	Responded

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S1.15	2/26/2020	David Gloski	Could be valuable to Reclamation Districts. Consider an RTM bank to allow Delta Agencies to access low cost RTM for levee work.	The DCA would like to work with the reclamation districts to establish an approach to provide RTM for future levee work.	Phil Ryan	5/27/2020	Responded
S1.16	2/26/2020	David Gloski	Do the segments change in shape depending on tunnel diameter? How are underground corners handled with the segments?	Each segment ring would be tapered. Segment pieces that would form the ring would be rotated into various configurations to form a curve in the tunnel.	John Caulfield	5/27/2020	Responded
S1.17	2/26/2020	Barbara Barrigan-Parrilla	Tribal recommendation take precedence because the Delta contains the remains of their ancestors and is a place of spiritual significance. California tribes are connected for cultural & economic reasons to healthy salmon runs, which will do worse with any of the three intakes. In regard to protection of communities, Delta engineers can make the best land/levee assessment as to the viability of placeing intakes on these sites & the increased flood threat to communities. In addition, economic productivity of each site for the region should also be evaluated in any final decision. We see site 5 as the least objectionable (following the recommendation of the tribes); however, we see destroying seven generation farms equally tragic to the destruction of spiritual places of importance to California tribes.	The DCA considered potential interferences with existing development, including farms, in the identification of intake locations. As discussed at the December 2019 and January 2020 SEC meetings, Intakes 2, 3, and 5 would impact fewer existing developments.	Gwen Buchholz	5/27/2020	Responded

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S1.18	2/26/2020	Barbara Barrigan-Parrilla	It is our understanding that where or how to build a road in the Delta will require Army Corps of Engineer permits for wetlands. In addition, landowners may not be willing to sell. Our recommendation would be to pick the closest route to the chosen intake, ensure that permits will be approved, and work with neighbors first before starting eminent domain processes to see if a satisfactory route can be established for the majority of parties. As we said intake #5 is the least objectionable, then the process would be about running the most direct route to that intake site. Our question: would the DCA be better buying out farms for the corridor and intake site and making people financially whole for the loss of buisnesses, homes, future revenues, etc. and figuring out a way to honor their legacy in the Delta so that their families are remembered? Making people live through 15 plus years of construction impacts while impeding farming causing revenue losses, and taking away pieces of land feels cruel. We believe impacted farms will fail. The community will see each day of work as an assualt on their lives, and the tension between parties and the possibility of conflict will be extreme. Perhaps it is better for offers of a buyout that will let people rebuild their lives well? We don't know the answer to that question, and would not engage in such a conversation with community members. It is not our place; it would be presumptuous. Such discussion would need to happen between the DCA and landowners.	DWR (and potentially the DCA as DWR's agent) will negotirate with landowners regarding land acquisition activities at a future time in the project implementation process. The DCA will continue to work with potentially affected landowners to minimize impacts and respect the Delta. DWR will analyzye potential construction-related impacts due to implementation of the alternatives as part of preparation of the EIR.	Phil Ryan	5/27/2020	Responded
S1.19	2/26/2020	Barbara Barrigan-Parrilla	Whether electric buses are used or not with a "park and ride" scenario, the DCA will have to bring food, medical, emergency, and other employee services to these sites because: 1) Employees won't be able to get in and out fast enough with a car or bus for a normal meal (even fast food); 2) Construction hazards, regular farming traffic etc., will require on site emergency services. It is not an either/or. It is both to mitigate construction traffic levels (on top of farm traffic) AND to protect workers and to reduce pollution.	The DCA has considered methods to provide food trucks to consolidation centers or construction sites to reduce employee vehicle trips. The DCA is aware of the limitations of the Delta roadways, and emergency response facilities and crews would be required to be provided by the Delta Conveyance Project in accordance with the requirements of California Division of Occupational Safety and Health (Cal/OSHA) at the tunnel launch shaft sites and near the intake sites. Methods to reduce traffic congestion due to the project will be discussed in detail at the May 2020 SEC meeting.	Phil Ryan	5/27/2020	Responded

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S1.20	2/26/2020	Barbara Barrigan-Parrilla	The barge landing would make the most sense in Hood as it was a barge site until the railroad came into the area. However, having been up and down the Sacramento River during droughts on a pleasure boat, be advised that we hit sandbars regularly. Surveys for water depth need to be completed and enough water will need to be coming down the Sac River during dry months and dry years for barging to work.	Due to shallow or narrow reaches along the Sacramento River between Rio Vista and Walnut Grove, barge landings would not be included for intake construction. Smaller deliveries of riprap or other materials to complete the levee modifications could be transported on small barges. However, the use of barges for these facilities would not require a barge landing.	Phil Ryan	5/27/2020	Responded
S1.21	2/26/2020	Barbara Barrigan-Parrilla	We need to learn about the alternative to sheet piling. Regardless of noise reduction efforts/ buffers etc., Greater Sandhill Cranes would be driven out of the area and would further decline in number with such extreme noise. So we look forward to learning about what construction noise would be like using new construction techniques. We want to know about real time reporting for water quality testing during the process. We also want to know how construction will be operated when an endangered species makes itself present. Incorporating as many wildlife corridors and bike/kayaking/wildlife viewing opportunities as possible into completed design throughout the project could enhance public access while protecting species.	The DCA is continuing to evaluate methods to reduce the need for pile driving at the intake sites, and will provide information to the SEC when these analyses continue. Water quality monitoring would be conducted in the Sacramento River upstream and downstream of the construction locations as is generally required for National Pollutant Discharge Elimination System (NPDES) permits for construction projects. The National Marine Fisheries Service, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife will issue permits to DWR for the operations of the facilities which will include specific actions related to protection of threatened and endangered species regulated by each of these agencies.	Phil Ryan	5/27/2020	Responded

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S1.22	2/26/2020	Barbara Barrigan-Parrilla	As with the intakes, we maintain that consultation should take place with California Indian Tribes regarding the cultural, spiritual significance of each site first before asking for input from general members of the SEC to pick a site. After such consultation, it would then make the most sense to consult with Delta levee engineers to understand floodplain/levee needs and to gain further understanding of soils (in addition to recommendations made by geologists) to ensure best public and worker safety outcomes. After that an evaluation should be made of impacts to protected species, and then an economic evaluation should be made as to which site would result in the greatest reduction of revenue for a county or loss of jobs. In other words, we see community ranking following this rubric. To that end, the rubric for picking sites by the DCA is an adequate ranking system but does not answer the questions listed in what we describe as a community rubric. We do see an effort being made to reduce pollution by choosing sites that	The DCA studies to select intake and shaft sites were focused on engineering considerations, including geotechnical conditions based upon available information and information provided by local reclamation districts. DWR will analyze potential changes due to implementation of the alternatives in the EIR, including potential changes to biological resoures and economic resources. DWR also will conduct Tribal Consultations. As the EIR progresses, it is possible that shaft locations may be re-evaluated and modified.	Graham Bradner	5/27/2020	Responded
S1.23	2/26/2020	Barbara Barrigan-Parrilla	In order to construct train spurs, we believe the same type of permitting will be required as for the construction of new roads. Yes, trains are a good method for transporting materials in order to reduce pollution, but as with roads, evaluation of wetlands needs to be completed, as well as species impacts, and possibility of land acquisition from farmers. Can this be completed in time for construction. Also, the Iron Triangle in Stockton is one of the most impacted train transfer points in the west. Can it handle addition train traffic from the Port of Stockton. Waiting to talk with the Port and train authorities will add years to the project driving up costs and delays. Barging is a possible solution, but see earlier question. Water depth surveys would need to be completed to ensure feasibility of sites. We could not possibly determine best sites without that data. Last, there needs to be a full comparison of pollution estimates from trucks vs. trains vs. barges – with an understanding of what will be electric and what won't. Our greatest concern is that the combination of increased barge,	The DCA is currently evaluating a coordinated effort between roads, rails, and barges to deliver materials to the construction sites. As discussed at previous SEC meetings, each of these transit modes would have constraints and opportunities and would need to be implemented in a combination of activities. DWR will analyze changes in local and regional air quality due to implementation of the alternatives and develop mitigation measures to reduce significant adverse impacts as part of the EIR preparation.	Jim Lorenzen	5/27/2020	Responded

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S1.24	2/26/2020	Barbara Barrigan-Parrilla	We strongly disagree with the assertion that RTM will be usable. The supplemental engineering report warns the DCA to not count using the materials The Delta is filled with legacy Mercury which will methylize when it comes into contact with water filled with nitrates from agriculture – particularly on the San Joaquin side of the Delta which receives ag discharge from upstream. How can such soil be used for levee reinforcement or at an expanded forebay at Clifton Court? The State Water Resources Control Board has strict standards regarding levee materials, dredging and spoils in the Delta. Moreover, as RTM is transported, how will the spoils be kept from becoming airborne? Prior testing under WaterFix indicated Chromium 6 and arsenic present in soil samples. We simply must see the alternative data that indicates that the RTM is safe, and how much of it the DCA believes is reusable. And for the portions that are not reusable, the engineering report suggested dumping the spoils in quarries. Our question is what quarries? Where? And what will the impacts be on those groundwater systems? We simply cannot recommend dumping polluted soil somewhere else without adequate, transparent data as to content and volume.	Potential reuse of RTM was evaluated by collecting soil samples from within an approximate tunnel horizon and including various additives typical of tunneling operations. These samples were then laboratory tested for geotechnical properties and environmental consituents. Based on the testing performed to date, the RTM appears to meet the geotechnical specifications for embankment fill surrounding a clay core within the embankment. Environmental testing found that metal concentrations were generally consistent with background naturally occuring levels in surface soils and would not mobilize into adjacent soil or water bodies, including the Southern Forebay. The DCA intends to continue evaluations of potential reuse of RTM and will perform additional sampling, testing, and evaluation in the future to confirm appropriate applications. Material reuse or disposal will be in compliance with all State and federal standards. Transport of the RTM or any other soil material would be conducted in a manner to avoid dust issues, including the use of covered rail cars or trucks	Graham Bradner	5/27/2020	Responded
S1.25	2/26/2020	Sean Wirth	The northern most intake is problematic given its proximity to the sandhill crane roost sites in north Stone Lakes. This roosting site is the most constrained by development in our region and as such the most problematic if it is abandoned due the construction of the intakes.	DWR will evaluate changes in aquatic and terrestrial resources due to construction and operations of the intakes in the EIR. As this analysis continues, it is possible that the intake locations or plans could be modified.	Gwen Buchholz	5/27/2020	Responded

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S1.26	2/26/2020	Sean Wirth	All of the proposed haul roads look like they will be very impactful to terrestrial species, particularly roosting and foraging sandhill cranes. All roads within the jurisdictional boundary of the Stone Lakes National Wildlife Refuge should be avoided. The haul road choices are indicative of how destructive and disruptive this project will be for terrestrial species.	Due to the location of the intakes along the Sacramento River between the confluences of the American River and Sutter Slough, it is difficult to access these sites without traveling along Hood-Franklin, Lambert, or Twin Cities Roads. The DCA is considering methods to minimize traffic congestion on these roads and will discuss roadway modifications at the May 2020 SEC meeting.	Gwen Buchholz	5/27/2020	Responded
S1.26	2/26/2020	Cecille Giacoma	The actual effects of boring such large launch shafts in largely unknown soils to the depths proposed is not supported by sufficient study and data. More research and data is needed in order to address this question.	Additional geotechnical investigations are planned for the next several years to further understand conditions along the tunnel alignment and at the tunnel shaft locations. Engineering design criteria would be modified as the geotechnical conditions became more fully understood.	Graham Bradner	5/27/2020	Responded
S1.27	2/26/2020	Sean Wirth	A continuous ripirian zone is an extremely important goal, and it would appear to be very achievable.	The DCA would be interested in exploring improvements to the riparian corridor along the Sacramento River near the intakes.	Phil Ryan	5/27/2020	Responded
S1.28	2/26/2020	Sean Wirth	We should revisit the placement of the intakes utilizing the same input process that is being used for the launch site placement. The current placement for the intakes work for the engineering side of things, but they are disastrous for aquatic and terrestrial species.	DWR will evaluate changes in aquatic and terrestrial resources due to construction and operations of the intakes in the EIR. As this analysis continues, it is possible that the intake locations or plans could be modified.	Gwen Buchholz	5/27/2020	Responded

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S1.29	2/26/2020	Sean Wirth	The most important criteria to include would be diversity and density of terrestrial species with a focus on listed species, but not to the exclusion of other species. However, it would be a mistake to simply add a couple of new criteria items to the engineering rubric currently being utilized to identify "acceptable" siting locations. Doing so would likely result in an outcome similar to the intake locations, where the engineering was the primary driver for the selection of placements that worked well mechanically, but were/are extremely destructive to both aquatic and terrestrial species. We recommend that a far more comprehensive approach be utilized for siting the launching shafts and their extensive infrastructure, one that exhibits sensitivity to the important issues and concerns represented by the stakeholders in the SEC. So, beyond comments and suggestions about how to integrate terrestrial species concerns into the decision process, we will also be discussing more broadly how the decision process should work.	The DCA shaft siting studies did consider properties that are owned by agencies and entities to protect habitat, including Cosumnes River Preserve. DWR will evaluate changes in aquatic and terrestrial resources on all types of lands due to construction and operations of the intakes in the EIR. As the EIR analysis continues, it is possible that the intake locations or plans could be modified.	Graham Bradner	5/27/2020	Responded

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S1.30	2/26/2020	Sean Wirth	The approach utilized in the launching shaft selection process presented to the stakeholders at the last meeting represents a reasonable foundation for a framework that could be robust enough to incorporate addition of criteria addressing stakeholder concerns. But, it would be a potentially large mistake to just add a bunch of new criteria suggested by stakeholders, weight them, and then generate a new map. With all of the new criteria, the underlying decision process of balancing all of the additional factors becomes extremely complicated, and a single new map that attempts to incorporate all of the new criteria into one depiction representing more refined siting possibilities would seem to be nothing short of magic to all but the most informed GIS experts and modelers. Therefore, we recommend that a series of additional maps be generated for informational and illustrative purposes. The first series of maps would depict sitting possibilities based on the ten to fifteen mile spacing between launching shafts coupled with the criteria specific to one stakeholder category, excluding engineering concerns. This would provide an understanding of shaft placements in the absence of the engineering concerns. The second series of maps would depict the stakeholder category considered along with engineering concerns. The third would be a single map depicting the engineering concerns along with all of the stakeholder category concerns. This approach would allow a non-expert modeler to see the compromises and tradeoffs that were made in a visual format and would allow each stakeholder to see how their concerns fit into the larger decision	The DCA shaft siting studies were limited to engineering considerations, access routes, avoidance of lands owned by agencies and entities for the protection of habitat, existing development, and existing infrastructure. Information provided by the SEC was used to modify factors related to existing development and land uses. The EIR will evaluate potential changes to the physical, biological, and human environment due to implemetation of the alternatives. As the EIR analysis continues, it is possible that the shaft locations could be modified.	Graham Bradner	5/27/2020	Responded

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S1.31	2/26/2020	Sean Wirth	A program like ESRI GIS hotspot analysis should be used to identify hotspots and then a decision making tool, like MARXAN, should be used to run a huge number of permutations to expose possible efficiencies - this should be done for all three classes of additional maps that we are suggesting. The stakeholders should be provided all information used for weighting criteria, the decision-making software utilized, and what specific data/GIS layers were used. (see his multi-page response for more info)	The GIS was actually used to identify different types of land uses, understand access routes, and determine distances between shaft locations. The comparison of the options was conducted in an Excel-based tool. The results of the shaft siting studies will be compiled in the Engineering Project Report in a manner that will help understand how the different factors were analyzed with the associated weighting criteria.	Graham Bradner	5/27/2020	Responded
S1.31	2/26/2020	Cecille Giacoma	The external conveyance of water from the Delta instead of through the estuary, will destroy native species habitat, Delta farms and communities and the cultural heritage therein, as well as surrounding natural resources. Thus, the three proposed sites, as components of the external conveyance project, are unacceptable because they will result in unnecessary destruction to the Delta estuary and surrounding areas.	DWR is responsible for development of the overall Delta Conveyance concept and development of the operational plan. The DCA is preparing engineering information related to construction of the facility options. The EIR will evaluate potential changes in the Delta estuarine conditions, Delta habitat, Delta farms and communities, and cultural resources related to implementation of the alternatives. That information will be considered by the DCA during finalization of engineering plans.	Gwen Buchholz	5/27/2020	Responded
S1.32	2/26/2020	Cecille Giacoma	Impacts of trucking would be substantially destructive to the farms, private properties and wildlife habitat of the sites. More research and actual data concerning this issue is needed before decisions governing trucking on this scale can be considered.	Potential truck routes and road modifications will be discussed in more detail at the May 2020 SEC meeting.	Jim Lorenzen	5/27/2020	Responded

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S1.33	2/26/2020	Cecille Giacoma	Because trucks moving material, equipment, etc. will create the greatest impact, it is doubtful that carpooling employees to and from the site will effectively mitigate this.	The construction traffic plans involves both movement of materials and employees. Almost 200 employees could be present at some construction sites, such as the intakes. Therefore, carpooling would be necessary to reduce traffic on access roads and because adequate space for parking would require larger construction sites.	Jim Lorenzen	5/27/2020	Responded
S1.34	2/26/2020	Cecille Giacoma	Barge traffic of this frequency and magnitude will substantially clog and pollute the Sacramento River rendering it unsafe for other craft and the species existing there.	Barge traffic would be focused on moving goods and materials either to Bouldin Island under the Central Corridor option or Lower Roberts Island under the Eastern Corridor option. Access to Bouldin Island from the Port of West Sacramento, Port of Antioch, or ports on San Francisco or San Pablo bays would use portions of the lower Sacramento River. Access to Bouldin Island from the Port of Stockton or access to Lower Roberts Island from any of these ports would use the Stockton Deep Water Ship Channel/San Joaquin River.	Gwen Buchholz	5/27/2020	Responded
S1.35	2/26/2020	Cecille Giacoma	Layout needs to be entirely redesigned to accommodate through-Delta estuary conveyance, eliminating the need for grading of the final site. This will preserve, intact, the existing wildlife corridor and habitat as well as the cultural heritage and Delta communities. The most viable way to convey water with the least destructive effects is through the estuary. There is ample data to this effect, supported by independent scientific studies previously completed.	This comment is suggesting an alternative to the Proposed Project that DWR identified in the Notice of Preparation. DWR is considering alternatives to the Proposed Project as part of the development of the EIR, and will identify a range of reasonable alternatives that meet the project objectives and could reduce the significant environmental impacts of the Proposed Project. The DCA will then design facilities related to these alternatives. Alternative concepts should be submitted to DWR through the CEQA process.	Carrie Buckman	5/27/2020	Responded

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S1.37	2/26/2020	Michael Moran	Preferred: CE5 2+ miles from Courtland, 1+mile from Hood, 1+ mile from Stone Lakes NWR (National Wildlife Refuge). Most flexible access. All vehicles can be divided onto different roads or redirected to most nimbly dilute/reduce impacts and address local conditions. Possible to avoid Hood altogether. Least Preferred: CE2 Though distant from Hood (positive), single access minimizes flexibility to address impacts. Closest to Stone Lakes NWR, requires all traffic to run along edge of NWR. Requires access/routing through edge of Hood. Place second access road. Middle: CE3 Less impactful on Stone Lakes and shorter route than CE2, shares negative traits of CE2. Place second access road.	The DCA appreciates this information and will include it in the ongoing analysis.	Jim Lorenzen	5/27/2020	Responded
S1.38	2/26/2020	Michael Moran	Establish truck routes as far away as possible from Stone Lakes NWR & off levee.	The DCA access routes were developed to minimize the use of levee roads and avoid land use changes to refuges, preserves, and conservation areas.	Jim Lorenzen	5/27/2020	Responded

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S1.39	2/26/2020	Michael Moran	This is a great opportunity to provide, model and support green transportation, as well as local food and service providers. CE5 provides most flexibility to divide and dilute local impacts. Provide communities (and/or post) work, bus and service vehicle schedules. If electric bus charging stations are located at staging areas, work to convert to public use to meet state charging station goals. If electric bus charging stations are located at staging areas, work to convert to public use to meet state charging station goals.	Electric charging stations, possibly powered by solar panels, would be considered for the consolidation centers where materials and people would be transferred to hybrid or electric vehicles for consolidated transport to the construction sites.	Phil Ryan	5/27/2020	Responded
S1.40	2/26/2020	Michael Moran	I favor a barge option on-site of intake construction. Since in-river alterations are already happening, this minimizes the footprint. I do not favor using one in Hood as it would require truck traffic in the town, something to avoid.	Due to shallow or narrow reaches along the Sacramento River between Rio Vista and Walnut Grove, barge landings would not be included for intake construction. Smaller deliveries of riprap or other materials to complete the levee modifications could be transported on small barges. However, the use of barges for these facilities would not require a barge landing. There are no active railroads near the intake sites. The DCA considered re-activating the abandoned railroad adjacent to the intake sites. However in a recent study to reactivate this railroad, the California Parks and Recreation Department decided to cancel further evaluations due to potential impacts on habitat and communities. Use of the rail-served materials depot near Interstate 5 and Twin Cities Road would be used to consolidate materials and employees into transit vehicles to reduce traffic on north Delta roads.	Phil Ryan	5/27/2020	Responded

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S1.41	2/26/2020	Michael Moran	- Wildlife friendly landscaping (butterfly gardening, planting trees of varying maturities/sizes/purposes). - Portable mature trees (& other plants) in planters brought to site and moved as appropriate during project. Planted sequentially as project components are completed. - Rooftop planting/living roof - Minimize hardscapes - Bat, bird boxes - Restore function of riparian corridor lost to construction on nearby lowland to mimic corridor. Though not wildlife related, consider art on tall structures	As DCA continues to develop the facility plans, these ideas could be included in the final landscape design plans for constructed facilities.	Phil Ryan	5/27/2020	Responded
S1.42	2/26/2020	Michael Moran	Overall, I like the exhibition of the siting methodology. It shows nothing is perfect, but prioritization of factors can produce clarity and preferred site/s. Can DCA confirm comprehensive consideration of significant (state recognized and other) sites of Native Peoples? Such sites may be assumed to be included in the matrix within the cultural feature grouping including houses, cemeteries, etc. I realize it is not a best practice to draw attention to such sites, even (especially?) in a project document. Though the state has listings of archeological sites, they are not public (State Historic Preservation Office- SHPO) and these, among other culturally significant sites in the Delta are thought by some to be under reported.	DWR is conducting the Tribal Consultation activities and will evaluate potential changes to cultual and historical resources due to implementation of the alternatives as part of the EIR.	Graham Bradner	5/27/2020	Responded

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S1.43	2/26/2020	Michael Moran	Central Alignment- not preferred Launch Site A Consider keeping site north of Twin Cities Road to keep significant buffer for Delta Meadows State Park. Coordinate with State Parks re park-sponsored canoe trips in the Meadows. Launch Site B The traffic on, and condition of, Highway 12 makes me question its capacity to accommodate added project traffic. Access to the San Joaquin River on the west side of Bouldin makes barging attractive, but that river reach is a funnel point for boating traffic from Bethel Island and Frank's Tract (and elsewhere). CA State Dept of Parks and Recreation is currently working with citizens and other stakeholders in a process very similar to the DCA SEC called Franks Tract Futures. Though the FTF project may be a good fill (RTM) candidate, adding barge traffic to that area, even if the barge station is on Little Potato Slough, requires coordination with FTF for effectiveness and to address public perception concerns. Southern Forebay- no comment Eastern Alignment- preferred (Please note spelling: Rindge Tract) Launch Site A Keep footprint as far south as possible minimizing impact on Cosumnes River Preserve	These comments will be added to the considerations in the ongoing development of the Central and Eastern corridors.	Graham Bradner	5/27/2020	Responded

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S1.44	2/26/2020	Michael Moran	Barges- schedule as in-river conditions- tides, fisheries, recreation, flow permit. Publicize barge schedules (as possible).	Barge operations would be subject to changes in river conditions, tides, wind, and recreational and commercial navigation traffic. Barge traffic along the Sacramento River Deep Water Ship Channel and Stockton Deep Water Ship Channel would operate in accordance with the requirements of the U.S. Army Corps of Engineers and the Port of West Sacramento and Port of Stockton, respectively. In addition, the barges and the associated tugboats would operate in accordance with requirements of the U.S. Coast Guard and the Division of Boating and Waterways of the California Department of Parks and Recreation. Notifications would be provided to the U.S. Coast Guard and local marinas.	Jim Lorenzen	5/27/2020	Responded
S1.45	2/26/2020	Michael Moran	Jersey Island, Franks Tract Futures, ACOE proposal for Big Break wetland creation, MWD islands	Future use of RTM and other excavated soil materials for habitat restoration will be considered as the project concepts are developed by DCA and analyzed in the EIR.	Gwen Buchholz	5/27/2020	Responded

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S1.46	2/26/2020	Michael Moran	Assess existing traffic, seasonal, event & other patterns (car counters?). Divide traffic, employee parking into multiple access points to minimize impact on each road. Assign vendors/ contractors/ service vehicles which road which day to minimize impacts. Cut additional road(s) as necessary to accommodate targeted traffic & ensure at least 2 access routes. Provide Delta and project interpretation at all facilities and in between (wayside), incorporate controversy. Ensure adequate parking. Work with Delta Protection Commission to assist their ongoing efforts of signage, Heritage Area. Art/murals on facilities ala West Sacramento and Oakley water tanks. Possible to remove roads post-project as appropriate? For worksites near Delta attractions leave (or build) project picnic, parking, lighting, infrastructure- work with local communities for best converted facility use Turn employee lots to park & ride, interpretive stops Project roads gated & staffed to control/minimize traffic Semipermeable hardening where appropriate	DCA was scheduled to conduct traffic counts. However, with the implementation of "shelter in place," it was decided to delay traffic counts. At this time, DCA is analyzing traffic patterns using existing information and will discuss this information at the May 2020 SEC meeting. The DCA did create a calendar of recurring events to be considered related to community traffic conditions. During construction, cooperative meetings with the communities could be implemented to reduce construction activities during weekend events, including Friday night activities. The DCA is in the process of collecting suggestions and ideas on community collatoral/benefits as part of the project. When the DCA is compiles this information, we look forward to discussions with the communities about community collatoral including the community's vision , and how the DCA can be a part of the vision, and avoid duplication of efforts while working with other groups and individuals also interested in the Delta. The DCA and DWR has been and will continue to coordinate with the Delta Protection Commission. Many of facilities at the construction sites, including barge landings, would be removed following construction and the site would be restored, potentially for community uses or habitat.	Gwen Buchholz	5/27/2020	Responded
6.48	3/11/2020	Mike Moran	Is the New Hope Maintenance Tract at the same latitude on both corridors but closer to I-5 on the Eastern Corridor?	The information presented at the March 11, 2020 SEC meeting related to the New Hope Tunnel Maintenance Shafts was incorrect. Updated material was provided at dcdca.org with the correct locations of the New Hope Maintenance Shafts for Central and Eastern corridors. The New Hope Maintenance Shaft for the Central Corridor is located to the northwest of the New Hope Maintenance Shaft for the Eastern Corridor.	Gwen Buchholz	4/22/2020	Responded

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6.49	3/11/2020	Anna Swenson	How will the new access road on Rough and Ready Island be connected to I-5?	In the conceptual facilities plan, access to the Lower Roberts Island Tunnel Reception and Launch Shafts would be from existing roads on Rough and Ready Island. New access roads would extend from Fyffe Street on the western side of the Port of Stockton lands to a new bridge over Burns Cut and continuing on Lower Roberts Island.	Gwen Buchholz	4/22/2020	Responded
6.50	3/11/2020	Anna Swenson	Can maps be revised to show how the roads connect to I-5?	An overall project logistics presentation will be provided in a future SEC meeting, including detailed truck and employee vehicle corridors to access each proposed construction site.	Gwen Buchholz		Responded
6.51	3/11/2020	Cecille Giacoma	Ms. Giacoma said she previously requested a list of the soil conditioners that will be used. The tracking packet said the request was responded to, but that list has not been received.	Page 38 of the response packet issued at the Feb 26 meeting and online at https://www.dcdca.org/pdf/2020-02-26-4a-FollowUpRoundtableonFebruary122020SECMeeting.pdf says: Many different types and brands of conditioners are used in tunneling based upon soil conditions present along the alignment. Conditioners are generally categorized as foams, polymers and bentonites. On recent projects, DCA consultants have observed the use of Soilax S products (available from the manufacturer Boraid Products) which are surfactants (i.e. detergents) and mixed with clean water as a foaming conditioner. Sometimes, a cellulose product, like Soilax C, is added into the conditioner mix to provide added strength to the soap bubbles, which helps when the conditioner is injected into certain soil formations. Thickening agents, such as polymers and a bentonite (a naturally occurring clay), are also used for different soil conditions. These include such products available from Mapei Products. These are just examples of some products that could be used. The construction specifications would require any conditioners to be inert (chemically inactive).	Luke Miner	4/22/2020	Responded
6.52	3/11/2020	Jim Wallace	Get BASF to provide material safety data sheets on soil conditioners	Material Safety Data Sheets for 2 of the conditioners previously evaluated have been included in the upcoming SEC materials.	Luke Miner	4/22/2020	Responded

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6.53	3/11/2020	Anna Swenson	Ms. Swenson said the Delta Protection Commission (DPC) is pushing forward the National Heritage movement in the Delta and she is dismayed at the parallel processes in light of Ms. Mallon's comments that DCA is working with them. DCA needs to work with everyone existing in the Delta, because while DCA is planning, the DPC is implementing a plan that you might be dropping a feature on top of or DPC might be doing improvements on an area that might not exist after the project. The DPC's actions with the Delta's National Heritage status shouldn't be wasted on areas that won't be of significance or relevance due to the project. There has to be more collaboration and close collaboration. DWR and DPC are both state departments that should be talking to one another.	The DCA and DWR are collaborating with the DPC and the other organizations and stakeholders within the Delta. Kathryn Mallon of DCA and Carrie Buckman of DWR have been coordinating with the Delta Protection Commission (DPC).	Jim Lorenzen	4/22/2020	Responded
6.54	3/11/2020	David Gloski	The question tracking packet numbering was changed and it was difficult to find his earlier questions. Can members have an Excel version of the table so questions and status can be filtered? Also, a "closed" status could be helpful to distinguish between questions that received a response but are still outstanding and questions that have been completely resolved.	The DCA requests that SEC members identify questions that appear to continue to need further discussion or additional information to respond to the comment or question.	Luke Miner	4/22/2020	Responded
6.55	3/11/2020	Anna Swenson	Can SEC members invite guests to attend the tours?	The DCA cannot provide public access to the tours due to logistics of the tours with the owner of the facility, liability concerns, and other constraints. Tours are intended to be an educational opportunity for SEC members and individual tours cannot include a quorum of SEC members due to Brown Act requirements.	Luke Miner	4/22/2020	Responded
6.56	3/11/2020	Anna Swenson	Can members of the public follow the tour vehicles?	This question appears to be related to a tour of the facilities and other areas of the Delta. All tours, including the Delta Tour, have been postponed at this time. Once rescheduled, DCA will determine if non-SEC members could follow the SEC member tours in the Delta or if an itinerary or similar accommodation could be provided.	Andrew Finney	4/22/2020	Responded

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6.57	3/11/2020	Jim Wallace	In a perfect world, what's the start date for construction year 1? Are we talking 2024? 2025? When will the project be started?	As described by DWR in the Scoping Process, the CEQA and permitting process would not be complete until at least the end of 2022. Design efforts could be completed in phases; to allow for initial early design projects, such as development of access roads or habitat mitigation areas. However, even the early design projects would not be initiated until after 2022. A schedule for design, land acquisition, final permitting, and construction have not been developed at this time.	Gwen Buccholz	4/22/2020	Responded
6.58	3/11/2020	Jim Wallace	Are we talking about a start date of 2027?	As described by DWR in the Scoping Process, the CEQA and permitting process would not be complete until at least the end of 2022. Design efforts could be completed in phases; to allow for initial early design projects, such as development of access roads or habitat mitigation areas. However, even the early design projects would not be initiated until after 2022. A schedule for design, land acquisition, final permitting, and construction have not been developed at this time.	Luke Miner	4/22/2020	Responded
6.59	3/11/2020	Philip Merlo	What types of goodwill campaigns are you considering?		Josh Nelson	4/22/2020	For Future Discussion
6.60	3/11/2020	Gil Cosio	What's the estimated cubic yards needed for the new forebay levees?	Based on the conceptual facilities plan presented to the DCA, there would be approximately 10 to 12 million cubic yards of RTM depending upon the corridor and capacity of the Project. Approximately 60 to 70 percent of the RTM would be used in constructing the Southern Forebay.	Josh Nelson	4/22/2020	Responded
6.61	3/11/2020	Gil Cosio	What will go along the pipeline itself at the surface? Will those properties be impacted at all? The last plan included dewatering along pipeline. Is that going to happen this time?	As currently proposed, tunnel construction activities the tunnel alignment would occur at the tunnel shaft locations and tunnel shaft auxiliary areas, and along the modified or new corridors to connect the shaft locations to existing roadways. There would be no other construction activities within the tunnel alignment, including dewatering, at the ground surface between the tunnel shaft locations,	Gwen Buchholz	4/22/2020	Responded

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6.62	3/11/2020	Michael Moran	As far as the mitigation and goodwill effort, these things go in a sequence. Is there a way we can make that sequence public? That way folks can see there is that mitigation coming down the line and there could be some public benefit coming down the line. Talking to county's HCP and other jurisdictions that might be eager to look at mitigation funding and projects where this takes place and have that up front.		Gwen Buchholz	4/22/2020	For Future Discussion
6.63	3/11/2020	David Gloski	It sounded like you mentioned the Eastern one is easier to do, yet, the schedule looks like it's the same number of years. Is it the same cost? Does the "easiness" have anything to do with time and money?	The schedules for the Central and Eastern Corridor conceptual facilities plans presented at the previous SEC meetings were similar. The schedules are being further developed with more detailed analyses. Access to the tunnel shafts from major roadways would be more flexible under the Eastern Corridor as compared to the Central Corridor which could increase production rate of construction.	Gwen Buccholz	4/22/2020	Responded
6.64	3/11/2020	Douglas Hsai	If it takes longer to build the Eastern alignment, is there any other reason not to go for the Eastern alignment?	The CEQA process will analyze construction and operational changes to the physical, biological, and human environment as compared to existing conditions; and then, compare the results between the alternatives to identify the proposed project.	Graham Bradner	4/22/2020	Responded
6.65	3/11/2020	Gil Cosio	The recent NOP described the finished product as a tunnel dual conveyance. Will the DCA work on timing and the improvements needed for levee stabilization along the pathway?	DWR continues to evaluate and develop programs to improve levees throughout the Delta. These programs are separate projects and will be implemented with or without the Delta Conveyance Project.	Andrew Finney	4/22/2020	Responded
6.66	3/11/2020	Cecille Giacoma	There was the allusion to using spoils to improve the ability to carry on agriculture in area, as a by-product of this project to make improvements in the Delta, but how can agriculture carry on when water is diverted out of the Delta? Species have suffered from over drafting of water. Now you're going to put three more separate intakes in addition to the through Delta water removal, how will you support species and agriculture when so much water is being removed?	Potential use of RTM from the Delta Conveyance Project on agricultural lands has not been developed at this time. This type of opportunities to work together with the communities will be discussed at future SEC meetings. With respect to changes in water resources, the CEQA process will evaluate changes to water resources under construction and operation of the alternatives as compared to existing conditions.	Gwen Buccholz	4/22/2020	Responded

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6.67	3/11/2020	Anna Swenson	When will members see the impacts on properties across from the intakes? Would like to see some more detail about what will happen to the levees, the homes, and the folks that are directly across from intakes. Can those levees be armored? Do homes need to be set back? Which properties could potentially be in that footprint of impact directly across from the intakes?		Phil Ryan		For Future Discussion
6.68	3/11/2020	Sean Wirth	Since there is some flexibility in terms of the placement of the maintenance and the reception shafts, how would you bracket those on the map, in terms of the wiggle room north to south?	Based on the current conceptual facilities plan, the tunnel reception shaft locations can be moved if the tunnel drive length from the tunnel launch shaft remains within 15 miles. The tunnel maintenance shaft locations can be moved if the lengths between the adjacent shafts are within 4 to 5 miles. As noted in previous SEC meetings, the DCA has moved the shaft locations as new information becomes available. For example, following the March 11, 2020 SEC meeting, the tunnel maintenance shaft locations were slightly moved based upon information related to Staten Island.	Phil Ryan	4/22/2020	Responded
6.69	3/11/2020	Michael Moran	Where the barges are coming from and where are they going to? If you're so close to rail, why would you have barges?	Barges are anticipated to be launched at existing ports near the Delta, including Port of Stockton, Port of Pittsburg, and Port of West Sacramento as well as commercial mooring facilities (e.g., facility in Rio Vista used to load barges with rock). Tunnel launch shaft sites were identified in the conceptual facilities plan to provide at least two forms of transportation from the options of roadways, barges, and/or rail. For example, tunnel launch shafts at Glanville Tract and Southern Forebay would be accessed by roadways and rail-served materials depots. However, because it would be difficult to access Bouldin Island by rail, the tunnel launch shaft site would be accessed by roadways and barges.	Graham Bradner	4/22/2020	Responded

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6.70	3/11/2020	Philip Merlo	Regarding the rail possibility, to be clear, the RTM would go to Stockton for companies interested in using it for concrete?	Reuse of RTM by others has been discussed; however, detailed plans have not been developed at this time. The RTM is currently anticipated to be stored at the tunnel launch shaft sites and could be moved by barge or rail if those facilities remain following construction.	Gwen Buccholz	4/22/2020	Responded
6.71	3/11/2020	Douglas Hsai	In Santa Clara muck was being shipped to Tracy. Does anyone know where in Tracy they're shipping to?	The DCA has requested information from the Silicon Valley Clean Water Program related to reuse of the RTM.	Gwen Buccholz	4/22/2020	Responded
6.72	3/11/2020	Michael Moran	Does material coming out of Lower Roberts site need to go to the Southern Forebay?	As set forth in the conceptual facilities plan, RTM for construction of the Southern Forebay embankments would primarily be from the tunnel launch shafts located near the Southern Forebay and delivered by rail from the Glanville Tract tunnel launch shafts to reduce RTM storage.	Phil Ryan	4/22/2020	Responded
6.73	3/10/2020	David Gloski	I think it was said that the standard regulation is 27% open area but I think it was also said that in California the reg is 50% open area. Can someone explain this and explain why California allows twice the open area?	Land use planning is completed by local agencies, generally by cities and counties. The State of California Governor's Office of Planning and Research issue General Plan Guidelines which include guidance for local agencies to establish open space goals for the regional plans. These open space goals could be included in local community development plans.	Jim Lorenzen	4/22/2020	Responded
6.74	3/10/2020	David Gloski	I'd like to hear a discussion about the risk of overruns and loss of budget. How can the project be structured so that everyone in the Delta can be assured that the project is not stopped half way due to budget problems and the land, facilities and everything is just left in some limbo state?	Delta Conveyance would be funded by the water users that would use the project, not the State of California. Specific financial plans have not been developed at this time; however, those plans will need to be complete prior to initiation of construction.	Jim Lorenzen	4/22/2020	Responded
6.75	3/10/2020	David Gloski	Regarding the tables associated with estimates of trucks, barges, trains, etc. At one point it was said that these tables will be constantly updated. Can we get dates on the tables then so we know what version we have when we have one in front of us or two and we don't know which one is the latest.	Dates will be provided on future copies of the logistics tables.	Jim Lorenzen	4/22/2020	Responded

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6.76	3/13/2020	Barbara Barrigan-Parrilla	Can you tell me how much RTM there will be?	The actual amount of RTM would depend upon length and diameter of the tunnel. Based on the conceptual facilities plan, RTM would range from 10 to 12 million cubic yards.	Jim Lorenzen	4/22/2020	Responded
6.77	3/11/2020	Philip Merlo	What types of archaeological studies are going to take place?	DWR's CEQA process would include archaeological evaluation of potential changes due to the construction and operation of the Delta Conveyance alternatives as compared to the existing conditions. DWR is leading the AB 52 and DWR's tribal engagement policy. DWR will consider information discussed in those consultations during the CEQA process.	Gwen Buccholz	4/22/2020	Responded
6.78	3/11/2020	Peter Robertson	Had the DCA been able to produce an overlay for the maps with channel markers?	Potential barge routes evaluated by the DCA did consider channel widths and depths as provided by National Oceanic and Atmospheric Administration Nautical Charts and DWR bathymetric data and based upon discussions with Delta maritime contractors. This information, as well as information related to bridges, was used to identify waterway reaches in the Delta that could and could not support barge operations.	Gwen Buccholz	4/22/2020	Responded
6.79	3/30/2020	Peter Robertson	Who is going to communicate with boaters about in-water work? Coast Guard or DCA?	During construction, frequent notifications would be sent by DCA to the Coast Guard and California Division of Boating and Waterways of on-going in-water construction activities, and these agencies would post these notifications. In addition, signs would be posted alerting boaters of on-going in-water construction activities. Approvals of in-water construction activities would be obtained from the Coast Guard during the permitting process.	Luke Miner	4/22/2020	Responded
6.80	3/11/2020	Barbara Barrigan-Parrilla	Will we have a session where we can review and discuss DWR's HABs data and the SCCWRP HABs Impacts Study that was discussed on the Region 5 Water Board HABs Committee update Monday? What I am looking for is how alignment choice will impact development of HABS and if there is an opportunity to use the project to increase water circulation in hotspots to mitigate HABs early on/and in later years of project operation.	Water quality and HABs will be part of the environmental analysis that DWR will conduct in the EIR.	Carrie Buckman	5/27/2020	Responded

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6.81	3/11/2020	Barbara Barrigan-Parrilla	Observation: 10 feet perimeter levee seems too low to protect RTM with flood at Twin Cities Rd.	The proposed ring berm at the Twin Cities Complex is intended to protect against a 100-year flood elevation of 19.0 feet with 1.5 foot of freeboard. The height of the levee would vary depending on the existing ground	Graham Bradner	11/5/2020	Responded
6.82	3/11/2020	Barbara Barrigan-Parrilla	New Hope Maintenance Tract: Walnut Grove Rd. is loaded with farm trucks. What will impacts be on Greater Sandhill Cranes on Staten Island with road extension and truck traffic?	DWR will evaluate potential impacts to terrestrial species (including Greater Sandhill Cranes) from project construction and operations in the EIR.	Gwen Buccholz	11/5/2020	Responded
6.83	3/11/2020	Barbara Barrigan-Parrilla	Bouldin Island -- the bedrooms are impossible around the first 8 days of July for barge traffic; same for other holiday weekends.	During construction, frequent notifications would be sent by DCA to the Coast Guard and California Division of Boating and Waterways of on-going in-water construction activities, and these agencies would post these notifications. In addition, signs would be posted alerting boaters of on-going in-water construction activities. Approvals of in-water construction activities would be obtained from the Coast Guard during the permitting process.	Carrie Buckman		Responded
6.84	3/11/2020	Barbara Barrigan-Parrilla	Byron Tract -- Is there RTM? containment of soil for schools in Byron is a concern	Covered in June SEC Meeting Materials			Responded
6.85	3/11/2020	Barbara Barrigan-Parrilla	Will RTM at South Forebay cover plants essential to Native American practices found in that area? And burial grounds? (I don't need answer; tribes do)				For Future Discussion

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7.01	4/22/2020	Barbara Barrigan-Parrilla	In WaterFix, it was known there was a tremendous amount of diesel emissions for construction for this part of the project. Looking at a concrete batch down there. Conversations have been had with Ms. Mallon about moving everything to electric. Is there a commitment by the exporters to fund and will we really get to 100% because those emissions, for health and safety reasons, would require complete relocation for the town of Byron and it would be really dangerous diesel emissions for the kids that go to school nearby. I am not worried about the operation of managing water and flow creating a flood condition. I am sure that will be worked out. Is this being built to a 200-year standard?	DWR will analyze potential air quality impacts and mitigation as part of the EIR preparation. However, currently available technology includes a range of options to reduce air quality emissions. For example, dust issues at batch plants primarily occur as the dry ingredients are mixed together prior to the addition of water to make the concrete, slurry, or grout. The batch plants would be required to install the equipment that receives and mixes the dry ingredients within a shelter that includes large fans and air filtration equipment to minimize particulate matter (dust) from leaving the construction site. The maximum amount of dust leaving the construction site would be regulated by the Regional Air Quality Management District. In addition, many earthwork types of earthwork equipment are currently being provide as hybrid diesel-electric engines to reduce emissions. Electric engines would be used for generator sets, air compressors, and other equipment to the extent practical.	Gwen Buchholz	5/27/2020	Responded
7.02	4/22/2020	David Gloski	A career barge operator on the San Joaquin said it isn't logical to go into the winding waterways of Little Potato Slough depending on the size of barges. Barges should be out on deeper water on the San Joaquin. Perhaps the Tidal Marsh area should be across the southern end of the island so that an avenue for barge landing access could be out on the main river. There has to be a way to move this around to make it work. Could the shaft be moved to the west a bit to make it closer to a barge on that side?	Little Potato Slough is shallower than Potato Slough. The proposed barge landing along Bouldin Island would be located in Potato Slough with nearby access to the San Joaquin River.	Jiim Lorenzen	5/27/2020	Responded
7.03	4/22/2020	Sean Wirth	It would be much better to locate it in a wider area of the island. Based on this feedback, the shaft was moved further north and placed it right along the road to keep the impact closer to the road. The benefit of this location is that it is located close to a house that has power lines. It would be the least evil place to put it on the island in terms of impacts to cranes.	If this comment is associated with Staten Island maintenance shaft site, the proposed shaft site was moved north of the previously identified site.	Jim Lorenzen	5/27/2020	Responded

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7.04	4/22/2020	David Gloski	It may be a good idea to add this area [Bouldin Island Barge Landing] to a tour so that there is a clearer understanding of what is out there.	This area would be considered as part of future tours of potential DCA facility locations.	Jim Lorenzen	5/27/2020	Responded
7.05	4/22/2020	Anna Swenson	Asked for an explanation for some of the terms used in the map legends, including “Regenerative Ag” on the Bouldin Island slide and the terms used on the intakes slide.	The term "Regenerative Ag" on Bouldin Island was included in a presentation to the Board of Directors of the Metropolitan Water District of Southern California. The term generally means a combination of farming based on a combination of biodiversity, watershed improvements, agroforestry, and enhanced ecosystems that includes capture of carbon in soils and associated biomass (including covering peat soils) to reduce greenhouse gas emissions.	Jim Lorenzen	5/27/2020	Responded
7.06	4/22/2020	Karen Mann	The waterway of the proposed barge landing is known as Little Potato Slough and it has been used for anchorage, fishing and other water sports by Delta families for several decades. What happens on the landside of the barge landing?	The proposed barge landing along Bouldin Island would be located in Potato Slough with nearby access to the San Joaquin River. The barge landing would be approximately 1,200 feet long along the bank of the river or slough and would be constructed into the existing levee to minimize extension into the waterway. The barge landing would extend approximately 600 feet to the landside of the existing levee. Trucks would drive on the landside of the levee and move materials from barges to the launch shaft site.	Jim Lorenzen	5/27/2020	Responded
7.07	4/22/2020	Cecille Giacoma	How exactly would barges go around Sherman Island?	Barges from the Port of West Sacramento would enter the Sacramento River and navigate under the Rio Vista Bridge and Three Mile Slough Bridge to the proposed barge landing on Bouldin Island. Barges from the Port of Stockton would navigate the San Joaquin River to Potato Slough without crossing under any bridges.	Jim Lorenzen	5/27/2020	Responded
7.08	4/22/2020	Karen Mann	Would a noise factor be involved? Noise is amplified on water. The residents of Korth’s Pirate Lair Mobile Home Park would be subject to that noise. There are also homes along the San Joaquin river that will be affected by the noise. The area is referred to as The Bedrooms by recreational boaters and is used as anchorage by boaters who don’t want to harm the environment. There is concern also about trucks driving on the levees.	DWR will evaluate the potential effects of barge traffic on noise in the waterways as part of the EIR preparation.	Jim Lorenzen	5/27/2020	Responded

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7.09	4/22/2020	Karen Mann	Would the barge stay there until another barge comes and picks it up?	The tugboat would remain with the barge until it would be unloaded, and then the tugboat would return the barge to the main port.	Jim Lorenzen	5/27/2020	Responded
7.10	4/22/2020	James Cox	Going around Sherman Island would require crossing Sherman Lake, which is very shallow. Dredging would be required if barges went through on a regular basis.	Under the current options, the barge routes would remain in the San Joaquin River/Stockton Deep Water Ship Channel and would not enter Sherman Lake and the Lower Sherman Island Wildlife Area.	Jim Lorenzen	5/27/2020	Responded
7.11	4/22/2020	Michael Moran	Going down the Sacramento River through 3-Mile Slough would mean going right by Brannan State Recreation Area which is a choke point for a lot of motorized and non-motorized recreation traffic. There would also be people on the beaches at 7-Mile Slough. Beyond that point is Sherman Lake State Wildlife Area. It seems like the next feasible area would be Broad Slough.	Under the current options, barges would travel Three-Mile Slough only if the goods were being transported from the Port of West Sacramento. All other barges would remain the San Joaquin River/Stockton Deep Water Ship Channel.	Jim Lorenzen	5/27/2020	Responded
7.12	4/22/2020	James Cox	There are barges that go through Broad Slough but it is uncertain what their drafts are. There isn't an actual channel there, but it is possible to go through there. However, it adds a lot of distance onto the route.	Under the current options, barges would not enter Broad Slough or the Lower Sherman Island Wildlife Area, and would remain the San Joaquin River/Stockton Deep Water Ship Channel.	Jim Lorenzen	5/27/2020	Responded
7.13	4/22/2020	Michael Moran	Keep in mind the drought barrier that is going in at False River and how that changes the flows and tidal actions coming down from 3-Mile Slough pretty dramatically. It's unknown when it will actually go in, but it is something to keep in consideration.	It is recognized that the proposed barge route between the Port of West Sacramento and the proposed barge landings at either Bouldin Island or Lower Roberts Island would include several reaches that could cause delays due to shallow and or narrow waterways and schedules for two operable bridges.	Jim Lorenzen	5/27/2020	Responded
7.14	4/22/2020	Karen Mann	There are a couple of areas that Ms. Mann provided to the DCA staff that would be affected by the Central Route, but those don't appear to be reflected on the map. The Mildred Anchorage Area is not noted and neither is Byron Elementary School.	The map discussed at the April 2020 SEC meeting did not include all of the features presented on other DCA maps.	Jim Lorenzen	5/27/2020	Responded

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7.15	4/22/2020	Cecille Giacoma	The barge depth will need to be compared to the channel depth if you intend to go around Sherman Island.	It is recognized that the proposed barge routes outside of the Stockton Deep Water Ship Channel would include several reaches that could cause delays due to shallow and or narrow waterways where navigation would be required to wait until appropriate tide levels and that smaller barges would be required.	Graham Bradner	5/27/2020	Responded
7.16	4/22/2020	Cecille Giacoma	Where does the borrow come from? Referring to the clay to mix with the fines.	Under the current proposal, soils for constructing embankments and other fills would be provided from several locations. On many sites, fine-grained clayey material needed for construction would be excavated at the construction site, including at the intake sites. The RTM would be used to construct the Southern Forebay embankments and the elevated structures at the tunnel shaft sites. Soils purchased from existing commercial businesses also would be used, including clay materials to form the center of the Southern Forebay embankments and structures at the tunnel launch shaft sites prior to generation of RTM.	Andrew Finney	5/27/2020	Responded
7.17	4/22/2020	Barbara Barrigan-Parrilla	There is a lot of subsidence on Bouldin Island and a there's a lot of weight in the launch shaft area. There will need to be more details about flooding and how the land will hold up as the project planning progresses.	Ground improvement would occur at areas on Bouldin Island to strengthen the soils beneath the proposed structures and areas to be filled, including the tunnel shaft site, tunnel segment storage areas, and barge landing.	Andrew Finney	5/27/2020	Responded
7.18	4/22/2020	Cecille Giacoma	When will the biological surveys be completed for Bouldin Island and where will the burrow fill for the tunnel shaft be acquired?	DWR will evaluate biological characteristics of project sites for the selected alternatives as part of the EIR preparation. The proposed tunnel shaft would be constructed from material transported from the tunnel shaft construction site at Glanville Tract.	Andrew Finney	5/27/2020	Responded
7.19	4/22/2020	Cecille Giacoma	Is the team aware that Bouldin Island is -17 feet elevation? The levees on the south side are very fragile.	The subsidence and levee conditions at Bouldin Island have been considered. Ground improvement and levee strengthening on the interior landside of the levees would need to occur prior to construction of a tunnel shaft.	Andrew Finney	5/27/2020	Responded
7.20	4/22/2020	Gil Cosio	The DCA might want to check on the volume of material that will be needed to raise the ground to reach the Tidal Marsh elevation. Likely several million yards of material will be needed. If seven million yards is needed for the forebay, there may not be enough material.	The graphic presented at the April 2020 SEC meeting was developed several years ago for another project. As part of the EIR preparation, DWR will identify necessary mitigation and consider methods (and sites) to implement the mitigation needs.	Gwen Buchholz	5/27/2020	Responded

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7.21	4/22/2020	Anna Swenson	DWR sent out guidelines for their participation with the project and it clearly stated how they intend to participate with the Delta. I do not see how that is possible with the current state. I will email it for the record. There is a specific section talking about how they will engage with the communities and there is no way to legally do what it states. They need to either change their guidelines to say that they will be able to participate with anyone who has computer and internet access.	DWR has acknowledged the need to find creative ways to ensure continued access to public information and participation as it continues important work, and has generated some possible ideas for doing so while also following public health protocols. These ideas are a mix of electronic and non-electronic means, among other strategies. From the blog post: "Public engagement in government-led processes is critical and we need to find ways to enable every member of the community to have access."	Carrie Buckman	5/27/2020	Responded
7.22	4/22/2020	Douglas Hsia	I am also interested in the fish screen because I read that Clifton Forebay has a nonperforming fish screen getting all the smelt. I am more interested in why that cannot be fixed.	The Delta Conveyance Project does not include any improvements to Clifton Court Forebay or the existing fish facilities in the South Delta. The DCP objective is to improve water supply reliability for the State Water Project. The new intake facilities and conveyance system are physically separated from the existing South Delta facilities for this purpose. The existing SWP (and CVP) fish facilities in the South Delta use louvered screening and fish collection systems that behaviorally separate fish from the diverted flow and draw the fish into large collection tanks. These fish are then routinely transported to fish release sites in the western Delta, well away from the South Delta diversion's hydraulic influence. While these systems are not as efficient as new facilities, DWR continues to maintain and improve the fish collection systems so they perform as intended. All fish losses are monitored and mitigated per existing agreements and permitting requirements with the fish agencies. Fish losses due to high predation rates across Clifton Court Forebay, located just upstream of the SWP fish facility, are probably more significant than the facility fish losses. DWR is currently engaged in significant predator removal programs within the CCF to reduce these potential losses. DWR is investigating long term strategies and solutions in the South Delta to reduce these losses, in collaboration with the fish agencies. DWR operates to reduce diversions in the South Delta, when sensitive species are most vulnerable to losses, in accordance with our Incidental Take Permit for Long-Term Operations. DWR is also evaluating long term operational strategies using the DCP diversions to allow flexible water withdraws between North and South Delta facilities to reduce overall fish losses in the Delta. Unlike the South Delta fish facilities~~,~~ the new fish screens proposed for the	Carrie Buckman	5/27/2020	Responded

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7.23	4/22/2020	James Cox	This should be incorporated into the project, not a separate project. It has been delayed and stalled for years. Fishermen have gotten to the point where we don't believe anything that is said about this because there have been so many promises in the past. He urged to keep in mind that Clifton Court is the biggest fish killing location in the Delta. Once fish get in, they do not get out. It really needs to be addressed. There is a project that demands an improvement of habitat, this would be the biggest habitat that could be improved in the Delta.	See response to above comment.	Carrie Buckman	5/27/2020	Responded

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7.24	4/22/2020	Barbara Barrigan-Parrilla	Is that from the fourth climate change analysis? I would strongly urge a comparison be done to the report from the fourth climate change analysis because my concern is not just the combination of sea level rise hurting facility coming up the San Joaquin but storm events coming down the San Joaquin. The two together seem like the perfect storm for catastrophe.	The climate change and sea level rise projections were prepared by DWR based upon the recent published analyses completed by the State of California. The climate change projections for river flows include consideration of changes in hydrologic conditions in the upper watersheds of the Sacramento and San Joaquin rivers. Flood protection of project facilities and operations to address climate change and sea level rise is one of the primary goals of the project team. Climate Change and Sea Level Rise assumptions for design and operations analysis of the Delta Conveyance Project are consistent with the projections that were part of California's 4th Climate Change Assessment. Design of the new facilities will be based extreme sea level rise projection for 2100 along with late century 200-year Climate Change hydrology. DWR is also using the latest available dataset of Global Climate Models (GCMs) to develop future hydrology scenarios. We are using most current science and climate change data for conceptual design with a recognition that Climate Change and Sea Level Rise projections are evolving and further analysis using updated data and tools may be necessary for final design and construction. As part of the water resiliency portfolio approach, State and local efforts will be needed to address levee integrity and general Delta inundation with changing climate and sea level rise.	Gwen Buchholz	5/27/2020	Responded
7.25	4/22/2020	Karen Mann	The only way in and out of Discovery Bay is on the river that this goes right under, and that is an issue.	New map books will be provided for the May 2020 SEC meeting.	Gwen Buchholz	5/27/2020	Responded
7.26	4/22/2020	Karen Mann	The maintenance shaft looks very close to the water treatment plant and sewage plant that serve the residents of Discovery Bay and Byron. That is the only drinking water for as many as 20,000 people.	The proposed Byron Tract Tunnel Maintenance Shaft is located on property to the east of the Discovery Bay community. The water and wastewater facilities that serve Discovery Bay and that are located to the north of State Route 4 are located within the Discovery Bay community. The tunnel shaft construction would include installation of a slurry wall or diaphragm wall around the shaft to isolate the construction site from adjacent groundwater and surface water.	Gwen Buchholz	5/27/2020	Responded

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7.27	4/22/2020	David Gloski	Is there any gateway to the Delta on the I-5, like a visitor's center? That is an idea of what could be done there.	The DCA is in the process of collecting suggestions and ideas on community benefits and site reuse as part of the proposed project. When the DCA has compiled this information, we look forward to discussions with the communities about community benefits including the community's vision for a visitor's center, and how the DCA can be a part of the vision, and avoid duplication of efforts while working with other groups and individuals also interested in a visitor's center for the Delta.	Nazli Parvizi	5/27/2020	Responded
7.28	4/22/2020	Barbara Barrigan-Parrilla	It would be great if there were smaller, satellite centers that could work in conjunction with the centers Mr. Shiedigger is planning. With many entry points to the Delta, there should be many points of access for visiting the Delta. Land cannot be returned to productive agricultural use, and that has to be accounted for in regards to lost revenue and property taxes to the county's tax base. As much of the land as possible should be turned back into habitat that is compatible with the natural Delta. Opportunities for biking and trails with that type of restoration would be a good feature to have at a visitor's center.	The DCA is in the process of collecting suggestions and ideas on community benefits and site reuse as part of the project. When the DCA has compiled this information, we look forward to discussions with the communities about community benefits including the community's vision for a visitor's center and recreational opportunities, and how the DCA can be a part of the vision, and avoid duplication of efforts while working with other groups and individuals also interested in a visitor's center for the Delta.	Nazli Parvizi	5/27/2020	Responded
7.29	4/22/2020	Douglas Hsia	The entry point for the Delta should be Freeport at the Cosumnes.	The DCA is in the process of collecting suggestions and ideas on community benefits as part of the project. When the DCA has compiled this information, we look forward to discussions with the communities about community benefits including the community's vision for a visitor's center and recreational opportunities at several locations throughout the Delta, and how the DCA can be a part of the vision, and avoid duplication of efforts while working with other groups and individuals also interested in a visitor's center for the Delta.	Nazli Parvizi	5/27/2020	Responded
7.30	4/22/2020	Anna Swenson	There should be collaboration with the Delta Protection Commission to ensure any visitor center plan isn't a duplicated effort.	The DCA and DWR have been meeting with the Delta Protection Commission, and will continue to meet with this agency as the project progresses.	Gwen Buchholz	5/27/2020	Responded

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7.31	4/22/2020	Karen Mann	Ken Shiedigger is trying to put a visitor center together at the corner of Hwy. 160 and Hwy. 12. Will the affected property owners get an easement or reimbursement for the land taken for construction and operations?	The DCA and DWR have been meeting with the Delta Protection Commission, and will continue to meet with this agency as the project progresses.	Nazli Parvizi	5/27/2020	Responded
7.32	4/22/2020	Peter Robertson	It is necessary to change how outreach is conducted because it is not possible right now to address large groups. If DCA can provide speakers to small meetings, how quickly can a speaker task force be assembled? What will their availability be? Can they have materials available in both electronic and printed format? A lot of the facilities used up until six weeks ago have now been locked down. It is difficult to find a space where you can have even a small group of people. Even when restrictions are lifted, people will be gun shy about getting together.	As a general rule, any land and/or easements utilized for the Delta Conveyance Project would be acquired by DWR (potentially with the DCA acting as DWR's agent).	Nazli Parvizi	5/27/2020	Responded
7.33	4/22/2020	Cecille Giacoma	It is questionable that the Governor wants DCA to move forward at this time, and a direct order from him is requested.	The DCA team would be happy to work with any interested stakeholder groups who would like presentations of our materials. The DCA will make staff available at mutually suitable times and will follow the latest health and safety guidelines put forth by the state to keep themselves and members of the public safe. In the near future, the DCA can help organize online presentations as needed and move towards in person meetings if/when those are allowed and desired. Materials are always available on our website, printed materials distribution is not guaranteed at this time.	Nazli Parvizi	5/27/2020	Responded

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7.34	4/22/2020	Barbara Barrigan-Parrilla	While DCA is incorporating feedback and once restrictions start to ease, SEC members could participate in self-guided (rather than bus) tours. Walkie-talkies could be used to communicate while maintaining proper social distancing. The visual visits are critically important to think things through, understand the conditions on the ground and go back to groups SEC members work with to envision the best option. Ms. Mallon said at the DCA Board meeting that comments could be taken any time later. Rather than conducting another meeting in one month, consider holding it in maybe six or eight weeks. After SEC members can participate in tours, DCA should provide them 6-7 weeks to safely conduct small group outreach in light of limited capacities and social distancing orders. SEC members will need to be creative in how to get information to the DCA, which can be done, but additional time will be needed.	Please refer to https://covid19.ca.gov/img/Executive-Order-N-33-20.pdf for more information on EXECUTIVE ORDER N-33-20 on the Governor's State of Emergency declaration and Memorandum on Identification of Essential Critical Infrastructure. Please note that Director Nemeth, as the Governor's representative, has directed DWR to continue its work on the Delta Conveyance Project.	Graham Bradner	5/27/2020	Responded
7.35	4/22/2020	Dr. Mel Lytle	Has the DCA been able to determine flood control risk for the proposed site along Twin Cities Rd. and to the west of I-5? In the flood of 1986, the I-5 flooded at that location.	Due to historic floods within and near Glanville Tract, a ring levee would be constructed around the proposed Twin Cities Consolidation Center and other parts of the tunnel launch shaft site during construction. The ring levee would be removed following removal of the construction equipment.	Phil Ryan	5/27/2020	Responded
7.36	4/22/2020	Douglas Hsia	Only intakes 2, 3 and 5 are shown. What happened to intakes 1 and 4?	Due to historic floods within and near Glanville Tract, a ring levee would be constructed around the proposed Twin Cities Consolidation Center and other parts of the tunnel launch shaft site during construction. The ring levee would be removed following removal of the construction equipment.	Graham Bradner	5/27/2020	Responded
7.38	4/22/2020	Michael Moran	How much peat is going to be moved out? How much is going to be put in storage? Why is it being covered up and not being used elsewhere for restoration projects?	Potential modification of traffic corridors will be discussed at the May 2020 SEC meeting to obtain further information.	Graham Bradner	5/27/2020	Responded

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7.39	4/22/2020	Sean Wirth	The situation is that either the local residents are affected, or the wildlife species are affected. Anything to reduce the length of the roads would help, and splitting it would be better than nothing.	Potential modification of traffic corridors will be discussed at the May 2020 SEC meeting to obtain further information.	Jim Lorenzen	5/27/2020	Responded
7.40	4/22/2020	Sean Wirth	I spoke to the Friends of Stone Lakes and the Stone Lakes managers. The north/south road are very environmentally damaging for the refuge. There are birds foraging on both sides of the entire length of that haul road. These roads would dramatically affect the ecosystem services of that preserve for listed species. The Hood-Franklin Road usage is not great but there is already an existing road. Having a dirt tract with lots of use inside the preserve is very damaging. It is already a very constrained refuge with other existing issues, and it would not be good to impact it any further.	The DCA team is still working on the RTM balance to provide adequate soils to tunnel shaft sites, Southern Forebay, and potential mitigation sites to be considered by DWR. The RTM also could be considered for reuse by other entities in the Delta which have not been identified at this time.	Jim Lorenzen	5/27/2020	Responded
7.41	4/22/2020	David Gloski	Where is the RTM going generated by the Bouldin Island Launch Shaft?	The DCA team is still working on the RTM balance to provide adequate soils to tunnel shaft sites, Southern Forebay, and potential mitigation sites to be considered by DWR. The RTM also could be considered for reuse by other entities in the Delta which have not been identified at this time.	Steve Dubnewych	5/27/2020	Responded
7.42	4/22/2020	Anna Swenson	How many Reclamation Districts have signed up to take the RTM?	The DCA team is still working on the RTM balance to determine the volume of RTM that would be available for non-project uses. At this point in time, the DCA team has not contacted reclamation districts to determine the future demand for RTM.	Steve Dubnewych	5/27/2020	Responded
7.43	4/22/2020	Anna Swenson	Perhaps the RTM could be provided to RD's for free.	As currently planned, the surplus soil material could be made available to reclamation districts without charge. However, loading, transporting, logistics, and determination of the suitability of the soil material for the reclamation districts' purposes would be the responsibility of the reclamation districts.	Steve Dubnewych	5/27/2020	Responded

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7.44	4/22/2020	Cecille Giacoma	The ITR stated the RTM was not reusable?	The analysis of the RTM characteristics was not available to the Independent Technical Review (ITR) that reviewed the Tunnel options. The ITR based their comments on their past experiences on other projects that were not located in the Delta. There will be additional work conducted to demonstrate that the RTM can be reused. DCA engineers are confident that the material is appropriate to use for embankments with proper drying of the material and construction with a clay core in the embankment in the same manner as other levees throughout the Delta.	Steve Dubnewych	5/27/2020	Responded
7.45	4/22/2020	James Wallace	The DCA has a high-level of confidence that the RTM will meet specifications for constructing all the embankments, but he is confused because the material is homogenized as it comes out as RTM. Will the material be sorted? Or do you just anticipate the homogenized material will meet spec? I assume this has to be an engineered fill. It says “fine-grain” which has a pretty geotechnical definition. How will the RTM be managed? A lot of it is being used to build some important structures.	The RTM material would be homogenized at the tunnel launch sites and at the construction sites. The embankment material would need to include at least 20 to 30 percent fine material. Based upon current geotechnical information, it appears that the tunnel would be bored in areas that would generate material that would produce appropriate soils. RTM materials that would not meet the embankment design criteria would be placed in a separate location at the RTM storage area.	Steve Dubnewych	5/27/2020	Responded
7.46	4/22/2020	Karen Mann	A major concern regarding emergency medical assistance is that eastern Contra Costa County was reduced from nine fire stations down to one. It is located on Bixler Road. There is no longer a fire station on Bethel Island or in Byron, which is where this is pretty much at. As it is, there is only one engine unit to support all the homes that have been built out on Discovery Bay and Byron area.	The DCA is aware of the limitations of existing first responder agencies throughout the Delta. Emergency response facilities and crews would be required to be provided by the Delta Conveyance Project in accordance with the requirements of California Division of Occupational Safety and Health (Cal/OSHA) at the tunnel launch shaft sites and near the intake sites. DCA would like to work with the communities to identify methods to help supplement community emergency services.	Phil Ryan	5/27/2020	Responded
7.47	4/22/2020	Karen Mann	If the water goes over the freeboard and into the river, would the water level then increase and be dispersed to the north and the south?	As proposed, the Southern Forebay would include an Emergency Spillway in accordance with the Division of Safety of Dams requirements in case the water levels rise above the freeboard elevation (probably due to extensive rainfall at the Southern Forebay). The water would flow through the bypass into Italian Slough where the water would flow into Old River and the Delta.	Phil Ryan	5/27/2020	Responded

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7.48	4/22/2020	Karen Mann	Would this occasion hypothetically would happen more towards the wintertime, summertime, or spring? The reason is because many, maybe 4,000 homes are actually waterfront sites and when the dams were released about 10 years ago, they all experienced incredible flooding in their homes. So, is this something they will need to be aware of for their own personal homes and businesses?	The Southern Forebay emergency spillway would be designed for flows that would occur when the forebay would be full with excessive rainfall on the forebay water surface with the unlikely occurrence of a malfunction of controls such as failure of fail safe devices, power outages, and/or gate malfunctions that would not reduce flows from the intakes. Although these conditions are highly unlikely to occur, the emergency spillway must be designed to consider these potentially rare events which could release up to 6,000 cubic feet/second into Italian Slough with flows into Old River and other south Delta channels. However, without the emergency spillway to control releases of overflows under this highly unlikely event. The overtopping and loss of the embankment cause flooding of Byron Tract and surrounding areas.	Phil Ryan	5/27/2020	Responded
7.49	4/22/2020	Karen Mann	The odds of this flooding our properties are becoming more likely.	The Southern Forebay emergency spillway would be designed for flows that would occur when the forebay would be full with excessive rainfall on the forebay water surface with the unlikely occurrence of a malfunction of controls such as failure of fail safe devices, power outages, and/or gate malfunctions that would not reduce flows from the intakes. Although these conditions are highly unlikely to occur, the emergency spillway must be designed to consider these potentially rare events which could release up to 6,000 cubic feet/second into Italian Slough with flows into Old River and other south Delta channels. However, without the emergency spillway to control releases of overflows under this highly unlikely event. The overtopping and loss of the embankment cause flooding of Byron Tract and surrounding areas.	Phil Ryan	5/27/2020	Responded
7.50	4/22/2020	Anna Swenson	What will be the ongoing noise from the operation on the surrounding communities? I would like to see a map in detail of what the houses would look like and where they are in relation to this.	Regarding work in the Southern Complex Area discussed at the April 22 SEC Meeting: Noise should be minimal from the facilities to the nearby homes at most construction sites. DWR will analyze potential for noise effects at sensitive receptors during construction and operations as part of preparation of the EIR.	Phil Ryan	5/27/2020	Responded

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7.51	4/22/2020	Anna Swenson	Why would the tunnel ever need to be dewatered? What scenario would make that relevant?	The tunnel would need to be dewatered for inspection on a periodic basis. The inspection interval has not been determined. However, inspection once every 10 years could occur. To dewater the tunnel, water would pumped at the Pumping Plant and discharged into the forebay in a manner similar to normal operations.	Phil Ryan	5/27/2020	Responded
7.52	4/22/2020	Cecille Giacoma	Are the trucks hauling borrow fill are included in the truck traffic graphic?	Most of the RTM and soil material would be moved to the Southern Forebay by rail. Trucks would be used to move this material between tunnel shaft locations and other construction sites. The projected truck trips are being developed and will be discussed further at the May 2020 SEC meeting.	Jim Lorenzen	5/27/2020	Responded
7.53	4/22/2020	David Gloski	I'm glad to see Italian Slough will be utilized. Would like to promote this as a dual benefit facility. With the issues going on with algae and health with the water down in the South Delta, there is a benefit to be able to take some of this water and flush it back into the Delta during times when there are problems. Have you thought about other plumbing? There might be other options than over a spillway. Could there be a flow control device needed on one of the forebays into Italian Slough? Asked Carrie if there are plans to look at this as part of the CEQA process.	The Emergency Spillway into Italian Slough would only be used for an extremely rare emergency situation. Currently, there are no plans to discharge flows from the Southern Forebay into Italian Slough or other surface waters. DWR will be analyzing the effects to water quality (including algae) as part of the preparation of the EIR. At that time, they will assess the potential mitigation measures, including an option to use water from the forebay to improve quality in the south Delta.	Carrie Buckman	5/27/2020	Responded

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7.54	4/22/2020	Barbara Barrigan-Parrilla	In WaterFix, it was estimated that the existing pumps would be used without tunnel operation 52% of the time. Isn't this the time to go back to Cal Fed and fix the fish screens for when the existing pumps are used? It seems like it should be engineered in because there is so much opportunity there to improve that set of conditions at the same time for fisheries. Does that mean it would be incorporated into construction at this time or would it be run separately?	The Delta Conveyance Project does not include any improvements to Clifton Court Forebay or the existing fish facilities in the South Delta. The DCP objective is to improve water supply reliability for the State Water Project. The new intake facilities and conveyance system are physically separated from the existing South Delta facilities for this purpose. The existing SWP (and CVP) fish facilities in the South Delta use louvered screening and fish collection systems that behaviorally separate fish from the diverted flow and draw the fish into large collection tanks. These fish are then routinely transported to fish release sites in the western Delta, well away from the South Delta diversion's hydraulic influence. While these systems are not as efficient as new facilities, DWR continues to maintain and improve the fish collection systems so they perform as intended. All fish losses are monitored and mitigated per existing agreements and permitting requirements with the fish agencies. Fish losses due to high predation rates across Clifton Court Forebay, located just upstream of the SWP fish facility, are probably more significant than the facility fish losses. DWR is currently engaged in significant predator removal programs within the CCF to reduce these potential losses. DWR is investigating long term strategies and solutions in the South Delta to reduce these losses, in collaboration with the fish agencies. DWR operates to reduce diversions in the South Delta, when sensitive species are most vulnerable to losses, in accordance with our Incidental Take Permit for Long-Term Operations. DWR is also evaluating long term operational strategies using the DCP diversions to allow flexible water withdraws between North and South Delta facilities to reduce overall fish losses in the Delta. Unlike the South Delta fish facilities, the new fish screens proposed for the	Carrie Buckman	5/27/2020	Responded
7.56	4/23/2020	Barbara Barrigan-Parrilla	Air quality: We need to see some strong documentation that shows that we are moving to electric construction equipment etc. to eliminate the diesel emissions. And will air quality impacts require green planting around the community of Byron for air filtration? Indoor air monitors and extra air filtration equipment for area schools?	The DCA has identified the current availability of electric equipment, hybrid diesel construction equipment and transit trucks, compressed natural gas trucks and other equipment, Tier 4 construction equipment and transit trucks, Tier 4 locomotives, and hybrid and electric vehicles to move employees and materials between sites. It is anticipated that over the next 15 years as the project is designed and constructed, the availability of electric and hybrid equipment and vehicles will increase including for tugboats. The EIR will analyze potential changes in air quality and identify potential mitigation measures to reduce significant adverse impacts.	Gwen Buchholz	5/27/2020	Responded

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7.57	4/23/2020	Barbara Barrigan-Parrilla	I am guessing that the truck trips, railroad deliveries etc to this significant construction zone are coming from the Port of Stockton. I believe the area from the Port of Stockton to Clifton Court needs to be treated as an air pollution corridor during construction. Air filtration, green plantings around schools and houses, indoor air monitors, noise barriers for schools need to be targeted around Boggs Trac, Conway Homes, Weston Ranch, and other areas in South Stockton adjacent to this traffic corridor. South Stockton is one of the most tree barren areas in the State, temperatures from climate change in the summer are already 10 degrees higher than in North Stockton, death rates fall 18 years younger in age, and this area experiences the 4th highest rate of asthma in the country. Truck traffic, needed Port expansion, concrete batching, train and barge traffic, will make these conditions all worse. Can mitigation include a major tree planting effort within these communities and funding for local NGOs to hire local workers to do the planting and tree maintenance? We need to transform these communities into green corridors during construction to offset impacts. The goal should be to leave the community better than you found it.	As part of the EIR preparation, DWR will analyze potential changes in air quality due to implementation of the alternatives and identify potential mitigation measures to reduce significant adverse impacts, including public health impacts. The air quality analysis will be conducted for each construction site and within each air basin. Potential air quality considerations will be discussed at future SEC meetings.	Gwen Buchholz	5/27/2020	Responded
7.58	4/23/2020	Barbara Barrigan-Parrilla	We have difficulties in the Iron Triangle, center of railroad traffic in South Stockton presently. It is an overly crowded train traffic area, and we have problems with trains idling engines for long periods of time. We need the power of the State of California and the DCA to improve this situation with construction so that idling/air pollution is reduced at that site as well.		Gwen Buchholz	5/27/2020	For Future Discussion

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7.59	4/23/2020	Barbara Barrigan-Parrilla	For the Port of Stockton, if the DCA is going to use electric barges etc., we need to work together to push the Port to being a clean Port. We need the jobs in SJ County, and many fine people are part of Port leadership. They are community oriented, but they do things oddly, like not publish or notify the public about EIRs for Port expansion. If this project comes to pass, community benefits to offset construction impacts should focus on modernizing the Port of Stockton and making it a model, clean Port. I will again address Port concerns with this project when I discuss water quality and HABs in a later point.		Gwen Buchholz	5/27/2020	For Future Discussion
7.60	4/23/2020	Barbara Barrigan-Parrilla	There are studies of the impact of blowing peat soils on communities of color and lung disese in South Stockton from the mid-20th century. Blowing peat causes lung disease and soils with Chromium 6 are a double threat. I know in a prior meeting Kathryn, you said, that we should assume that you will follow best practices. What would be helpful would be a good description of what containment looks like. Explain it to us -- the plans for that -- so that we can train groups to be active citizen monitors. The project could very well outlive some of us. Let's make sure that Delta residents can watch and know that things are being done right, and can report properly and factually if things go wrong. The more the public knows the better. This has been a big lesson of COVID19. More information alleviates fear because the public can monitor what is happening in a factual way.	Excavated peat soils would be placed in previously excavated holes on the construction site and covered with non-peat soil material present on the construction site, including RTM or topsoil. This method would reduce greenhouse gas emissions from the peat soils and minimize the peat dust from leaving the construction site.	Gwen Buchholz	5/27/2020	Responded

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7.61	4/23/2020	Barbara Barrigan-Parrilla	Neighbors -- There are some longtime farming families living on each side of the proposed South Delta pumping operations. I cannot imagine how any of them could handle living and farming anywhere around that construction zone, even if they are on the opposite side of the proposed construction sites. Please work with care with them. Do right by them. All the air quality comments above apply to them, as they are mostly elderly people,and need protection as well. Also will their water wells for home and farming operations be dewatered? How will you take care of their water needs?	Use of construction methods to reduce dust from leaving the construction site would be implemented at all construction areas. Slurry walls or diaphragm walls would be constructed at the intake, tunnel shaft, pumping plant, and forebay construction sites prior to major excavations to isolate the construction site from the adjacent surface water and groundwater. These methods would protect wells used by homes and farming operations during dewatering activities. Groundwater and surface water monitoring also would occur.	Gwen Buchholz	5/27/2020	Responded

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7.62	4/23/2020	Barbara Barrigan-Parrilla	The existing South Delta pumping area was built on top of a Yokuts village. Testimony by tribal experts as part of the CWIN case at the SWRCB for WaterFix covered how they return to this area for native plants that are part of cultural practices to this day. I have heard criticism from some of our tribal reps at recent meetings about the consultation process with DWR. While RTD cannot speak for tribes, we have great empathy for their historical losses in California and advocate for protection of their cultural practices and protection of the natural world on their behalf. If this project advances, please do not just disregard these concerns. Are there ways for these native plants to be moved, replanted and protected? Is there a way to honor their history and culture near new facilities? I don't think such offers make up for the losses endured -- in a way my white person suggestion feels like offering a Disneyland version, or whitewashing, of nature in place of real nature. However, somehow, something needs to happen to recognize the true history, the loss, and reconciliation/inclusion of California tribes if this project moves forward so they can gain strength spiritually, culturally, and economically in California. What would water reparations look like for the water rights to the Delta that they were stripped of by the genocide? This is between you and the tribes, but how this is handled can either show real generosity of spirit from the water contractors and the State of California, or not. Again, we believe that the most impacted parties must somehow see benefits. We see tribes as the most impacted parties historically.	DWR is engaging with tribes through consultation under AB 52 and DWR's Tribal Engagement Policy. To initiate this process, DWR reached out through letters and emails to 121 tribes throughout the study area. DWR has reached out to all tribes that responded. Due to the COVID-19 public health situation, some tribes want to delay discussions regarding this project. DWR has met virtually with interested tribes, and communicated with remaining tribes that they will be available to meet when the tribe is ready. DWR will work with these tribes to identify potential effects to tribal cultural resources and consider potential mitigation measures.	Carrie Buckman	5/27/2020	Responded

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7.63	4/23/2020	Barbara Barrigan-Parrilla	Part A. How much total electricity will be used for operations at the new South Delta Pumping Facilities? Current pumping requires roughly 15% of the state's electricity (somewhere around there, I would have to dig for the exact number). Are we looking at solar operations to reduce energy use? Part B. One of our critiques of WaterFix and other state plans is that energy/greenhouse mitigation is too often based on buying credits elsewhere in the world. This means we live with construction, water, and air pollution impacts without receiving the benefits of mitigation. If electricity consumption is going to remain the same or increase from new pumping operations, can mitigation in energy consumption be directed toward the Delta environmental justice communities? For instance, how many low income Stockton, Iselton, Antioch, North Delta residents can be provided with solar panels/systems to mitigate a set percentage of decrease in energy consumption? Or can struggling cities and towns, and school districts be the beneficiary of provided solar systems as well to offset increases or lack of reduction in energy use. We would really like to see a switch where community benefits mitigate pollution and climate change impacts related to creation of the project within the Delta first. The project is Delta-centric; make the offsets into community benefits; and make them Delta-centric. The people who live with the impacts should receive the lion's share of benefits.		Part A. Jacqueline Todak; Part B. Carrie Buckman		For Future Discussion

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7.64	4/23/2020	Barbara Barrigan-Parrilla	Carrie, you said that you would apply the 4th Climate Change analysis to flood protection analysis of the new South Delta facilities. Our concern is not just sea level rise, but storm surge, along with SJ River inundation. This is one of our primary concerns regarding Delta management with or without the tunnel. French Camp slough and the SJ River is the site of the greatest potential for overtopping, and area adjacent to the large Conway Homes public housing community, but everything downstream from that point is at risk, including new Delta pumping facilities. I am glad to hear that you are using sea level rise data for the year 2100. Phil had told me 200-year Army Corps standards at a prior meeting without mentioning this additional standard. Comparing it to DWR's own analysis is essential. Share the answer with us. And please, please, please update design to match flood analysis with climate change modeling up until the time construction begins. You need to be constant consumers of climate change literature and adjust levee protection accordingly. You cannot rely on data from 2010. It seems to me to be a very expensive project for roughly a 50 year life-span. While we may not support the project as the best solution for water management with climate change, we also don't want it to fail if it goes forward. Failure with climate change is not an option. Failure will result in deaths and catastrophic economic loss in our region and for water supply for others. Our sincere critique here is for you all to be nimble and to get it right.	DWR is using the future projections of San Joaquin River inflow (and 10.2 feet of sea level rise) as part of the modeling effort to identify flood levels that must be considered within the new facilities design. Please see earlier comment response regarding the 4th Climate Change Analysis.	Carrie Buckman	5/27/2020	Responded

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7.65	4/23/2020	Barbara Barrigan-Parrilla	HABs -- I am writing these comments while watching the CA Water Boards' Region V workshop on HABs. Restore the Delta is pursuing funding to become a HABs testing and tracking site with an emphasis on citizen science conducted by area youth. Our goal is to provide lots of data so that we and the Water Boards can understand how HABs are proliferating and work toward elimination of causes. I am particularly concerned about how South Delta Facility construction could increase HABs proliferation? We have seen increased HABs incidents related to barrier installation during the drought around Bradford Island. What are plans for HABS mitigation during South Delta Facility construction? Are floating wetlands a possibility to absorb nutrient loads released during dredging and construction in surrounding rivers and sloughs?	DWR will analyze changes in water quality due to implementation of the alternatives in the EIR, including construction-related water quality concerns.	Gwen Buchholz	5/27/2020	Responded
7.66	4/23/2020	Barbara Barrigan-Parrilla	Opportunities for restoring Mormon Slough with flows off of the Stockton East diverting canal -- similar to the Truckee Creek in Reno. Such flows could help to recirculate water into the Stockton waterfront and reduce HABs. The restoration of Mormon Slough would be a new source of water and riparian restoration. It could also work as an urban renewal program for South Stockton, providing new recreation opportunities, tree planting, and urban walkways. (A San Antonio/Reno river walkway with pocket parks to honor the cultural history of the Delta).	DWR will be analyzing the effects to water quality (including HABs) as part of the preparation of the EIR. At that time, they will assess the potential mitigation measures, including opportunities at Mormon Slough.	Carrie Buckman	5/27/2020	Responded
7.67	4/23/2020	Barbara Barrigan-Parrilla	Increased aeration systems installed by the Port of Stockton, State, and local government entities around the Stockton waterfront and near marinas across the South Delta. We also believe that we need in addition to a pipe for the Stockton drinking water plant, some small pipes of water to get freshwater into the Stockton waterfront to prevent HABs.	DWR will be analyzing the effects to water quality and water supply as part of the preparation of the EIR. At that time, they will assess the potential mitigation measures.	Gwen Buchholz	5/27/2020	Responded

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7.68	4/23/2020	Barbara Barrigan-Parrilla	An aggressive state effort to reduce nitrate loads by the Port, upstream dischargers, and local industry so as to reduce HABs proliferation.	DWR will be analyzing the effects to water quality as part of the preparation of the EIR. At that time, they will assess the potential mitigation measures.	Gwen Buchholz	5/27/2020	Responded
7.69	4/23/2020	Barbara Barrigan-Parrilla	Fish screens. I asked my question about the installation of new fish screens for exiting pumps that will be used maybe half the time with the new tunnel facility. Carrie, DWR maintains it is a separate project. This is not right. If we are rebuilding the South Delta facility, let's fix all of its elements. Not doing so would be akin to remodeling a new home and failing to replace the failing electrical system because it is a "separate" project. Frankly, we have given up on the idea at RTD that beneficiaries will ever pay for screen replacement on existing pumps. We would support state financing of such a repair and would work to bring the public along to supporting that idea. In a post-Covid world, it would be a waste of a good opportunity to do the job the right way and reduce the kill of endangered fish.	The Delta Conveyance Project does not include any improvements to Clifton Court Forebay or the existing fish facilities in the South Delta. The DCP objective is to improve water supply reliability for the State Water Project. The new intake facilities and conveyance system are physically separated from the existing South Delta facilities for this purpose. The existing SWP (and CVP) fish facilities in the South Delta use louvered screening and fish collection systems that behaviorally separate fish from the diverted flow and draw the fish into large collection tanks. These fish are then routinely transported to fish release sites in the western Delta, well away from the South Delta diversion's hydraulic influence. While these systems are not as efficient as new facilities, DWR continues to maintain and improve the fish collection systems so they perform as intended. All fish losses are monitored and mitigated per existing agreements and permitting requirements with the fish agencies. Fish losses due to high predation rates across Clifton Court Forebay, located just upstream of the SWP fish facility, are probably more significant than the facility fish losses. DWR is currently engaged in significant predator removal programs within the CCF to reduce these potential losses. DWR is investigating long term strategies and solutions in the South Delta to reduce these losses, in collaboration with the fish agencies. DWR operates to reduce diversions in the South Delta, when sensitive species are most vulnerable to losses, in accordance with our Incidental Take Permit for Long-Term Operations. DWR is also evaluating long term operational strategies using the DCP diversions to allow flexible water withdraws between North and South Delta facilities to reduce overall fish losses in the Delta. Unlike the South Delta fish facilities~~ the new fish screens proposed for the	Carrie Buckman	5/27/2020	Responded

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7.70	4/23/2020	Barbara Barrigan-Parrilla	Restore the Delta seeks to create a citizen science program that will move youth from some of our more challenged communities into becoming water scientists, engineers, historians, advocates etc via HABs monitoring and testing. Other groups we work with are developing citizen science and employment opportunities around climate change mitigation and air quality monitoring and mitigation. We want to see workforce development for all the tunnel activity between the Port of Stockton and Clifton Court Forebay to include green jobs for environmental justice communities for mitigation, not just construction. While temporary construction jobs are helpful, they are temporary and do not negate poor environmental outcomes that exist presently on the ground. We would like to see such a strategy around all points of construction for the tunnel -- pulling residents from Isleton, Walnut Grove and Antioch to share in job development opportunities near their communities. Again, to fully offset construction impacts from 23 years of tunnel construction, the goal should be to leave challenged communities better off than you found them. That would build equity into the State Water Project.	The DCA is interested in methods to include local residents in the project implementation. Additionally, DWR is working on outreach related to ideas about Environmental Justice concepts to incorporate in the EIR, and these ideas will be helpful for that effort.	Carrie Buckman	5/27/2020	Responded

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7.71	4/23/2020	Barbara Barrigan-Parrilla	Yesterday, we asked several times what was the deadline we had to meet, and a process outline had been provided at one of the recent DCA meetings also covering a timing outline. Kern County Water Agency, however, is using a different outline which I have attached. Kern also reported that, "The DCA delivered its "footprint" for engineering to DWR on April 1, 2020. The "footprint" for engineering serves as the starting point for the environmental analysis necessary for the EIR." So what does it mean that we are still offering input. What is the footprint if it is predetermined? Isn't that what we are working on? What does our work on siting really mean? And how does the SEC fold into this timeline? While I would prefer an answer relatively soon, can you also please explain this at next month's meeting? Committee members should be aware of where the process is really at.	Thank you for your follow-up on the schedule. I was hoping we would get to talk about it on Wednesday, but we didn't have a chance to focus on this topic. I've tried to provide more detailed information about the schedule here. As we've discussed during SEC meetings, DWR was directed by the Governor to start the planning and environmental review process for a proposal for a single tunnel Delta conveyance project with an overall schedule goal of completing the environmental review within 2-3 years. DCA is working under DWR's direction pursuant to the Joint Exercise of Powers Act Agreement (JEPA). Based on this direction, the DCA is developing "Engineering Project Reports" that document the preliminary design work on the alternatives to support DWR's environmental review. In parallel to the development of this information, the DCA organized the SEC to get input regarding specific design and construction activities from Delta stakeholders. During January's SEC meeting, Kathryn Mallon indicated that drafts of the Engineering Project Reports would be delivered to DWR in July. As a part of this, the DCA and DWR planned a two-month period for review and revision of the drafts of the reports, with the final reports originally expected in September. Based on the delay in scoping, we will be delayed in providing the DCA with additional alternatives to work on. I am hoping that we will still be able to have the final product in September, but the draft deadline in July will likely slip. Consistent with the schedule outlined at the November SEC meeting, in early April, the DCA gave DWR initial engineering information on the proposed project to help begin its review. This information is consistent with the material that the DCA has been sharing with the SEC. At the same time the SEC is reviewing this information DWR's engineering and	Carrie Buckman	5/27/2020	Responded

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7.72	5/8/2020	Jim Cox	At the last stakeholders committee meeting the southern facilities were discussed Many questions were asked regarding Clifton Ct. facility and changes to be made there. The answer was far from sufficient. We were told that Clifton Ct. would be a separate project. Why a separate project? As the fishing representative on the committee I find that answer totally unacceptable. To the fisherman of the delta this sounds just like what we have heard before. Twenty five years ago water contractors committed to installing "state of the art screens" on Clifton Ct...it never happened. Those same water contractors did get the additional water they wanted! There is not a single wildlife professional that does not agree that Clifton Ct. is the worst "hot spot" in the delta for fish mortality. The annual fish loss totals in the millions. With the loss of those spawning fish to the fishery the future losses go into the billions. The Delta Improvement act of 2009 called for the co-equal goals of water reliability, and delta habitat restoration. Chapter 2, section 85020, line c, (c) Restore the Delta ecosystem, including its fisheries and wildlife, as the heart of a healthy estuary and wetland ecosystem. To the fisherman of the delta this is the critical part of this act. Yet we have heard nothing about habitat improvement. When we were told this is a separate project, I ask by whom. Is this a DWR project? Or is this being done by some one else, and if so who?	DWR's project objectives for the Delta Conveyance Project include adding operational flexibility to the State Water Project to improve operations for aquatic species, but unlike past efforts (like the Bay-Delta Conservation Plan), they do not include a specific objective to restore habitat. DWR has many other efforts (such as EcoRestore) that are focused on habitat restoration. In addition, as a part of the DCP impact assessment, DWR expects that habitat restoration will likely be proposed to mitigate potential impacts to certain biological resources.	Carrie Buckman	5/27/2020	Responded
7.73	2/13/2020	James Sarmiento	Requesting GIS Shapefiles for the Drive Shaft Siting Study.	The drive shaft siting studies are still being finalized. The final GIS files can be provided.	Graham Bradner	5/27/2020	Responded
7.74	5/12/2020	Douglas Hsia	Re Glanville Tract Launch Shaft: I would like to share with you one of my constituent coming up with the idea of using Dierssen Rd as the haul road plus added facilities to minimize disruption to the existing road. The difference between his and DCA's plan is the freeway interchange. Having the interchange connected from Dierssen Rd would cause less disruption to the Twin Cities Road. The constituent's family has a long farming history in the Delta.	The potential for haul roads with and without new interchanges is being considered for Hood-Franklin Road, Dierssen Road, Lambert Road, and Twin Cities Road. The selection of haul roads will be discussed in more detail at the May 2020 SEC.	Jim Lorenzen	5/27/2020	Responded

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8.01	5/21/2020	Lindsey Liebig	Concerned about the topics that arise in the SEC meetings as being narrow and limited where they can't explore at a greater compacity and would like more open Q&A discussions.	We are happy to work with the Stakeholder Engagement Committee to create space for more reflection and more time for Questions/Answers if that is something the Stakeholder Engagement Committee feels is missing.	Nazli Parvizi	6/24/2020	Responded
8.02	5/21/2020	Lindsey Liebig	Biggest concern is the potential loss of permanent crops such as orchards and vineyards and the way this will affect the agricultural economy.	We will be working with Stakeholder Engagement Committee Member Liebig to reach out to the agricultural community to further discuss issues around reuse of agricultural land.	Nazli Parvizi	6/24/2020	Responded
8.03	5/21/2020	Karen Mann	Emphasized that the Central Corridor route is not a preferred option. It was noted that the Independent Technical Review (ITR) team hired by the DCA said that the Central Corridor was not feasible and that there are no benefits to the East Contra Costa County. This route will affect the wells, the Sandhill cranes, and will go through the a heavily used recreation area and the National Heritage area.	The December ITR stated that compared to the Eastern Corridor, the Central Corridor more impractical due to limited accessibility of the tunnel shaft sites using existing roads. The Shaft Siting Analyses presented at the February 12 and February 26, 2020 Stakeholder Engagement Committee meetings indicated that potential tunnel shaft sites along the Central Corridor were determined to have a higher potential for conflicts with wells and Greater Sandhill Cranes habitat than the Eastern Corridor. Water-based recreational opportunities presented at the February 26, 2020 Stakeholder Engagement Committee meeting indicated similar occurrences along the Central and Eastern corridors. This information was only at a screening level; DWR will complete an assessment of potential impacts within the Environmental Impact Report.	Gwen Buchholz	6/24/2020	Responded
8.04	5/21/2020	Karen Mann	Concerned about the layout of the Byron maintenance shaft being within only 1000 feet of residences.	The currently proposed Byron Tract Tunnel Maintenance Shaft would be over 4,100 feet (0.75 miles) from the eastern boundary of Discovery Bay development. The tunnel crosses under State Route 4 at approximately 120 feet below the ground surface and about 750 feet from the southeastern corner of Discovery Bay development.	Gwen Buchholz	6/24/2020	Responded

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8.05	5/27/2020	Angelica Whaley	As part of the CEQA process, is a current traffic study being conducted using data that is more recent than 2018?	We used data from Caltrans' Freeway Performance Monitoring System (PeMS). PeMS has imbedded loops that continuously collect information that helps their traffic management center react to different instances on the road, so that is quite recent. For other places, we have updated the traffic counts done in previous years to current (pre-COVID) volumes using the growth projections from Sacramento Area Council of Governments (SACOG) and San Joaquin Council of Governments (SJCOG). We did anticipate there would be some growth, and again used the regional traffic models to forecast this growth. We noted some anomalies, such as some of the traffic before the recession was actually higher than more recently. But in any case we are using the best available data. The 2018 data considered by our analysis was based on data published in the 2019 report, which is the most recent SJCOG congested management program's Monitoring and Performance Report.	Carrie Buckman	6/24/2020	Responded
8.06	5/27/2020	Angelica Whaley	Has there been an analysis of the agricultural traffic separate from day to day traffic along the Delta?	The original plan was to do traffic counts for certain locations at 4 different times during the year in order to get the seasonal differences. It's not currently advisable given current traffic patterns. If ithis changes, I recommend doing that. We do have information for the Caltrans facilities from their embedded loops that are continuously collecting information. We can compare data from different months to get some information on seasonality.	Carrie Buckman	6/24/2020	Responded

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8.07	5/27/2020	Angelica Whaley	Grape harvesting trucks take up the whole road.	The original plan was to do traffic counts for certain locations at 4 different times during the year in order to get the seasonal differences. It's not currently advisable given current traffic patterns. If this changes, I recommend doing that. We do have information for the Caltrans facilities from their embedded loops that are continuously collecting information. We can compare data from different months to get some information on seasonality.	Neil Paynter	6/24/2020	Responded
8.08	5/27/2020	Anna Swenson	Clarify the statement "DWR is not subject to local regulations." 6-ft shoulder going through Stones Lake is worrisome because it will take up valuable habitat with big trucks. Since new census surveys were just filled out, does this mean you will be using old census information? Caltrans isn't the best model about how to approach traffic in the Delta as they can share inaccuracies with road closures and signage. They are not the best model for signage or communication.	DWR is a state agency, so as a general rule it is not subject to local regulation. Regarding Stone Lake and the bike lane, it is just one of three alternative paths to get between Interstate 5 and the potential haul roads to the intakes, including 1) Hood-Franklin Rd, 2) Lambert Road, and 3) Twin Cities Road. All three routes have low volumes of traffic compared to their capacities and so could accommodate project traffic while maintaining the target LOS. The choice of route(s) can be made using non-traffic criteria, or a combination of routes could be used. The U.S. Census is done once every 10 years; however, the American Community Survey is completed more frequently and was used in the current analysis. We did not base our approach on Caltrans' methodology, although they use a very similar methodology for forecasting because it is industry best practice. We also did not take our traffic standards from Caltrans, though again there are similarities in standard traffic engineering practice. We did use data from Caltrans. Caltrans has imbedded loops that continuously collect information that helps their traffic management center react to different instances on the road. That information is available and that is the information received from Caltrans.	Don Hubbard	6/24/2020	Responded

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8.09	5/27/2020	Cecilia Giacoma	Concern with data from 2018 because traffic has increased extremely each year. Is there 2019 data that you can access from Caltrans?	We used data from Caltrans' Freeway Performance Monitoring System (PeMS). PeMS has imbedded loops that continuously collect information that helps their traffic management center react to different instances on the road, so that is quite recent. For other places, we have updated the traffic counts done in previous years to current (pre-COVID) volumes using the growth projections from SACOG and SJCOG. We did anticipate there would be some growth, and again used the regional traffic models to forecast this growth. We noted some anomalies, such as some of the traffic before the recession was actually higher than more recently. But in any case we are using the best available data. The 2018 data considered by our analysis was based on data published in the 2019 report, which is the most recent SJCOG congested management program's Monitoring and Performance Report.	Don Hubbard	6/24/2020	Responded
8.10	5/27/2020	Lindsey Liebig	Regardless of COVID, agricultural traffic will be the same with the same capacity and you should be able to do those studies calculated appropriately because there is no impact to agriculture right now and work is at the same speed. This is important because there is concern about grade trucks which can be looked at easily. Caltrans can be difficult to work with.	Based on the prior WaterFix project, we anticipate that seasonality may be an area of interest. We therefore planned to count the same locations at different times of the year to learn more about that. Hopefully when traffic patterns more closely reflect normal conditions, we can do that. We do have information for the Caltrans facilities from their embedded loops that are continuously collecting information. We can compare data from different months to get some information on seasonality.	Carrie Buckman	6/24/2020	Responded
8.11	5/27/2020	Karen Mann	Noticed that San Joaquin County and Sacramento County data were used. Why wasn't Eastern Contra Costa County data used? They have good data to look at for Highway 4. Contra Costa County is going to be adversely affected significantly, we are in the DNF category on your charts.	We did look at a number of other studies with data from other counties; for example, a study on improvements to Byron Highway. But for the purposes of this presentation we wanted to focus on San Joaquin and Sacramento counties. In doing so we found that the situations in the north, middle, and south areas are all quite different. The south area, which is the focus of this question, definitely has existing traffic conditions that are challenging and that accounted for in the analysis.	Don Hubbard	6/24/2020	Responded

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8.12	5/27/2020	Karen Mann	On Highway 4 there are 3 bridges between Stockton and Discovery Bay and a proposed maintenance shaft Semi trucks take two lanes to get on bridge because it is narrow. How do you work around old bridges with no shoulder and how are you going to go about historical bridges?	At this time, it is anticipated that most construction material would be transported from Interstate 5 in a westward direction, and, depending on the alignment selected, may not need to cross some of the State Route 4 bridges. On State Route 12, the Central Alignment would include trucks from Interstate 5 over the Little Potato Slough Bridge.We are considering the best approach for that location.	Don Hubbard	6/24/2020	Responded
8.13	5/27/2020	Karen Mann	On Byron Highway there is agricultural and school traffic.	Byron Highway is heavily congested and has a LOS F in the peak commute periods and LOS E in the mid-day off-peak period. These high traffic patterns would interfere with the transport of construction materials to and from the Southern Forebay Complex. We are looking at different strategies to minimize or eliminate project travel on that road, including direct rail access, to reduce the volume of construction trucks during some periods of the project, including during the beginning of the project when fill material would be moved from the south portion of the Southern Forebay complex to the northern portion of the Southern Forebay. These truck traffic could not be moved by rail; however, these trucks could be moved at night or by conveyor belts or bridges over Byron Highway.	Don Hubbard	6/24/2020	Responded
8.14	5/27/2020	Karen Mann	On the Highway 4 route, how about access for emergency equipment since lanes are old and narrow? There's been existing issues with blocked traffic.	We did not base our approach on Caltrans' methodology, although they use a very similar methodology for forecasting because it is industry best practice. We also did not take our traffic standards from Caltrans, though again there are similarities in standard traffic engineering practice. We did use data from Caltrans. Caltrans has imbedded loops that continuously collect information that helps their traffic management center react to different instances on the road. That information is available and that is the information received from Caltrans.	Don Hubbard	6/24/2020	Responded

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8.15	5/27/2020	Dr. Mel Lytle	Is there an actual quantity of truck traffic that has been proposed?	The powerpoint file provided for the May 2020 Stakeholder Engagement Committee meeting included histograms showing the currently proposed truck volumes to separate construction sites by month.	Don Hubbard	6/24/2020	Responded
8.16	5/27/2020	Jim Wallace	Althought CEQA doesn't require projects to use level of service, surely that can't be the ONLY factor?	Per SB 743, upon the adoption of the revised CEQA guidelines, which occurred in December 2018, automobile delay (like LOS) can no longer be used for determining impacts under CEQA. Agencies must use some other metric that matches the three goals in SB 743, namely reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Most state agencies have chosen to use vehicle miles of travel (VMT). Level of service is not going away, since it can still be used for general plan conformity and impact fees, but it will not be used for CEQA. We used LOS for this planning study because we know that it represents local traffic conditions which are important to both Delta communities and to the project. DWR has indicated that it is planning to include LOS information within the Environmental Impact Report to provide additional information, but it will not be the basis for determining significance.	Carrie Buckman	6/24/2020	Responded
8.17	5/27/2020	Douglas Hsia	2 weeks ago, provided suggestion to widen Diersson Road; is this under your consideration?	After the May 2020 Stakeholder Engagement Committee meeting, we adjusted shaft locations to avoid any improvements at the Dierssen Road overpass at Interstate 5.	Don Hubbard	6/24/2020	Responded

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8.18	5/27/2020	Cecilia Giacoma	It's important that Contra Costa County data is included in this information.	Contra Costa County information was included in the analysis presented at the May 2020 Stakeholder Engagement Committee meeting. The powerpoint file presented at the meeting included information for Contra Costa County related to State Route 4 and Byron Highway, and focused on southwestern Sacramento County and western San Joaquin County where nost of the construction traffic would occur.	Don Hubbard	6/24/2020	Responded
8.19	5/27/2020	Sean Wirth	What is the possibility of moving the proposed haul road to the intakes? What if we shifted it closer to the Sacramento River than the eastern levee?	The proposed haul road along the western toe of the railroad embankment would be located so that vehicles could enter and leave the intake sites from the east side. We currently propose avoiding access to the intake sites from the west along State Route 160 to avoid construction traffic in the town of Hood and extensive truck traffic on State Route 160 which appears to be unsuitable for large volumes of truck traffic.	Phil Ryan	6/24/2020	Responded

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8.20	5/27/2020	Cecilia Giacoma	On the graphic of truck trips, are estimates included for trucks hauling fill?	The graphics in the powerpoint file presented in the May 2020 Stakeholder Engagement Committee meeting showed that the trucks for different materials using a color code, including blue color for the trucks hauling fill material.	Don Hubbard	6/24/2020	Responded
8.21	5/27/2020	Jim Wallace	If you improve the intersection of I-5 and Hood Franklin does that involve Federal Highways Administration? What do the communities think? Running trucks through Hood on the Sacramento River is a good idea, keeping it out of Hood is the best way to go, just a haul route, so without knowing how many trips that is, might have a more difficult time when trying to determine how that impacts wildlife.	After the May 2020 Stakeholder Engagement Committee meeting, we determined that there would not be a need for an improvement of the intersection of Hood-Franklin Road and Interstate 5. As currently proposed, employees accessing Intakes 2 and 3 would exit Hood-Franklin Road to the east of the community of Hood onto a haul road that would be parallel to State Route 160.	Neil Paynter	6/24/2020	Responded

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8.22	5/27/2020	Anna Swenson	Why are you not including traffic info for Yolo County, all connected so all traffic affects everywhere? The idea of driving those trucks through those preserves and the town of Hood is bad. I don't agree that there is no capacity issue on these roads; all it takes is one incident for it to last hours before you can pass. Twin Cities is rocky and bumpy and that should be a capacity limiter. Impacting the slough with trucks is bad and would like to see data that no damage will happen to the Slough and Stone Lakes Reserve.	None of the routes currently planned for the project use any of the local roads through Yolo County (some project traffic will use the Yolo portions of I-80 and I-5). None of the three routes between Interstate 5 and the intake locations would go through the community of Hood. The primary construction route would be along a haul road located to the west of the abandoned railroad embankment. As described in May 2020 Stakeholders Engagement Committee meeting, several roads would be widened to provide two 12-foot wide lanes with 4 to 6-foot wide shoulders which would provide adequate space in case a vehicle breaks down. We are proposing to make improvements to Twin Cities Road.	Don Hubbard	6/24/2020	Responded
8.23	5/27/2020	Sean Wirth	It would be better if truck traffic flushed wildlife into safe area in west than to an unsafe area.	The proposed haul road would be located to the west of the toe of the abandoned railroad embankment which would include the eastern edges of the three intake sites.	Gwen Buchholz	6/24/2020	Responded
8.24	5/27/2020	Anna Swenson	I love the idea of widening Highway 12, long needed, big issue at various times of the day, not safe to drive on, leave it better than you found it.	As currently proposed, State Route 12 would be widened from Interstate 5 to the construction site.	Phil Ryan	6/24/2020	Responded

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8.25	5/27/2020	Sean Wirth	Widening should take into consideration the fact that traffic will not change; that is a problem.	The Delta Conveyance Project would consider the increased traffic patterns due to construction in addition to traffic that would occur without the Delta Conveyance Project. For State Route 12, the portion of the roadway between Interstate 5 and the construction site is proposed to be widened to accomodate the construction traffic, but not other traffic patterns that would occur without the project.	Phil Ryan	6/24/2020	Responded
8.26	5/27/2020	David Gloski	Widening Route 12 would be great and would save lives and improve safety.	Under Central Corridor, State Route 12 would be widened from Interstate 5 to the construction site to accomodate the construction traffic to a new Bouldin Island offramp/onramp.	Phil Ryan	6/24/2020	Responded
8.27	5/27/2020	Karen Mann	We were told that the water board agreed that the Bouldin Island wouldn't work, and sending toxic fumes to a place where people live full time might not be the best move.	The State Water Resources Control Board did not come to any findings for the WaterFix Project before the application for change in point of diversion of the existing water rights was withdrawn. It is recognized that concerns were raised by opponents of the project, including concerns about air quality emissions during construction of a tunnel launch shaft site on Bouldin Island. The EIR for this project will evaluate air quality emissions due to implementation of the project.	Carrie Buckaman	6/24/2020	Responded
8.28	5/27/2020	Karen Mann	In order for a truck to get onto the bridge, because of the S-curve the traffic coming the oppposite way would have to stop to let the truck on. It takes both lanes for the vehicle to be able to get on the bridge.	The analysis we presented at the Stakeholder Engagement Committee meeting was high level analysis using LOS based on the number of lanes. For the number of lanes on State Route 4 , our computer model shows LOS D. The EIR analyses and future engineering analyses would consider more details, including constraining curves.	Don Hubbard	6/24/2020	Responded

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8.29	5/27/2020	Karen Mann	Contra Costa County fire marshal was concerned because at the Discovery Bay Bridge, there are no emergency services from that bridge east, so no firefighters, etc. if there was an issue. If there's anything happening on Highway 4, it can take 8-10 hours to clear the vehicles. That road is a levee road which means that the 2 lane road is higher than the rest of the island; one side has ponds and the other side is agriculture so the turnouts would only be on the south sides of the road.	The DCA is considering the potential effects of vehicle break downs on traffic and construction operations. Therefore, we are considering a design standard of 12-foot wide lanes with 4-foot wide shoulders for routes that would carry a lot of construction trucks. We are also considering providing occasional turn-outs if road widening would not be feasible. We are also considering relocation of some tunnel shafts, including shafts that would be accessed from State Route 4.	Don Hubbard	6/24/2020	Responded
8.30	5/27/2020	David Gloski	I think Highway 4 traffic is event driven, it's always an issue. Wondering why rail wouldn't work?	As stated during the May 2020 Stakeholder Engagement Committee meeting, we are not proposing to direct significant construction truck traffic to the Southern Forebay complex along State Route 4, and instead extend rail lines to the Southern Forebay complex.	Neil Paynter	6/24/2020	Responded

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8.31	5/27/2020	Philip Merlo	Most of the prevailing winds along Highway 4 are going into Stockton which is a city of low income people. Are any studies concerning CO2 emissions being conducted considering a vast majority of those emissions will be affecting a community with one of the highest rates of asthma? Civil rights issue since perks will be going to white people but the problems will be affecting people of color. Any reliance on rail that reduces truck traffic is appreciated.	As part of the EIR, DWR will be conducting air quality analyses as well as human health risk assessments related to construction vehicles and equipment. The EIR also will include analyses of Environmental Justice impacts to determine if the impacts would be disproportionately high and adverse on minority and low-income populations. Additionally, water from the proposed Delta Conveyance Project would be used by 27 million Californians, including minority and low-income communities.	Carrie Buckman	6/24/2020	Responded
8.32	5/27/2020	Anna Swenson	How is it that you are able to continue your work during a time when all other agencies are cutting their budgets? What is the truck traffic on the port of Stockton and what economic groups will be the most impacted? Make sure the voices of those who have lesser than us and will have to do more than us will be heard.	The environmental and permitting efforts for the Delta Conveyance Project are funded by the agencies that may receive water from the project. As part of the EIR, DWR will be conducting traffic and economic analyses related to construction vehicles and equipment. The EIR also will include analyses of Environmental Justice impacts to determine if the impacts would be disproportionately high and adverse on minority and low-income populations.	Carrie Buckman	6/24/2020	Responded
8.33	5/27/2020	Jim Cox	Reiterate that Karen was saying about bridges on Highway 4. I have a pickup and when trucks are going across the Highway, you're making it essentially a one lane Highway so it takes time for trucks to get over bridges and therefore traffic backs up.	We are considering relocation of several tunnel shafts located along State Route 4 to reduce construction traffic along this road. If relocation is not advisable, the DCA can consider alternatives.	Don Hubbard	6/24/2020	Responded

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8.34	5/27/2020	Anna Swenson	The traffic data is incorrect because the traffic near Elk Grove is insane no matter which direction. It worries me when you say you will not affect traffic because the data is wrong. The other idea the people of Stockton will not notice is ingenuine. I know their traffic is already bad so increasing it would be terrible. Your modeling isn't aligning with the people who live there, get accurate representations for the Twin Cities connection.	The graph presented at the May 2020 Stakeholder Engagement Committee meeting showed the anticipated traffic volumes on Interstate 5 between the community of Elk Grove and Hood-Franklin Road. In that roadway section, the volumes would be within the capacity of the freeway. There are times when traffic congestion would occur due to traffic issues outside of this freeway section and not due to capacity problems in this section of freeway. For the section of Interstate 5 within the Stockton area, we showed in graphs at the Stakeholder Engagement Committee meeting that there is recurrent congestion in this area. But we also showed that the construction traffic would be a small proportion of the daily variation in traffic. For example, in the southbound direction the construction traffic would be only about 10 percent of the variation that occurs in daily peak hours.	Don Hubbard	6/24/2020	Responded
8.35	5/27/2020	Jim Cox	Why improvements on Clifton Court weren't being included in this, the answer in the answer packet wasn't one. The damage being done at Clifton Court has been happening for years. Nothing has changed since 1995. I feel that this subject needs to be approached, this is the worst part of the Delta but if you're operating the same, you're still killing fish and all the problems with the current project. You're dodging the most critical part of the project. There wouldn't be a hotspot if they're wasn't flow in Clifton Court, and even cutting back down limits the problem. You're dodging the biggest concerns in this project, part of the act that created this said to restore the habitats of the Delta.	Modifications to Clifton Court or the Skinner Fish Facility are not part of the Delta Conveyance Project. DWR reached out separately to interested parties to help improve understanding of the issue.	Carrie Buckman	6/24/2020	Responded

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8.36	5/27/2020	Karen Mann	I keep waiting to hear what the benefits are for those who live near the Delta. I contacted part of my stakeholders (people in bus and gov) the fire chief of eastern Contra Costa County voiced his concern about increased traffic or heavy equipment of any projects. He has never been contacted for this project. The manager of Discovery Bay was taken by surprise by the location and approximation of the shaft and tunnel (600 ft within homes). Where this tunnel is planned, our only source for water is right there (400 ft away) our only waste treatment plant is on Highway 4 which will be above the tunnel. The municipalities need to be aware.	This DCA has discussed this comment with DWR, especially its emergency response team. Based on those discussions, the DCA and DWR anticipate additonal outreach efforts in the near future.	Nazli Parvizi	6/24/2020	Responded

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8.37	5/27/2020	Dr. Mel Lytle	In my review of the presentation looking at the Southern Bay Embankment design, there was a measure of the external slope, one being 6 ft of free board and another being 28 ft. How was that number derived and whether or not I can get the info on how that's being estimated?	The flood elevation of 20.8 ft near the Southern Forebay was determined using DSM2 Bay-Delta model simulations performed for the conceptual engineering design. The 200-year hydrographs (CVHS Scaled Events) from Central Valley Flood Protection Plan (CVFPP) 2017 update representing late century climate change hydrology were used for boundary flows at Sacramento River, Yolo Bypass, San Joaquin River and East-side streams. The analysis assumed projected sea level rise of 10.2 ft at Martinez for the year 2100 (State of California, Sea-Level Rise Guidance, 2018 Update). Only flows within the channels at DSM2 boundary locations were considered in this analysis. This analysis assumed no levee overtopping or breaches within the DSM2 Bay-Delta domain and represents a conservative projection of water surface levels in the Delta under the projected climate change and sea level rise conditions. Climate change and sea level rise projections are evolving and further analysis using the latest data and modeling tools will be conducted to refine flood protection elevations for final design and construction.	Graham Bradner	6/24/2020	Follow Up
8.38	5/27/2020	Anna Swenson	On 4/22, I asked what the ongoing noise would be. Phil answered noise should be minimal, but nothing can be minimal from 400-600 ft. The other thing I would like to encourage is that Susie has been very active and is knowledgeable in that area. I hope the DWR will take a genuine swipe at discovering what personal toll will have on her and her family. Karen: the domestic wells are close to the 150 ft down tunnel. What are you going to do about them?	The currently proposed Byron Tract Tunnel Maintenance Shaft would be over 4,100 feet (0.75 miles) from the eastern boundary of Discovery Bay development. The tunnel crosses under State Route 4 at approximately 120 feet below the ground surface and about 750 feet from the southeastern corner of Discovery Bay development.	Gwen Buchholz	6/24/2020	Responded

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8.39	5/27/2020	Cecilia Giacoma	Given the issues with east Highway 4, I think that you should plan to build a safety center before Discovery Bay that includes more than tow trucks; ambulance and emergency personnel will be needed. Poor served area so you will need safety to go along with this project.	We are considering relocation of several tunnel shafts located along State Route 4 to reduce construction traffic along this road. If relocation is not advisable, the DCA can consider alternatives.	Don Hubbard	6/24/2020	Responded
8.40	5/27/2020	Jim Cox	How about the tours of the fishing manufacturing?	We can plan a visit to the ISI facility in Freeport that manufacturers cylindrical tee fish screens. This will be discussed in more detail at the June SEC meeting.	Nazli Parvizi	6/24/2020	Responded
8.41	5/27/2020	Jim Wallace	Map 13 is wrong, it says Sacramento River but it should say Slough.	Map reference has subsequently been corrected.	Don Hubbard	6/24/2020	Responded

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8.42	5/27/2020	Melissa Tayaba	Where are cultural resources in all of this? The AB52 meeting hasn't happened yet, we have concerns but we haven't had communication with them at this time.There are concerns about fish, pollution, restoration, birds. Some of those topics I feel like I can't bring to this setting here but all the maps that you're showing us, there are sites there. They're not being accounted for. We keep asking for alternatives but still we have those big questions. How will you protect sites and cultural resources…. before COVID, we were looking into the screens. Do you have any kind of statistics from the north and about screens and how they affected the fish and do you have the science of the vibrations on the fish?	DWR is responsible for tribal consultations under AB 52, and has reached out to all tribes with initial communications and updates. However, DWR understands that the tribes may not be staffing their offices during the COVID-19 operations. Additional updates will be provided to the tribes as alternatives are developed. The DCA can provide flash drives to the tribes with meeting presented at the Stakeholder Engagement Committee meetings.	Carrie Buckman	6/24/2020	Responded
8.43	5/27/2020	Sean Wirth	I've continued to do outreach and have talked to Kathryn. The major concern is the largest impact environmentally of areas that were set aside for the environment. It's concerning to see that level of impact on areas that we should completely avoid. We're going to need to return to get new aspects on what we can do for these species that we need to protect.	DWR will identify potential environmental impacts and mitigation measures during development of the EIR.	Carrie Buckman	6/24/2020	Responded

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8.44	5/27/2020	Douglas Hsia	How many more meetings do we have ahead of us?	We would like to have the Stakeholder Engagement Committee meetings continue as an ongoing process. We are planning for one meeting each month during the next year. Between June and September, we will be discussing siting and engineering items. In September, we can revisit the purpose and structure of the meetings.	Nazli Parvizi	6/24/2020	Responded
8.45	5/27/2020	Douglas Hsia	Is the DCA Board meeting monthly? Will the 4 SEC presenters happen every month?	The DCA Board of Directors meeting happens on the third Thursday of every month. The ideas was for the Stakeholder Engagement Committee members to present to the Board of Directors. Depending upon what the Committee members desire, the presentation can continue to be 1 to 4 people. Due to the need for compliance with the Brown Act, Committee members cannot meet with a quorum of the other SEC members for their thoughts or opinions for this report to the Board of Directors.	Nazli Parvizi	6/24/2020	Responded

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8.46	5/26/2020	Sean Wirth	The northern stretch of both corridors is the same and so those comments are combined. The proposed haul roads for intakes 2 and 3 bisect lands in the Stone Lakes National Wildlife Refuge and would be very destructive and disruptive to the wildlife that use and travel between the two sides that the road bisects. Sandhill Cranes use that area extensively in the fall and winter months. The hauling should be done on the River Road to the west to avoid the construction and use of such damaging new haul roads in the refuge. The intakes, which are drivers for the haul roads, but also have hugely damaging effects on the Refuge, should be moved to an area that has less negative effects to the Refuge, which is one of the most important regional conservation efforts in the Sacramento area.	The proposed haul road would be located along the western toe of the abandoned railroad embankment so that vehicles can enter and leave the intake sites from the east side of the construction sites. It should be recognized that the intake construction sites extend towards the western toe of the abandoned railroad embankment. We currently do not want to access the intake sites from the west near the river side to try to stay out of the community of Hood, and to avoid using State Route 160 which may not be suitable for large volumes of truck traffic. The haul roads would also be sited west of the toe of the abandoned railroad embankment in order to be outside of the Stone Lakes National Wildlife Refuge to take advantage of the embankment and tree barrier to serve as a buffer from the wildlife refuge on the east.	Phil Ryan	6/24/2020	Responded
8.47	5/26/2020	Sean Wirth	The proposed Hood Franklin interchange improvement would be growth inducing and the storage facility depicted southeast of that interchange would be disruptive to Refuge lands to the north and lands within the jurisdictional boundary of the Refuge to the south. The inducement of development east of I-5 would impact critical foraging habitat for sandhill crane and other migratory waterfowl. The road widening and bridge improvements on Hood Franklin Road would be disruptive to the Blue Heron Trails facility and would further isolate wildlife attempting terrestrial movement to the north and south in the Refuge. The use of the river or the River Road (160) would avoid these additional disruptions and impacts to the Refuge.	We have modified the roadway access plans to avoid using Hood-Franklin Road for major construction vehicles that would access Intakes 2 and 3.	Phil Ryan	6/24/2020	Responded

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8.48	5/26/2020	Sean Wirth	For the proposed Lambert maintenance shaft, the new interchange on Lambert Road would be growth inducing and potentially lead to increased urbanization to the east which would have demonstrable negative cumulative effects on local wildlife. The road widening of Lambert would be disruptive to wildlife and further isolate wildlife attempting terrestrial movement to the north and south in the Refuge, as well as wildlife attempting to utilize habitats nearby the road. The haul roads to the north and to the south of Lambert Road would also be disruptive to wildlife. Use of River Road (160) or the river to move material to the intake sites would lessen these impacts on the Refuge. The location of the Lambert maintenance shaft and the new haul road that would access it would also have substantial negative effects on wildlife from the Refuge.	We have modified the roadway access plans to avoid the need for a new interchange at Lambert Road and Interstate 5. Lambert Road and the bridge are not proposed to be widened over Snodgrass Slough and the embankment with the abandoned railroad alignment within the Stone Lakes National Wildlife Refuge. Materials must be moved from Interstate 5 to the intake locations, and DCA believes that Lambert Road currently represents the best overall choice to be used as a single corridor to the intake haul road which would be located to the west of the abandoned railroad embankment. State Route 160 may not be suitable for this amount of construction traffic and the traffic would go through the community of Hood.	Phil Ryan	6/24/2020	Responded
8.49	5/26/2020	Sean Wirth	For the intakes 3 and 5 configuration, the widening of Lambert road and the new interchange was just mentioned. The new haul roads associated with this configuration would disrupt and isolate wildlife in the Refuge.	We have modified the roadway access plans to avoid the need for a new interchange at Lambert Road and Interstate 5. Lambert Road and the bridge are not proposed to be widened over Snodgrass Slough and the embankment with the abandoned railroad alignment within the Stone Lakes National Wildlife Refuge. Materials must be moved from Interstate 5 to the intake locations, and DCA believes that Lambert Road currently represents the best overall choice to be used as a single corridor to the intake haul road which would be located to the west of the abandoned railroad embankment. State Route 160 may not be suitable for this amount of construction traffic and the traffic would go through the community of Hood.	Phil Ryan	6/24/2020	Responded

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8.50	5/26/2020	Sean Wirth	The conclusion is that for both corridor options presented in the Map Books, the negative terrestrial effects on the Stone Lakes National Wildlife Refuge would be severe unless the River Road and the Sacramento River were used for access and for hauling material to and from the intake sites.	The proposed haul road would be located along the western toe of the abandoned railroad embankment so that vehicles can enter and leave the intake sites from the east side of the construction sites. It should be recognized that the intake construction sites extend towards the western toe of the abandoned railroad embankment. We currently do not wish to access the intake sites from the west near the river side to try to stay out of the community of Hood, and to avoid using State Route 160 which may not be suitable for large volumes of truck traffic. The proposed haul roads would also be sited west of the toe of the abandoned railroad embankment in order to be outside of the Stone Lakes National Wildlife Refuge to take advantage of the embankment and tree barrier to serve as a buffer from the wildlife refuge on the east. It may not be feasible to move large volumes of equipment, construction materials, and employees on barges along the Sacramento River. The Sacramento River between Rio Vista and the intake locations includes several relatively shallow areas, including one area between Rio Vista and Walnut Grove where barges could only move during high tides. There are	Gwen Buchholz	6/24/2020	Responded

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8.51	5/26/2020	Sean Wirth	A corridor that is further west of the current Central Corridor should be considered to avoid these substantial adverse effects to the Refuge.	We have modified the roadway plans to eliminate major construction traffic on Hood-Franklin Road between Interstate 5 and the community Hood. We have also moved the proposed tunnel launch shaft site from the site on the western side of Interstate 5 to the Twin Cities Complex on the eastern side of Interstate 5. These changes to reduce the need for road modifications to Hood-Franklin and portions of Lambert Roads. The proposed haul road would be located along the western toe of the abandoned railroad embankment so that vehicles can enter and leave the intake sites from the east side of the construction sites. It should be recognized that the intake construction sites extend towards the western toe of the abandoned railroad embankment. We currently do not wish to access the intake sites from the west near the river side to try to stay out of the community of Hood, and to avoid using State Route 160 which may not be suitable for large volumes of truck traffic. The haul roads would also be sited west of the toe of the abandoned railroad embankment in order to be outside of the Stone Lakes National Wildlife Refuge to take advantage of the embankment and tree barrier to serve as a buffer from the wildlife refuge on the east.	Phil Ryan	6/24/2020	Responded

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8.52	5/26/2020	Sean Wirth	Both corridors are squarely within the Pacific flyway and enormous numbers of waterfowl and other migratory birds use the areas being contemplated for both alignments. As well, many non-migratory listed species utilize the areas being contemplated for both alignments. It is important to keep this in mind in any discussion of the two corridors under consideration.	The EIR will analyze the potential impacts of the corridor options on terrestrial species.	Gwen Buchholz	6/24/2020	Responded

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8.53	5/26/2020	Sean Wirth	For the Glanville Tract launch site, the shaft, conveyor belt and new roads are within the boundary of the Stone Lakes National Wildlife Refuge. And here again, the Refuge would take the brunt of the negative effects of the tunnel infrastructure. It is important to note that a long standing conservation goal has been to provide connection for the Stone Lakes Refuge's Sandhill Crane population with that of the Cosumnes River Preserve, and parts further south. This was an important component of the crane conservation measures included in the BDCP to address impacts from the tunnels, and for the CA Waterfix iteration of the project as well. The strategy was to provide suitable permanent roosting complexes appropriately spaced along the spine of the Stone Lakes Refuge to allow cranes access to the foraging habitat within a 2 mile proximity of those sites such that when completed the southern established roosting sites would overlap with those of the Cosumnes Preserve and provide continuity and connection. The presence of the launch shaft and its substantial infrastructure would make this important goal difficult to impossible to accomplish. As well, there would be serious effects to Swainson's hawks and other listed birds from the placement of this shaft and its infrastructure.	The EIR will analyze potential effects of implementation of the alternatives as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.54	5/26/2020	Sean Wirth	Restoring the entire Glanville Tract site to Sandhill Crane roosting and foraging sites, as well as foraging for Swainson's hawks, and supplementing with substantial additional foraging acreage nearby, might help offset the substantial effects to those species from the enormity of the construction planned there.	The EIR will analyze potential effects of implementation of the alternatives as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded

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8.55	5/26/2020	Sean Wirth	The Glanville Tract storage and support site are not within the Stone Lakes National Refuge boundary, but they are extremely close to the conserved lands of the Cosumnes River Preserve and the multi year plan of construction would result in negative effects to wildlife in both the Refuge and the Preserve for more than a decade.	The EIR will analyze potential effects of implementation of the alternatives as compared to existing and future conditions without the Delta Conveyance Project on terrestrial resources. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.56	5/26/2020	Sean Wirth	The interchange work at Twin Cities and the road widening would both be growth inducing and have detrimental effects to wildlife, and further isolate and disrupt them.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources and the potential for growth inducement as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.57	5/26/2020	Sean Wirth	It has been extremely disappointing to see that our most important regional conservation efforts and successes are being squandered for a project that is so regionally damaging to the environment.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources and the potential for growth inducement as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded

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8.58	5/26/2020	Sean Wirth	A corridor that is further west should be considered to avoid these substantial adverse effects to the Refuge.	As described in the January 22, 2020 Stakeholder Engagement Committee meeting, intake sites would be located downstream of the Sacramento Regional County Sanitation District Wastewater Treatment Plant outfall to minimize effects to the Sacramento Regional Water Authority Freeport intake. The intakes also would be located north of the confluence of the Sacramento River and Sutter Slough to minimize effects to some Delta fisheries. The proposed haul road would be located along the western toe of the abandoned railroad embankment so that vehicles can enter and leave the intake sites from the east side of the construction sites. It should be recognized that the intake construction sites extend towards the western toe of the abandoned railroad embankment. We do not wish to access the intake sites from the west near the river side to try to stay out of the community of Hood, and to avoid using State Route 160 which may not be suitable for large volumes of truck traffic. The haul roads would also be sited west of the toe of the abandoned railroad embankment in order to be outside of the Stone Lakes National Wildlife Refuge to take advantage of the embankment and tree barrier to serve as a buffer from the wildlife refuge on the east. It also may not be feasible to move large volumes of equipment, construction materials, and employees on barges along the Sacramento River. The Sacramento River between Rio Vista and the intake locations includes several relatively shallow areas, including one area between Rio Vista and Walnut Grove where barges could only move during high tides. There are also four moveable bridges between the intakes and Rio Vista which would affect traffic on the river road.	Gwen Buchholz	6/24/2020	Responded
8.59	5/26/2020	Sean Wirth	New Hope Tract Maintenance Shaft: This is a high use area for Sandhill Cranes and migrating waterfowl, and local listed species. The shaft and the road improvements would effect wildlife and further isolate them. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded

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8.60	5/26/2020	Sean Wirth	Staten Island Maintenance Shaft: Staten Island is ground zero in terms of regional Sandhill Crane population. More cranes and migratory waterfowl use this Island than any other area in our region. I provided coordinates and a description for a maintenance shaft location that should have the least effect on the Island's wildlife, but that statement needs to be tempered with the acknowledgment that any effect on the most important regional resource for Sandhill Cranes and other waterfowl is too much. The suggested location for the maintenance shaft was 38 degrees 10" 59" N by 121 degrees 30'31"W, as near the road as possible, adjacent to Luc's house. This is an already disturbed area and, if near the road and power line, the facility would help keep cranes flying over that spot elevated over the line, perhaps reducing risk of collisions.	The DCA moved the proposed Staten Island tunnel maintenance shaft to the suggested location.	Graham Bradner	6/24/2020	Responded

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8.61	5/26/2020	Sean Wirth	Bouldin Island Launch Shaft: This is another important location for foraging and roosting Sandhill Cranes, as well as many other listed species. It is close to Staten Island and an important component of the available conservation for the Sandhill Crane. The Metropolitan Water District of Southern California (MWD) claimed that it purchased this island, along with three other Delta Islands, for the co-equal goals of a "restored Delta and a reliable water supply for California." If the incredibly damaging shaft is not located here, does that mean that MWD would only be planning for restoration for this site? This is an important point to understand in trying to determine which corridor would have less detrimental effects to terrestrial wildlife. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.62	5/26/2020	Sean Wirth	Mandeville Maintenance Shaft: This shaft and its new haul roads and bridges would further isolate and negatively effect local listed species. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.63	5/26/2020	Sean Wirth	Bacon Island Reception Shaft: This shaft and its new haul roads and bridge would further isolate and negatively effect local listed species. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded

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8.64	5/26/2020	Sean Wirth	Byron Tract Maintenance Shaft: This shaft and its new haul roads would further isolate and negatively effect local listed species. No available recommendations to minimize effects.	The proposed tunnel shaft location on Byron Tract north of State Route 4 has been eliminated.	Gwen Buchholz	6/24/2020	Responded
8.65	5/26/2020	Sean Wirth	Southern Forebay Facilities: This huge expansion of the forebay facilities would further isolate and negatively effect local listed species. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility. Given the amount of space depicted between the elements of the facility, there should be ample opportunity to maximize native plantings.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.66	5/26/2020	Sean Wirth	New Hope Tract Maintenance Shaft: This more easterly location is preferable because of the reduction in road improvements, but it is unclear how access to the shaft would be attained. The one described road goes straight to the alignment and then stops with no indication of how it would proceed either north or west. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The proposed access road to the New Hope Tract tunnel maintenance shaft on the Central Corridor would extend to the west from West Lauffer Road. The proposed access road to the New Hope Tract tunnel maintenance shaft on the Eastern Corridor would extend to the west from Blossom Road, generally along a farm road.	Gwen Buchholz	6/24/2020	Responded

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8.67	5/26/2020	Sean Wirth	Brack Tract Mainenance Shaft: This shaft is very close to both the north and the south units of the Woodbridge Ecological Reserve, which is second only to Staten Island in terms of Sandhill Crane density. This is also an incredibly popular area for crane viewing, with the south unit parking lot overflowing with visitors on the weekend. The shaft appears to be within one mile of both the north and the south unit roosting areas, making the shaft placement situated in an area an overlap for foraging cranes from both of those roosting areas. The shaft needs to be moved north outside of at least that one mile foraging diameter, and two miles outside would be better.	The proposed tunnel shaft has been moved to Canal Ranch Tract. The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.68	5/26/2020	Sean Wirth	Terminus Tract Reception Shaft: The needed roadwork and level of disturbing effects to terrestrial wildlife is reduced for this shaft compared to its central corridor counterpart. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.69	5/26/2020	Sean Wirth	Kind Island Maintenance Shaft: The needed roadwork and level of disturbing effects to terrestrial wildlife is reduced for this shaft compared to its central corridor counterpart. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded

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8.70	5/26/2020	Sean Wirth	Lower Roberts Island Launch Shaft: local listed species here may be pushed over the brink by the added pressures of the construction and operation of this shaft, which could increase the chance for permanent abandonment of the area by some of those species. This shaft and its new haul roads and bridge and barge landing would further isolate and negatively effect local listed species. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The proposed barge landing was deleted from the Lower Roberts Island tunnel launch shaft site. The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.71	5/26/2020	Sean Wirth	Lower Jones Mainenance Shaft: The needed roadwork and level of disturbing effects to terrestrial wildlife is reduced for this shaft compared to its central corridor counterpart. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.72	5/26/2020	Sean Wirth	Victoria Island Maintenance Shaft: The needed roadwork and level of disturbing effects to terrestrial wildlife is reduced for this shaft compared to its central corridor counterpart. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The proposed Victoria Island tunnel maintenance shaft has been deleted.	Gwen Buchholz	6/24/2020	Responded

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8.73	5/26/2020	Sean Wirth	If the Bract Track Maintenance Shaft could be moved further north so that it is more than one mile from both the southern and northern units of the Woodbridge Ecological Reserve, the eastern corridor would appear to have less negative effects on terrestrial wildlife. Much more still needs to be done to reduce effects on wildlife in the Stone Lakes National Wildlife Refuge.	The proposed tunnel shaft has been moved to Canal Ranch Tract. The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.74	5/30/2020	Karen Mann	Please make sure the traffic people are aware and monitor the number of deaths/year on Hwy 4 (San Joaquin County AND Contra Costa County area) – then check Byron Highway.	The DCA shares the community's emphasis on safety regarding State Route 4. We are evaluating potential adjustments to tunnel shaft locations based on Stakeholder Engagement Committee feedback as well as our own observations to minimize construction traffic on the two State Route 4 bridges.	Kathryn Mallon	6/24/2020	Responded
9.01	6/24/2020	David Gloski	At the last meeting, during the non-agenized portion, I asked if the SEC could hear from members that attended the DCA Board meeting and it was cited that it would be an issue with the Brown Act. Can this be explained?	The Brown Act was discussed in detail during the June SEC meeting.	Josh Nelson	7/22/2020	Responded
9.02	6/24/2020	Gil Cosio	How do we locate the actual Section 404 application package that DWR submitted to the USACE, and what is USACE's public notice process?	The application is on DWR's website: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Delta-Conveyance/Public-Engagement/DCP_Section404_Application_Package_508.pdf?la=en&hash=00A1F058F9AD8947F9DEF251558C9CF88CF0A2B3.	Carrie Buckman	7/22/2020	Responded

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9.03	6/24/2020	Barbara Barrigan-Parill	What will happen in terms of having a lead agency for NEPA and what the NEPA process look like with the President's executive order rolling back NEPA processes for water projects? Can the SEC be updated if there are any changes in the process?	DWR's understanding is that the President's executive order does not apply to the Delta Conveyance Project. After the last SEC meeting, USACE sent a letter to DWR indicating that their office will prepare an Environmental Impact Statement (EIS) under NEPA, which is consistent with this understanding.	Carrie Buckman	7/22/2020	Responded
9.04	6/24/2020	Barbara Barrigan-Parill	One of the departments not listed on the presentation was CalEPA's Department of Toxic Substances Control (DTSC), will you be looking at standards that would be evaluated by a department like that for pollution and soil by CalEPA?	Yes, DTSC standards would be included along with criteria adopted by the State Water Resources Control Board.	Graham Bradner	7/22/2020	Responded
9.05	6/24/2020	Barbara Barrigan-Parill	In WaterFix, one of the engineering reports stated there were levels of Chromium-6 found in the soils. That has not been mentioned in this presentation.	The response provided in the meeting was incorrect. Based on review of available data, Chromium VI was not detected in either the baseline (non-conditioned) samples or conditioned samples. The analyses indicate that the Maximum Detection Limit (MDL) of the testing method is above the USEPA Regional Screening Level (RSL).	Graham Bradner	7/22/2020	Responded

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9.06	6/24/2020	Barbara Barrigan-Paril	Is there a list of ingredients for the conditioners? Has work been done with any groups like the California Native Plant Society? Everything could be done legally and correctly, but there could be room for harm because we are not aware if conditions are changed further. What will soil conditions be for native plants? Want to ensure that conditions won't cause anyone to get sick.	Many different types and brands of conditioners are used in tunneling based upon soil conditions present along the alignment. Conditioners are generally categorized as foams, polymers and bentonites. On recent projects, DCA consultants have observed the use of Soilax S products (available from the manufacturer Boraid Products) which are surfactants (i.e. detergents) and mixed with clean water as a foaming conditioner. Sometimes, a cellulose product, like Soilax C, is added into the conditioner mix to provide added strength to the soap bubbles, which helps when the conditioner is injected into certain soil formations. Thickening agents, such as polymers and a bentonite (a naturally occurring clay), are also used for different soil conditions. These include such products available from Mapei Products. These are just examples of some products that could be used, including products from CONDAT, NORMET, and BASF. Safety Data Sheets for CONDAT, NORMET, and BASF will be placed on the DCA website. The construction specifications would require any conditioners to be inert (chemically inactive). See https://dcdca.sharepoint.com/sites/DCAProgram/Working/SE/Outreach/Forms/AllItems.aspx?viewid=b67b83df%2D738a%2D464e%2D85ff%2Dc14a0897a80b&id=%2Fsites%2FDCAProgram%2FWorking%2FSE%2FOutreach%2F2020%20SEC%20Meetings%2F2020%2D06%2D24%2F00%2DQ%26A%20Log%20Final As currently proposed, the RTM will be placed in areas following removal of vegetation during clearing and grubbing efforts at the construction sites for the Southern Forebay embankments or tunnel shafts. Runoff from these construction sites will be collected, and treated if necessary, to meet all regulatory water quality criteria for adjacent lands or water bodies where native and non native vegetation could occur.	Gwen Buchholz	7/22/2020	Responded
9.07	6/24/2020	Michael Moran	In regards to the 15 million cubic yards, what accounts for the large difference? Is it evaporation? Is it differences between the two alignments? How confident are you that the cores being used for reference would apply to the actual alignment?	The differences in RTM volumes produced are based on the range of tunnel diameters and variations in project alignment. Tunnel diameter could range from 28 to 40 feet (Internal Diameter) depending on the project diversion rate. Under the current configurations, total tunnel length could range between approx. 43 to 48 miles.	Graham Bradner	7/22/2020	Responded

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9.08	6/24/2020		In regards to drying, evaporation is a large percentage of water. What impact does that have on the total resulting RTM? From what comes out of the ground to what is actually reusable later, is there a dramatic difference?	Bulking and compaction factors along with reduction in moisture content affect the volume estimates. The RTM will coming from more consolidated soil deposits that are confined at depth. When they come to the surface they will expand, then as they are dried and compacted for structural fill they will reduce in volume back down to approximately the original volume.	Graham Bradner	7/22/2020	Responded
9.09	6/24/2020	Jim Wallace	It looks like there could be a short fall of material somewhere between 5 and 14 million cubic yards. Where could that come from? Are these new borrow pits or existing? If it's not coming out of the Delta, maybe Easter SJ County or Mt Diablo. Curious as to where borrow material is coming from and if enough has been identified as available.	The current approach is to use all available on-site material that is suitable for reuse in an effort to limit imports and associated hauling. However, there may be some instances where materials need to be imported because they cannot be derived through project activities, or because the timing of the need does not match the material production schedule. As such, some materials are likely to be imported. The source of these materials may vary depending on the material type, such as rip-rap, AB road base, embankment filter sand, and fine-grained embankment core. It is assumed that the materials would be acquired and hauled from a range of existing quarries or borrow sites that surround the Delta.	Graham Bradner	7/22/2020	Responded

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9.10	6/24/2020	Jim Wallace	The presentation says that metals and organics generally resemble naturally occurring levels. Arsenic is very high naturally occuring in the Delta and it is a water quality issue. Although they might be naturally occuring, doesn't mean they meet environmental standards or environmental minimums for soil contamination.	Arsenic was detected in both baseline and conditioned soils samples at concentrations between 4.03 and 4.51 mg/kg, which is above the EPA and DTSC screening levels but consistent with or below typical background concentrations and regulatory-agency-acceptable remediation goals, which for California sites range up to approximately 12 mg/kg. Waste classification in California is accomplished, in part, through comparison with regulatory thresholds. Thresholds include the total threshold limit concentration (TTLC), based on solid-phase concentrations of the soil matrix, and soluble threshold limit concentrations (STLC), based on an extraction procedure that releases soil-bound materials into liquid in soil pores. The total concentrations of inorganic constituents and dissolved concentrations of inorganic constituents, including Arsenic, in baseline and conditioned soil samples are generally orders-of-magnitude lower than corresponding waste-classification thresholds for hazardous materials. Based on the available test results, there is no indication that RTM would require handling as hazardous waste material. RTM would be expected to meet conditions acceptable for unrestricted land uses, with or without added soil conditioners. However, further risk assessment(s) are anticipated. Determination of appropriate exposure scenarios, and the specific risk-assessment details, is a collaborative process with regulatory agency and/or permitting agency authorities (e.g., the California RWQCB, the United States Army Corps of Engineers (USACE), or the DTSC), depending on the re-use option.	Andrew Finney	7/22/2020	For Future Discussion
9.11	6/24/2020	Douglas Hsia	At the beginning of SEC meetings in November, there were a lot of questions regarding the usability of RTM. After listening to this presentation, it seems this is no longer an issue. Is this correct?	Based on studies reviewed or completed by the DCA, the RTM appears to meet the geotechnical requirements. The biggest challenge will be removing the moisture from the RTM. The moisture will be removed with mechanical dryers or evaporation.	Graham Bradner	7/22/2020	Responded

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9.12	6/24/2020	Karen Mann	This is not very good for the environment. Regarding EPA, this seems a lot like mining. The photos on the presentation show a lot of equipment. Where is the energy coming from to transport the RTM? Concerned about the EPA requirements. PG&E has been having a lot of trouble.	Electricity to the construction sites will be provided by either Sacramento Municipal Utility District, Pacific Gas & Electric Company, or Western Area Power Administration. DWR is currently working with these entities to determine the most appropriate entity for each construction site. The RTM material will be moved from the Twin Cities Complex to the Southern Forebay by railroad. RTM material will be moved from the Twin Cities Complex to tunnel shaft locations by truck. RTM material will be moved around the Southern Forebay Complex by rail and truck.	Gwen Buchholz/Carrie Buckman	7/22/2020	Responded
9.13	6/24/2020	Karen Mann	Will the cost of electric come out of tax payer money? Who will pay for the cost of electrical use? Why won't generators be used?	Electricity used during construction and operations will be funded by the water agencies participating in the Delta Conveyance Project. This project will not be funded by with State taxpayers.	Gwen Buchholz/Carrie Buckman	7/22/2020	Responded
9.14	6/24/2020	Karen Mann	Are the power companies aware of this anticipated draw of electricity at the proposed sites? It's shocking considering the hydro-electrical troubles in California.	Electricity to the construction sites will be provided by either Sacramento Municipal Utility District, Pacific Gas & Electric Company, or Western Area Power Administration. DWR is currently working with these entities to determine the most appropriate entity for each construction site.	Gwen Buchholz/Carrie Buckman	7/22/2020	Responded

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9.15	6/24/2020	Gil Cosio	This is a big construction project so the power lines, sub stations, etc. are not surprising. Doesn't look like there will be material left over for levees which isn't a bad thing after seeing what the material is made from. A lot of money will be spent getting the water out of the material, then at some point, the water will have to be put back in to compact it. The work it will take to keep the moisture at allowable limits will be tough. A couple of rainstorms could shut down the operations for awhile. What are the conditioners made from? What do they do physically or chemically to material? At which process will it be put in?	Conditioners will be introduced within the tunneling operation to provide moisture and surfactant to make the soil workable and not clog the operations. When the RTM is raised to the surface, the moisture will be removed. During drier periods, a mixture of mechanical drying and evaporation will be used to remove the moisture from the RTM. Depending upon how the RTM will be used, water may be added during placement at future embankments and tunnel shafts. Many different types and brands of conditioners are used in tunneling based upon soil conditions present along the alignment. Conditioners are generally categorized as foams, polymers and bentonites. On recent projects, DCA consultants have observed the use of Soilax S products (available from the manufacturer Boraid Products) which are surfactants (i.e. detergents) and mixed with clean water as a foaming conditioner. Sometimes, a cellulose product, like Soilax C, is added into the conditioner mix to provide added strength to the soap bubbles, which helps when the conditioner is injected into certain soil formations. Thickening agents, such as polymers and a bentonite (a naturally occurring clay), are also used for different soil conditions. These include such products available from Mapei Products. These are just examples of some products that could be used. The construction specifications would require any conditioners to be inert (chemically inactive).	Graham Bradner	7/22/2020	Responded

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9.16	6/24/2020	Cecelia Giacoma	Concerned about the toxic metals. Chromium-6 and arsenic will become airborne when they're dried, blowing around the area. The levels of the boring samples were found to be hazardous. Methyl mercury, a threat to rivers in the Delta, was not mentioned in the presentation. These all exceed levels that are hazardous to human health, as well as fish and the rest of nature. It's important to address that. What are the ingredients in the conditioners? What are the hazardous levels of Chromium-6, arsenic, and methyl mercury?	Many different types and brands of conditioners are used in tunneling based upon soil conditions present along the alignment. Conditioners are generally categorized as foams, polymers and bentonites The testing that was done took three commonly used conditioners and incorporated them into the soils, then tested them for their effects on the material. More of this testing will happen as time goes on. Chromium VI was not detected in either the baseline (non-conditioned) samples or conditioned samples. The analyses indicate that the Maximum Detection Limit (MDL) of the testing method is above the USEPA Regional Screening Level (RSL). Methylmercury was detected at concentrations between 0.00004 and 0.00005 mg/kg compared to an RSL of 7.8 mg/kg. Arsenic was detected, but at concentrations consistent with naturally-occuring conditions in the State. RTM would be expected to meet conditions acceptable for unrestricted land uses, with or without added soil conditioners. However, exposure of people, wildlife and plants to conditioned soil will likely require further risk assessment(s). Determination of appropriate exposure scenarios, and the specific risk-assessment details, is a collaborative process with regulatory agency and/or permitting agency authorities (e.g., the California RWQCB, the United States Army Corps of Engineers (USACE), or the DTSC), depending on the re-use option.	Graham Bradner	7/22/2020	Responded

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9.17	6/24/2020	Anna Swenson	The presentation didn't have any exploration on the Eastern alignment. Will that be done? If the conditioners will be put down in the tunnel boring holes, how will ground water be protected? There are proprietary chemicals being put into the ground with very interconnected systems. Although Chromium-6, arsenic, and methyl mercury are being used at approved levels, cumulatively how will they affect the community? How loud are the dryers? How often will they run? What will the operations be? How much productive farm land will be put out of production to dry tunnel muck?	Soil investigations are planned for the Eastern Corridor in the future. The soil samples from those investigations will be used to evaluate potential RTM characteristics. The mechanical dryers are expected to be operated Monday through Friday during and immediately following tunneling operations which will occur from 16 to 20 hours/day. The mechanical dryers would be located within a building and include large paddles to move the RTM material close to the heat sources. The mechanical dryers and evaporation areas to remove moisture are proposed to be located within the Twin Cities Complex and the Southern Forebay complex. The paddles of the thermal dryers are slow moving, on the order 4 revolutions per minute, and as such very little noise is produced, typically less than the limit for which ear protection would be required for operators inside the building. The area for evaporative drying could vary from 200 to 400 acres per launch shaft; and would be reduced by 20 to 25 percent with the use of mechanical dryers.	Graham Bradner/Phil Ryan		Responded
9.18	6/24/2020	David Gloski	The water vapor will likely cause a cloud of condensation so it would be good to have a discussion about this so that local people will understand.	Moisture discharged from dryers should be minimal compared to the surrounding air mass.	Phil Ryan	7/22/2020	Responded

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9.19	6/24/2020	Peter Robertson	The presentation mentioned spreading the material out to dry on land. How tall will the lifts be? Do you anticipate the dryers to run at night?	The natural drying process assumes 18-inch tall piles worked daily would reach optimum moisture content in 19 days during periods of favorable weather conditions. TThe mechanical dryers are expected to be operated Monday through Friday during and immediately following tunneling operations which will occur from 16 to 20 hours/day. The mechanical dryers would be located within a building and include large paddles to move the RTM material close to the heat sources. The mechanical dryers and evaporation areas to remove moisture are proposed to be located within the Twin Cities Complex and the Southern Forebay complex. The paddles of the thermal dryers are slow moving, on the order 4 revolutions per minute, and as such very little noise is produced, typically less than the limit for which ear protection would be required for operators inside the building.	Graham Bradner/Phil Ryan	7/22/2020	Responded
9.20	6/24/2020	Barbara Barrigan-Paril	What is the plan for containment of blowing dust during the natural drying process? I'm confused about where peat soils are at the surface. Levels of peat soil will be hit when excavating 150 feet. There is documented history of peat soil causing lung disease in the Delta, particulate number 2.5-10. This is a concern because funding for monitoring of this issue is being cut for COVID-19 budget. By the time the project starts, there could be a different type of budget for monitoring air quality. There would be particulate matter issues whether or not there is peat soil.	Immediately after removal of the RTM from the tunnel, the RTM will be extremely moist and will not generate dust. As the RTM dries, dust control measures would be implemented to meet regulatory requirements. Dust control measures is expected to generally involve application of water. The water for the RTM areas will generally be applied by a sprinkler system to minimize the use of water trucks. The peat/organic soils are not expected to be present in the RTM because the tunnel excavation depth will be below the peat layers. The shafts that would provide access to the tunnel would be excavated from the ground and may encounter peat/organics at some locations. The excavated peat materials will be separately stockpiled and managed to limit oxidation and exposure prior to eventual burial on-site under more stable soil material.	Graham Bradner	7/22/2020	Responded

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9.21	6/24/2020	Dr. Mel Lytle	The analysis done in the 2014 report by DWR showed a list of 16 heavy metals in this material. It's anticipated that that could change if the Eastern alignment is selected. Can the ingredients of the soil conditioners be listed so can the DCA find this out for the committee? At least what was in the 2014 report because one conditioner from EASF called MasterRoc ACP 127's composition on MSDS sheet has glucopyranose and glycosides which are sugar compounds. Because they are sugar compounds, 2,4,6-Trichlorophenol is put in which is a fungicide material and could be anticipated to be in the tunnel muck when it's brought to the surface. The materials in that report should be provided to the SEC.	Many different types and brands of conditioners are used in tunneling based upon soil conditions present along the alignment. Conditioners are generally categorized as foams, polymers and bentonites. On recent projects, DCA consultants have observed the use of Soilax S products (available from the manufacturer Boraid Products) which are surfactants (i.e. detergents) and mixed with clean water as a foaming conditioner. Sometimes, a cellulose product, like Soilax C, is added into the conditioner mix to provide added strength to the soap bubbles, which helps when the conditioner is injected into certain soil formations. Thickening agents, such as polymers and a bentonite (a naturally occurring clay), are also used for different soil conditions. These include such products available from Mapei Products. These are just examples of some products that could be used, including products from CONDAT, NORMET, and BASF. Safety Data Sheets for CONDAT, NORMET, and BASF will be placed on the DCA website. The construction specifications would require any conditioners to be inert (chemically inactive). See https://dcdca.sharepoint.com/sites/DCAProgram/Working/SE/Outreach/Forms/AllItems.aspx?viewid=b67b83df%2D738a%2D464e%2D85ff%2Dc14a0897a80b&id=%2Fsites%2FDCAProgram%2FWorking%2FSE%2FOutreach%2F2020%20SEC%20Meetings%2F2020%2D06%2D24%2F00%2DQ%26A%20Log%20Final The previous BDCP/WaterFix report is publically available.	Gwen Buchholz	7/22/2020	Responded
9.22	6/24/2020	Barbara Barrigan-Paril	The charts on truck traffic loads are just for the RTM. When will all the sources of truck traffic together be discussed?	The presentation in the May SEC meeting included information related to hauling of many materials, not just the RTM. The different types of materials were provided with different colors, such as on Slide 27 of the truck traffic presentation.	Nazli Parvizi	7/22/2020	Responded

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9.23	6/24/2020	Jim Wallace	The Twin Cities complex is about 640 acres and it has been identified as a borrow pit. If borrow material wasn't needed, would Twin Cities still be used as a borrow area? Is it specifically identified as a borrow area? If it's identified as a borrow area, does it become subject to SMARA? To what depth are you excavating?	The currently proposed Twin Cities Complex site has been reduced in size to about 450 acres, and could be reduced further as plans are developed. The Twin Cities Complex site was selected due to its geographical position along the tunnel alignments between the intakes and the Southern Forebay. Due to the geotechnical conditions at this location, the soil could be used to construct the tunnel shaft at the Twin Cities Complex and possibly two other shafts prior to the generation of RTM at Twin Cities Complex. Site specific geotechnical investigations wil determine the depths of the borrow areas. RTM material will be used to refill the borrow areas following the tunneling activities. Based on information available at this conceptual level of detail, it is anticipated that excavation activities on the Twin Cities Complex may require compliance with the Surface Mining and Reclamation Act of 1975 (SMARA). Under SMARA, “surface mining operations” are defined as “all, or any part of, the process involved in the mining of minerals on mined lands by removing overburden and mining directly from the mineral deposits, open-pit mining of minerals naturally exposed, mining by the auger method, dredging and quarrying, or surface work incident to an underground mine... .“ Regulations promulgated by the Department of Conservation to implement SMARA state that “surface mining operations” include borrow pitting and stockpiling. Further assessment of the activities on the Twin Cities Complex will be required to determine SMARA compliance needs. DWR will be coordinating with the Department of Conservation to assess the process for compliance with SMARA.	Carrie Buckman	7/22/2020	Responded

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9.24	6/24/2020	Cecelia Giacoma	What is SMARA?	SMARA is the Surface Mining and Reclamation Act (SMARA). It is anticipated that SMARA will apply to the activities required for construction of the proposed Delta Conveyance Project. DWR has an exception under SMARA that applies to "mining operations" on lands owned or leased, or upon which easements or rights-of-way have been obtained by DWR, for the purpose of the State Water Resources Development System (SWRDS) or flood control. The proposed Delta Conveyance Project is considered part of the State Water Project (SWP). To comply with SMARA under the DWR-specific exemption, DWR will be required to consult with the Department of Conservation, submit reclamation plan(s) and annual reports, and pay annual fee(s).	Carrie Buckman	7/22/2020	Responded
9.25	6/24/2020	Cecelia Giacoma	Do the levee improvements on Bouldin Island take sea level rise into account?	The DCA is evaluating the condition of existing levees using the currently available 100-year return period water surface elevation produced by the US Army Corps of Engineers consistent with elevations used by the Reclamation Districts to evaluate levee geometry. The period of Project construction is potentially several years in the future, and maintenance and rehabilitation of levees in the Delta is an ongoing and continual process due to subsidence/settlement and increasing/changing water levels. An evaluation of current levee geometry using a water surface elevation that includes sea level rise for the purposes of identifying potential levee repair extents for the Delta Conveyance Project will not include proposed projects by local Reclamation Districts in case those projects were not completed prior to tunnel construction. Future refinement of levee repair extents would be coordinated closely with the Reclamation Districts and using the current and future predicted water surface conditions appropriate for that time period.	Graham Bradner	7/22/2020	Responded

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9.26	6/24/2020	Anna Swenson	Air quality should be a topic of discussion in the future. What will be done with all the water that comes out of these sites? Will the existing sloughs be used? Who owns the land at Twin Cities? Does DWR own it? If it's privately owned, what is the plan to obtain it?	Air quality will be discussed in the EIR and at future SEC meetings. Runoff and dewatering water from the intakes, tunnel shafts, and Southern Forebay Complex construction sites will be collected, treated, and reused on-site for dust control, ground improvement, and other construction activities. If the amount of runoff or dewatering flows exceed the on-site water demand, the treated flows will be stored on the construction site or discharged to surface water bodies in accordance with State Water Resources Control Board permits. Capacities of surface water bodies to accept these discharges will be confirmed prior to inclusion in the applications to the State Water Resources Control Board for discharge permits. DWR does not own the proposed Twin Cities Complex land, and acquisition plans will be developed in the future by DWR.	Gwen Buchholtz	7/22/2020	For Future Discussion

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9.27	6/24/2020	Dr. Mel Lytle	The location on Twin Cities Road is historically rich in montmorillonite clays. This should be investigated more closely as a preferred site. Those clays extend well into the depths being estimated. At this point, it seems arbitrary to assume the RTM material can be used because of a lack of geotechnical work done on the Eastern alignment. When the analysis is being done, it would be assumed that the calculations would be based on the use of RTM and without the use of RTM, otherwise it's unreliable numbers and estimates. If additional material is being sought after, the South Delta agencies are proposing a large river dredging project to take river spoiles from various sections of the San Joaquin to Old River or Middle River because of high sediment. In the future, there may be a supply of dredge materials.	Subsurface exploration and testing at the proposed Twin Cities Complex is expected to be performed to understand the conditions, but based on available information the shallow subsurface materials at Twin Cities Complex appear suitable for reuse based on the likely geotechnical criteria. The available testing of baseline and conditioned materials representing potential RTM were collected along an alignment more similar to the Central Corridor, but were within geologic formations that extend broadly within the region of the Central Valley and will likely also be encountered along the Eastern Corridor. More investigation and testing along both the Central and Eastern Corridors will be helpful to further validate the reuse plans. The DCA will be interested in any information related to future dredging projects by the Delta agencies.	Graham Bradner	7/22/2020	Responded

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9.28	6/24/2020	Lindsey Liebig	Concerned regarding viability of RTM. Regarding Twin Cities, even with a shrunken footprint, a lot of land is still being taken out of production, even if it's not within the highlighted yellow area. The parcels being cut in half will be unfarmable because of water impacts and land disturbances. Although it may not fall into the actual footprint, doesn't mean the land around it will be left in the same capacity. These concerns are with all of the construction sites throughout the project, whether it's on the Central or Eastern alignment. There are many more impacts to farmland than just eminent domain and other areas of the footprint.	DWR will analyze the potential impacts to agricultural land use during development of the Environmental Impact Report, and will consider the concerns associated with dividing parcels.	Carrie Buckman	7/22/2020	Responded
9.29	6/24/2020	Cecelia Giacoma	Suggestion for DWR's Tribal Consultant to remain engaged in the process.	DWR's Tribal Policy Advisor, Anecita Agustinez, is leading DWR's tribal consultation processes under both AB 52 and DWR's Tribal Engagement Policy. She will continue to be actively engaged throughout the project.	Carrie Buckman	7/22/2020	Responded

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9.30	6/24/2020	Peter Robertson	The maps are still missing some aids to navigation on the waterways. Boaters are going to come up on construction and a lot will look different to them. Even with electronic charting and mapping, it's different. Request for those aids to navigation to be properly plotted on the land maps by comparison on the water areas. Also, some coordination will be needed with the Coast Guard, with notice to mariners. They are very good about putting out notices when there are giong to be changes in the river, such as when bridges aren't running, ferries aren't running, etc. The proposed project will be going on for a long period of time and this information is needed.	This request was received and is in development. The DCA is overlaying Delta Conveyance Project construction sites on nautical navigation charts within the project area to serve as a resource for mariners. The DCA is aware of the need to coordinate with the US Coast Guard and the need to provide notice to mariners regarding any changes within waterways.	Karen Askeland	7/22/2020	Responded
9.31	6/24/2020	Jim Wallace	It appears that this will be the first time that tunnels will go under I-5 if the Twin Cities Glanville Shaft is moved to the east. Where is the tunnel going to cross under I-5? What is the height of the crane going to be at that location? Now Caltrans and federal highways will probably have to be included.	As proposed, the tunnel will cross I-5 north of Dierssen Rd. and then near the Twin Cities Road/I-5 intersection. A gantry crane would extend about 80 feet above the top of the tunnel shaft. If a track mountes crane were used it could extend up as much as about 150 feet, which would be somewhere around 130 feet above the top of the shaft. The Delta Conveyance Project would require coordination and permits with CalTrans and Federal Highway Adminstration near several locations along I-5. The Project also would require coordination and permits from CalTrans due to work along State Routes 160, 12, and 4. The DCA and DWR have already been in discussions with CalTrans.	Phil Ryan	7/22/2020	Responded

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9.32	6/24/2020	Michael Moran	Will moving the Glanville Shaft over to Twin Cities depot extend the footprint or will it remain the same?	The total area for the proposed Twin Cities Complex would be less than the total area for Glanville Tract Tunnel Launch Shaft Site and the area located along Franklin Boulevard.	Phil Ryan	7/22/2020	Responded
9.33	6/24/2020	Barbara Barrigan-Paril	To expand on impacts to the Consumnes Preserve, the farmland around the Preserve is a place for feeding and roosting for Greater Sandhill Cranes. Concerned if this is getting bigger near the Preserve.	DWR will analyze the potential impacts associated with changes in available feeding and roosting areas as part of the Environmental Impact Report.	Carrie Buckman	7/22/2020	Responded
9.34	6/24/2020	Sean Wirth	Great idea moving to the other side of I-5 because for years there has been an effort trying to connect Stone Lakes crane population, with the cranes at the Preserve and points further south. Not having the shaft there would help to do that but the new position of the shaft is a problem.	DWR will analyze potential impacts to cranes at Stone Lakes and Cosumnes preserves as part of the Environmental Impact Report.	Carrie Buckman	7/22/2020	Responded

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9.35	6/24/2020	Anna Swenson	Folks across from the intake are interested to see the potential impacts of traffic and noise on their side of the river, so will impacts of raising levees be addressed? When can that be expected? To confirm, there will be no construction impacts on the Clarksburg side? Will noise impacts on that side of the river also be studied?	DWR is planning to assess the potential for increased water surface elevations through modeling; based on preliminary information, any increase would be insubstantial. Therefore, the project does not currently include raising levees near the intakes on the Sacramento River. No construction or construction traffic would occur on the western side of the Sacramento River for the eastern or central corridors. DWR will assess the potential for noise or vibration impacts as part of development of the Environmental Impact Report.	Carrie Buckman	7/22/2020	Responded
9.36	6/24/2020	Barbara Barrigan-Paril	Confused about sourcing of truck materials. If there are x amount of trucks and there are all these different projects, trying to figure out the total number comprehensively for the communities where we are pursuing the correct funding and meausures for mitigation on this end of the Delta. Even if a range could be given, that would be helpful.	The traffic portion of the May SEC meeting included an appendix (starting on Slide 67) with slides showing the truck volumes by month to individual locations. The appendix slides were not discussed in the May SEC meeting due to time limitations, but did refer the SEC members to these slides.	Don Hubbard	7/22/2020	Responded
9.37	6/24/2020	Anna Swenson	Several community members of Hood gave feedback that they are uniformed on the project and they need more individualized information as they are impacted from both the north and south. Can a presentation be provided for Hood in particular? COVID-19 has limited how much can be done in person. This would help Hood stakeholders plan and make preparations. Hood is an internet black hole, so that would need to be taken into account.	An update with some of the key effects to Hood can be put together, especially around the intakes. A webinar type format can be used. The DCA are planning to contact representatives of businesses and/or residents of Hood. The DCA would appreciate being provided with appropriate contacts for the Hood community.	Nazli Parvizi	7/22/2020	Responded

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9.38	6/24/2020	Peter Robertson	The current infrastructure of bridges and ferries are not running at 100%. There has been construction repair to some of the major arteries with one lane roads. The top concern in presentations to stakeholders bridges and ferries and how to go from point A to point B.	Any road, bridge, or ferry improvement project currently under way should be completed before work on the Delta Conveyance begins. The traffic presentation in the May SEC meeting described a number of possible roadway and bridge improvement projects that will be included in the alternatives sent forward for environmental review. If the selected alternative includes roadway improvements then these would be done in advance of major construction at the sites served by these roadways. Project traffic is not expected to use roads, bridges, or ferries that are partially closed for construction.	Don Hubbard	7/22/2020	Responded
9.39	6/24/2020	Melissa Tayaba	Update from tribes: had tribal engagement meeting yesterday with DWR. Delta tribes remain concerned about the destruction of cultural and natural resources. Tribes seem to be paying a higher price with the proposed project. Discussed having DWR report directly to the tribal group and DCA. That is a request that the tribal group is asking the DCA. Hoping for a meeting with just the tribes and the DCA. The reason for that is because the materials are hard to obtain and print. It is hard to understand engineering aspects and DCA would explain better. As tribal liaison, Ms. Tayaba will be hand delivering many of the materials.	DWR and the DCA are presenting to the tribes on July 15.	Carrie Buckman	7/22/2020	Responded
9.40	6/24/2020	Anna Swenson	How many more SEC meetings should members be expected to attend? Is there an end date?	Overall, DCA is planning for monthly meetings through June 2021. However, as the project continues, the meeting frequency could be reduced based upon the need for input and the development of new information by DCA.	Nazli Parvizi	7/22/2020	Responded

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9.41	6/24/2020	Sean Wirth	Interested in the idea of converting the Twin Cities Complex to permanent wildlife-friendly agriculture (irrigated pasture for wildlife foraging) after the project is constructed.	DWR will consider this option during development of the Environmental Impact Report.	Carrie Buckman	7/22/2020	Responded
9.42	6/24/2020	Sean Wirth	Are there ideas for funding to preserve land in agriculture in perpetuity and would this be discussed at a future SEC meeting?	Preserving agricultural land may be considered as a mitigation measure as part of DWR's efforts to develop an Environmental Impact Report.	Carrie Buckman	7/22/2020	Responded
9.43	6/24/2020	David Gloski	Earthquake Analysis – I'd like to see anything available on Earthquake analysis being done.	The seismic analysis results will be discussed at future SEC meetings.	Andrew Finney	7/22/2020	For Future Discussion
9.44	6/24/2020	David Gloski	Drying Process – I hear discussion about the project will either use natural drying, but when that is not available it'll use mechanical dryers. It sounded like either/or. I suggest thinking about whether the drying process overall, even during the summer, maybe the mechanical drying makes sense to get the bulk water out and when the muck is dryer, it might be easier to handle for getting the last bits out naturally.	We agree with the suggestion and are developing footprint accomodations and evaluating plans for potential hybrid approaches to drying RTM.	Graham Bradner	7/22/2020	Responded
9.45	6/24/2020	David Gloski	Rainy Season and Drying – So during the winter, what does this drying process look like? So you use mechanical dryers but when you are done it gets soaked anyway? Do you cover it somehow? Support drainage off it?	Soil that has been mechanically dried will be stockpiled either at the drying location or at the reuse location. Rainfall could saturate the top several inches of the stockpiled RTM; however the entire stockpile would not become saturated. Drainage would be directed away from the stockpiles to prevent ponded water from unneccessarily saturating stockpiled soils.	Graham Bradner	7/22/2020	Responded
9.46	6/24/2020	David Gloski	Electric Dryers – I didn't chime in at the meeting due to time, but I agree that using electric dryers seems like a bad use of smart energy. For something like drying I would expect oil or gas to be used. Is there an issue here with environmental emissions and electric being cleaner?	The thermal mechanical dryers under consideration will be electrically heated. The electrical source would likely be from the existing electrical grid, which has a range of contributing power generation sources. On-site diesel or oil generators would result in increased air quality emissions. The proposed Twin Cities Complex and northen Southern Forebay locations are not located near natural gas utilities.	Graham Bradner	7/22/2020	Responded

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9.47	6/24/2020	David Gloski	Indirect Emissions for Electric Use – The GHG footprint of the project needs to consider the indirect sources of energy like the electric use. Much of that is likely low GHG content due to hydro power, but it should be factored in.	DWR will consider power sources as part of the analysis of air quality and climate change in the Environmental Impact Report.	Carrie Buckman	7/22/2020	Responded
9.48	6/24/2020	David Gloski	Air Emissions from Dryers – So I do wonder about Arsenic and other parts of the RTM being blown into the air as part of the drying process. Normally I would expect it to stay in the soil, but if we are blowing air through or over the soil to dry it, does this create unwanted emissions?	Immediately after removal of the RTM from the tunnel, the RTM will be extremely moist and will not generate dust. As the RTM dries, dust control measures will be implemented to meet regulatory requirements. Dust control measures will generally involve application of water. The water for the RTM areas will generally be applied by a sprinkler system to minimize the use of water trucks. The dust will be controlled on-site to minimize dust leaving the construction site.	Gwen Buchholz	7/22/2020	Responded
9.49	6/24/2020	Michael Moran	During Graham's first presentation, the referenced core sample locations coincided with neither the Eastern nor Central Corridor alternatives. What is the confidence level applying these samples to either alignment? Will new cores be taken along the chosen corridor or is the geology consistent enough that the exisiting cores provide necessary accuracy?	The available testing of baseline and conditioned materials representing potential RTM were collected along an alignment more similar to the Central Corridor, but were within geologic formations that extend broadly within the region of the Central Valley and will likely also be encountered along the Central and Eastern Corridors. More investigation and testing along both the Central and Eastern Corridors will be helpful to further validate the reuse plans.	Graham Bradner	7/22/2020	Responded

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9.50	6/24/2020	Michael Moran	With the expressed concerns about surfactants, might the DCA provide some background information IN LAY TERMS? A "Surfactant 101" presentation or document? I can certainly see how this may result in side-tracking, but it may clarify an important project component, focus concerns, and dispel unfounded worries.	Many different types and brands of conditioners are used in tunneling based upon soil conditions present along the alignment. Conditioners are generally categorized as foams, polymers and bentonites. On recent projects, DCA consultants have observed the use of Soilax S products (available from the manufacturer Boraid Products) which are surfactants (i.e. detergents) and mixed with clean water as a foaming conditioner. Sometimes, a cellulose product, like Soilax C, is added into the conditioner mix to provide added strength to the soap bubbles, which helps when the conditioner is injected into certain soil formations. Thickening agents, such as polymers and a bentonite (a naturally occurring clay), are also used for different soil conditions. These include such products available from Mapei Products. These are just examples of some products that could be used, including products from CONDAT, NORMET, and BASF. Safety Data Sheets for CONDAT, NORMET, and BASF will be placed on the DCA website. The construction specifications would require any conditioners to be inert (chemically inactive). See https://dcdca.sharepoint.com/sites/DCAProgram/Working/SE/Outreach/Forms/AllItems.aspx?viewid=b67b83df%2D738a%2D464e%2D85ff%2Dc14a0897a80b&id=%2Fsites%2FDCAProgram%2FWorking%2FSE%2FOutreach%2F2020%20SEC%20Meetings%2F2020%2D06%2D24%2F00%2DQ%26A%20Log%20Final If desired, a presentation could be provided for the SEC at a future meeting.	Graham Bradner	7/22/2020	Responded
9.51	6/24/2020	Michael Moran	Beyond managing/phasing the Twin Cities Road footprint in such a way to minimize impact on Sandhill cranes/other wildlife, consider creating or enhancing adjacent/nearby habitat to "redirect" wildlife.	DWR will analyze the potential impacts associated with changes in available feeding and roosting areas as part of the Environmental Impact Report.	Gwen Buchholz	7/22/2020	Responded

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9.52	6/24/2020	Michael Moran	I realize we are early in the project and operational/contractual issues are not being addressed yet, but are there ongoing/long term mitigation/enhancement/improvement funding sources being considered for the life of the project? The model that comes to mind is a Land & Water Conservation Fund (LCWF) model for the Delta.	DWR will analyze mitigation measures for significant adverse impacts as part of the Environmental Impact Report.	Gwen Buchholz	7/22/2020	Responded
10.01	7/22/2020	Jim Wallace	Is the Through-Delta alternative the same as the No-Project alternative under CEQA? It was said in the presentation that CEQA is a methodology to inform decision making but DWR is the project proponent, the lead agency, and the decision maker. Will the decisions being made be fair and not heavily politicized?	The alternatives in the "Through Delta" category include specific levee or structural improvements within the Delta. The purpose of the EIR is to clearly analyze and document the environmental impacts and mitigation for the proposed project and alternatives; DWR's goal is to make this document transparent and understandable for consideration during decision-making. The Governor will make a final decision that is informed by the EIR.	Carrie Buckman	8/26/2020	Responded
10.02	7/22/2020	Gil Cosio	A comment was made to move intakes to Sherman Island and it's not shown on the presentation with dual conveyances or isolated conveyance. Was it put somewhere else?	The Alternative Points of Diversion alternative grouping includes different options for diversion locations, such as Sherman Island. The concept for a Sherman Island diversion is also similar to the Western Delta Intake concept discussed during the alternatives presentation.	Carrie Buckman	8/26/2020	Responded
10.03	7/22/2020	Barbara Barrigan-Parrilla	On the isolated conveyance alternatives, does that include the dismantling of the existing pumps and their infrastructure?	Some of the isolated conveyance concepts would continue use of Banks Pumping Plant but would only accept water from a new diversion facility and not continue diversions from Clifton Court.	Carrie Buckman	8/26/2020	Responded

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10.04	7/22/2020	Dr. Mel Lytle	The SEC's interaction with DWR has been limited to design and construction issues, with no discussion of CEQA. Now, the SEC is being presented a preview of CEQA alternatives and being asked for our comments. How will these comments be handled? Are they actual CEQA document comments that will be reported based on feedback from the SEC? It would be helpful to understand the flavor of this discussion.	DWR will ask the DCA to design alternatives that move forward for more detailed analysis in the EIR. The DCA anticipates working with the SEC on any new alternatives in the same way that it has presented conceptual designs to date. It would be difficult to involve the SEC in alternative design if the SEC does not understand the context of the origin of this alternative. Today's presentation is an opportunity for transparency of the process and dialogue, but the comments are not a part of the official CEQA process.	Carrie Buckman	8/26/2020	Responded

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10.05	7/22/2020	Dr. Mel Lytle	Discussing CEQA now, in a way, disqualifies earlier discussion where individuals wanted to discuss CEQA components but were forbidden to. It seems unfair that the SEC has been asked to stay within certain parameters for discussion, then that suddenly changes based on what you want for discussion going forward. It seems irregular if you want genuine input from the SEC that this is sprung on us.	DWR and the DCA have committed to being transparent during the planning process. This conversation is contextualizing the DCA's work. DWR will provide the DCA with alternatives to analyze and providing some additional information is helpful to the conversation. The goal of the presentation was to give opportunity to everyone to understand the work being done at greater depth.	Carrie Buckman	8/26/2020	Responded
10.06	7/22/2020	Sean Wirth	Since the Central Tunnel and the Eastern Tunnel are being so highly considered, will alternatives be considered for the various components of the infrastructure? Will the SEC be considering alternatives for intakes and various shaft sites? This doesn't necessarily work for the intakes. There is no input for the intake siting.	The process to refine site locations has been taking place within the SEC. As DWR moves through the environmental process, the anlaysis may identify environmental effects that could be avoided by moving sites. There will be an iterative process to consider any changes that may occur as part of this process.	Carrie Buckman	8/26/2020	Responded
10.07	7/22/2020	Karen Mann	From where did these lists of alternatives derive?	The main source of alternatives was scoping comments. Additional slternatives were identified from past projects and technical experts working on the project.	Carrie Buckman	8/26/2020	Responded

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10.08	7/22/2020	Cecilia Giacoma	A yellow pipeline going across Sherman Island was shown for the Garamendi alternative, does that go under or over the island? My concern is that the yellow alternative will go right under the largest community on Sherman Island. Will it impact the surface?	The yellow and orange lines are pipelines. In construction and as currently contemplated, the pipeline trench would be excavated, the pipe would be installed, and the trench would be covered. The pipeline would tunnel under waterways. Construction could affect surface features and would be considered in the EIR.	Carrie Buckman	8/26/2020	Responded
10.09	7/22/2020	Gil Cosio	Removing Sherman because of water quality impacts due to sea level rise, is it assumed that state and federal water projects will not be responsible for maintaining water quality in the Delta in the future, as they are now?	The assumption is that regulations about water quality in the Delta will continue to govern operations. As the sea level rises, the ability of the CVP and SWP to modify operations to meet requirements may be more limited. Sherman Island may have increased concern in the future, which makes it not as desireable of a location when trying to be resilient to climate change and sea level rise.	Carrie Buckman	8/26/2020	Responded

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10.10	7/22/2020	Barbara Barrigan-Parrilla	What data are you using for seismic resilience? This has been a hard issue for the people in the Delta. It feels like the data being used is not recent and does not deal with proximity of earthquakes or past tests results of active fault lines. Can you discuss all the parameters for determining seismic resilience? Has the DCA considered or updated those standards so that it's using criteria that's more comprehensive? In regards to the statement about DWR being the operator of the State Water Project, how does this match up with the DWR's mission including being the provider and steward of water resources for all of California? That also includes people that do not draw water from the State Water Project.	For alternative screening, seismic resilience is being considered at a conceptual level. More detailed evaluation and data will be included in the EIR. At this point, the alternative formulation process is considering whether an alternative, at a conceptual level, has the potential to provide seismic resilience for the SWP. In other words, if there is an earthquake in or near the Delta that causes a water quality problem, does the alternative help keep the SWP operational or help the SWP return to operations as soon as possible? DWR's mission is "to sustainably manage the water resources of California, in cooperation with other agencies, to benefit the state's people and protect, restore, and enhance the natural and human environments." DWR considers many projects to satisfy this mission. For the Delta Conveyance Project, DWR's goal is to maintain function of the SWP into the future when faced with multiple challenges.	Carrie Buckman	8/26/2020	Responded
10.11	7/22/2020	Douglas Hsia	Could the Garamendi alternative reduce the impact on farmers' use of water on the Sacramento River?	It is a constraint for all alternatives that they cannot affect the water rights of downstream water users. If a project moves forward, the next step would be to petition the State Water Resources Control Board to change the SWP point of diversion (by adding another diversion location). In order to approve a project and stated at a very high level, DWR needs to document that the project would not negatively impact water rights for legal users of water. The EIR will also consider potential effects to water supplies.	Carrie Buckman	8/26/2020	Responded

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10.12	7/22/2020	Barbara Barrigan-Parrilla	Based on this evaluation, it's been decided that these alternatives don't address the water quality criteria for the SWP but there is no description about how water quality challenges are going to be addressed in the Delta. Impacts from operations haven't been addressed yet. Completing analysis for the SWP is disallowing for the consideration from the non-SWP users that have equal duty to be protected. Confused that impacts on water quality aren't a part of the analysis.	The EIR will analyze the potential for the proposed project and alternatives to adversely effect water quality based primarily on standards set by the State Water Resources Control Board. The EIR will discuss water quality concerns and assess if there is a potential for alternatives to worsen conditions, consistent with those standards. If there is a potential to cause significant impacts to water quality, the EIR will include mitigation measures to avoid or reduce that significant effect.	Carrie Buckman	8/26/2020	Responded
10.13	7/22/2020	Jim Wallace	The No-Tunnel alternative doesn't meet climate or seismic resiliency. It seems that water will only be taken when it's available. If these alternatives don't meet the project objectives, does that mean that SWP water will be taken out of the intakes in the north Delta to ensure mitigation of water quality issues? It seems contradictory. This is going to become an operational issue that has yet to be answered.	Dual conveyance alternatives (such as the proposed project) would continue operations of both the existing south Delta pumping facilities and a new diversion facility in coordination. Providing an alternate point of diversion would allow SWP diversions to continue at times that south Delta pumping is constrained. Dual conveyance will be studied further trhough operational modeling.	Carrie Buckman	8/26/2020	Responded

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10.14	7/22/2020	Karen Mann	It seems that that the concern is more for the people in the south, rather than for the people who moved here intentionally because this water provides life. The scope of the decision making includes water quality. The SEC needs to know the definition. The presentation mentioned that this would only be used occasionally. It's concerning that this would be expensive to only use it on occasion.	Existing water quality concerns are very important but it is not an objective of the proposed project; the State Water Resources Control Board has responsibility for regulating water quality in California. Improving water quality is not a project objective for the Delta Conveyance Project, but the EIR will analyze potential water quality impacts (and mitigate potential significant impacts if feasible). Project operational criteria will be developed in coordination with the fishery agencies to avoid or minimize potential significant impacts to sensitive species. These criteria likely will limit the amount of water that could be diverted at a new diversion point based on, among other things, flow in the Sacramento River. To focus back on the project objectives, the purpose of this project is to make the SWP more resilient to a future that has risks of potential seismic activity, climate change, or sea level rise.	Carrie Buckman	8/26/2020	Responded
10.15	7/22/2020	David Gloski	It's concerning that this alternative was just eliminated from the start from future analysis. It seems like the focus of this project is to keep state water running, rather than address larger environmental issues. There is the ability to affect algae problem, with less water flowing through that will be more of a problem. It seems like the desire to not keep the current conveyance and just jump into the next.	See previous response.	Carrie Buckman	8/26/2020	Responded

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10.16	7/22/2020	Cecilia Giacoma	With the existing message of removing water from the Delta and sending it south, the water quality is already degraded around Sherman Island due to excessive removal of water. How will it be ensured that this doesn't worsen? How will the people there and their water be protected?	The EIR will include an extensive modeling effort to assess potential water quality effects throughout the Delta. Modeling will indicate if an alternative could significantly affect water quality near Sherman Island or other locations. If the assessment identifies the potential for significant impacts, the EIR will evaluate feasible mitigation measures to avoid or reduce these effects. All feasible mitigation must be adopted consistent with the requirements of CEQA.	Carrie Buckman	8/26/2020	Responded
10.17	7/22/2020	Michael Moran	Specific to the Bethany Alternative, is the size of the existing reservoir going to increase? Does the function or purpose then change? If more capacity is offered for this particular project, might that mean that water has to be diverted in a more consistent fashion? Water would not be able to be stored as much at Bethany than it would at a Forebay, therefore the tunnel has to be operating more often?	Based on preliminary considerations, it does not look like Bethany Reservoir would need to expand to accommodate the Bethany Alternative. The DCA is just starting to study this alternative and will share more information with the SEC as it is developed.	Carrie Buckman	8/26/2020	Responded
10.18	7/22/2020	Anna Swenson	Why are the sensitive receptors in Hood, Courtland, or other areas less valuable or less considered than those in Clarksburg? It seems like these alternatives were stacked up with rationale as to why they couldn't be considered. How does any of this lessen the dependence on the Delta? There are no eliminations of alternatives or intakes, so how can the dependence on the Delta be rationalized?	The distance from Intake 5 to Courtland is greater than the distance from Intake 2 to Clarksburg, so the sensitive receptor concerns regarding noise would not be the same. Hood, unfortunately, has the potential to be affected by the noise from Intake 3, so the DCA is working on design considerations to minimize noise and construction impacts to the maximum extent possible. The issue of redcued reliance will be evaluated during the environmental permitting process.	Carrie Buckman	8/26/2020	Responded

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10.19	7/22/2020	Barbara Barrigan-Parrilla	The No-Project alternative is still going to be analyzed because it is a requirement under CEQA. The main complaint from the SEC at the past meeting was that the analysis for the No-Tunnel alternative dropped things and dismissed them as to why they won't work. If there is still a No-Tunnel alternative, will it include things that the SEC believes should be included? Or will everything be analyzed status quo? This will end up in the same fight from four years ago. The No-Tunnel included new fish screens and levee repairs. If the analysis is done because it is a requirement but the SEC's requests are dismissed, will it end up back to sqaure one?	DWR is working to identify projects to include in the No Project Alternative that could be considered if the proposed Delta Conveyance Project or Alternatives are not approved. Some projects, like levee improvements, are part of the baseline and are planned to move forward with or without the proposed Delta Conveyance Project. The No Project Alternative will not focus on these types of projects, but will focus on the potential projects that would not move forward if the Delta Conveyance Project were implemented.	Carrie Buckman	8/26/2020	Responded

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10.20	7/22/2020	Anna Swenson	Concerned about the compaction and how it will affect the domestic wells. Abandoned water infrastructure was mentioned, but there is no such thing in the Delta, so whose water infrastructure will be used? Who decides what is lost and kept? Where will the tunnel muck be stored? How do you know that taking a layer of tunnel muck and putting the top soil back will lead to productive farmland? Major water infrastructure is being put on top of farmland, they can't live there, fields will be taken, and soil will be ruined. What happens to the year of non-productive farming? What will happen to the people there during this time? It's not a year or two, it's a long period of time. The Twin Cities burrow is not purchased land, but the plan is to make it a burrow pit. Can it be clarified whether or not the land being discussed is land that the project already owns?	For each property, the need to remove or continue to use water infrastructure would be determined based upon the constructed facilities at that location. Existing wells could continue to be used with withdrawals not greater than existing withdrawal rates. If existing drainage facilities also serve adjacent properties, facilities would be constructed to maintain drainage conveyance to properties not involved in the construction. Water generated on the construction site (including stormwater flows) would be reused on-site to the extent possible. The Post-Construction Land Restoration would be applied to the portion of the site where construction equipment and materials would be removed following construction. On sites where soil would be excavated, such as the Twin Cities Complex, RTM would used to fill the excavation borrow and topsoil initially removed prior to construction would be placed over the RTM. The Post-Construction Land Restoration approach is a concept being considered for incorporation into the CEQA environmental impact analysis. At this stage, no project has been selected and therefore land has not been acquired. Following adoption of a project, the land would be acquired by DWR prior to construction.	Graham Bradner	8/26/2020	Responded

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10.21	7/22/2020	Sean Wirth	Would this reclamation be considered avoidance minimization or mitigation in CEQA? Who would own the reclaimed land? It would make sense for large portions of the north Delta to be restored to an agricultural cover type that these impacted species can utilize. If it's private land, this would require row crops. Both habitat and mitigation can be accomplished for a lot of the project's footprint. If you have 100 acres, then you reclaim that 100 acres, have 100 acres of mitigation already been provided as part of the project? Then 100 acres of reclamation is added additionally? Who would own the land?	DWR is planning to include any land reclamation as part of the proposed project so that the effects of the entire project are considered. Reclaiming the land so it can be returned to a useful purpose will be part of the proposed project. DWR will look at each parcel, the activities of the parcel, and assess potential impacts and mitigation. The owner of the land after the project is not clear at this point in project development.	Carrie Buckman	8/26/2020	Responded

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10.22	7/22/2020	Cecilia Giacoma	What is the timeline of this restoration and is there intent to use adaptive management? The graphic shown earlier in the presentation that showed a large yellow to red area, is there a key to understand the different colors?	The restoration activities at specific construction locations would occur immediately following completion of construction activities and generally be completed within a year. Adaptive management would be part of the process since the actual effects induced by construction would be best understood following completion of site activities. Pilot studies are also being considered to validate the initial approach described for post-construction land restoration. The colors on the map show different peat thickness in the Delta is based on publicly-available information. A few references are provided below. See page 26 of the Sacramento-San Joaquin Delta Atlas: https://www.waterboards.ca.gov/waterrights/water_issues/programs/bay_delta/california_waterfix/exhibits/exhibit3/rdeir_sdeis_comments/RECIRC_2646_ATT%203.pdf See page 25 of the Delta Risk Management Strategy Phase 2 Report: https://deltarevision.com/2011_docs/drms-again/DRMS_Phase2_Report_Section9.pdf	Graham Bradner	8/26/2020	Responded

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10.23	7/22/2020	Lindsey Liebig	A lot of us in the agricultural community don't believe this tunnel muck will be reusable as proper agricultural land after it's restored. Compaction is a major concern with using that land. A lot of prime farmland is being taken out of production and turning it back into a low-value crop is going to have a disproportionate effect on the ag economy. Only taking 12 inches of top soil isn't enough, the amount won't make a difference post construction. The adjacent land use, especially for intakes, in one of the graphics, for example, there was a large square of land with a u-shape around it. Yes, that can be restored but is it really farmable? Something like having an ag base plus having environmental access for terrestrial species would be great. I'm hopeful that this land can be turned back into productive ag land. Still, there are a lot of concerns to see how this is going to affect the productivity of the ag community as a whole. These approaches still need to be discussed and talked about with farmer engagement.	The Post-Construction Land Restoration approach will continue to be discussed with the local agricultural community and refined. Pilot studies are also being considered to validate the concepts described in the post-construction land use approach. Input and engagement from the agricultural community will be very important for the success of potential pilot studies.	Graham Bradner	8/26/2020	Responded
10.24	7/22/2020	Michael Moran	I encourage consulting with the Farm Bureau. Ms. Mallon's comment about proof of concept is very encouraging. With the unprecedented scale of this project, there is an unprecedented amount of study and funding for it for this to be done through mitigation. If we're going to use this as a project base, the same approach should be taken for studying it.	Feedback from farming communities will be considered when developing mitigation.	Carrie Buckman	8/26/2020	Responded

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10.25	7/22/2020	Dr. Mel Lytle	Engaging with the ag community is very important as well as offices in that area and maybe local universities. This would allow for a better understanding of RTM and how many acres of land you estimate to be reclaimed. If you have any familiarity with mine land reclamation principles, reclaiming lands that have been impacted by construction, you can be more sophisticated with impacts on the overalaying soils, how nutrients move and dynamics, and developing lists of crops that can live in ths type of soil. You need to actually try what crops would thrive in the artificial soil. Need to conduct these studies. The original part of the “we don't own any lands, et.c” there are some islands that are already owned by state water contractors. It's a unique opportunity in that you already have land and use the properties for pilots so that when youre trying to reclaim lands you know that these steps are credible.	The approach described will continue to be discussed with the local agricultural community and refined. Pilot studies are also being considered to validate the concepts described in the post-construction land use approach. Input and engagement from the agricultural community will be very important for the success of potential pilot studies.	Graham Bradner	8/26/2020	Responded
10.26	7/22/2020	Jim Cox	How much top soil on top of the muck is being considered? I suggest taking a good look at Fosum City, it is built from reclaimed bay water with a topsoil and bay muck underneath. There's about 40 years of growth there that can be studied.	The initial approach for post-construction land restoration currently under review assumes placing approximately 12 inches of topsoil for discing and reintroduction of local organic material. The thickness of topsoil will be a subject of future study likely as part of site-specific pilot studies or proof of concept studies.	Graham Bradner	8/26/2020	Responded

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10.27	7/22/2020	Douglas Hsia	Who would restore the land? The SCFB or the end user? Also, today there was talk about using the RTM to recover the ground, but there was discussion at the last meeting that there would not be enough RTM to do so.	The initial restoration activities would be completed as part of construction activities. The final site preparation activities would be dependent upon the ultimate land owner. For example, different site preparation would occur for pasture versus orchards or habitat. The quantity of available RTM would vary based on tunnel diameter and alignment. For the smallest tunnel diameter under current review, the quantity of RTM is not sufficient to construct the Southern Forebay, so additional imported fill would be required for the Southern Forebay. However, RTM generated at the launch sites, such as the Twin Cities Complex, would be used to fill the borrow areas.	Graham Bradner	8/26/2020	Responded
10.28	7/22/2020	Anna Swenson	On the Twin Cities slide, what happened to the intermediate forebay that was supposed to be near that site? Is it no longer a part of the consideration? Is that then balanced and accounted for in terms of not being able to restore the land?	Results of hydraulic analyses completed in late 2019 indicated that the Intermediate Forebay was not needed, and that the hydraulics in the tunnel would be improved without inclusion of the Intermediate Forebay. Therefore, this facility is not included in the conceptual options currently being developed by DCA.	Gwen Buchholz	8/26/2020	Responded
10.29	7/22/2020	Cecilia Giacoma	A reminder that rich farmland is a living organism so when you scrape it up and store it, it dies. There is no returning fertile land to agricultural use, you need to rebuild that.	The Post-Construction Land Restoration approach would include deep ripping of the soil following removal of above-ground facilities and ground cover, and would probably include application of nutrients during the deep ripping activities. These plans will continue to be discussed with the local agricultural community and refined. Pilot studies are also being considered to validate the concepts described in the post-construction land use approach. Input and engagement from the agricultural community will be very important for the success of potential pilot studies.	Graham Bradner	8/26/2020	Responded

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10.30	7/22/2020	Michael Moran	Is it correct that the majority of the conditioners are applied inside the machine? The CO2 that it is converted to when it comes to the surface, is that an amount of concern? Even if it's not toxic, it's not adding nutrients to the muck, correct?	Soil conditioning is used to improve TBM performance and to modify ground conditions to provide better control of the tunneling operation. The addtion of conditioning agents may be introduced at various points in the tunneling process, including: at the cuttehead/ground interface, within the cutterhead chamber, in the screw conveyor and around the outside of the tunneling shield. The additives used for soil coniditoning in TBM operations will be non-toxic and biodegradable so that the amount of CO2 that is naturally produced will have neglible impact on the environment.	Steve Dubnewych	8/26/2020	Responded
10.31	7/22/2020	Peter Robertson	For Mandeville Island, the diameter is reduced from 82 feet to 70 feet. Is there an anticipated figure for how long it will take to do the project on Mandeville Island?	The proposed shaft on Mandeville Island would be used to perform maintenance on the TBM which could last several weeks. Once maintenance is completed the TBM would move on and would continue to excavate the tunnel drive. It would take approximately 18 months to construct the 82 foot diameter shaft. The schedule and time to construct the 70 foot diameter shaft is currently being developed.	Steve Dubnewych	8/26/2020	Responded

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10.32	7/22/2020	Cecilia Giacoma	I have input from Delta stakeholders stating that the DCA should discontinue the evaluation of the 3000 cfs intakes previously proposed because they cannot reasonably protect fish and other aquatic species. They have significant impacts on Delta legacy communities. A smaller design should be worked on to allow salmon to be exposed to the intakes for no more than 15 minutes. A smaller intake would also allow for more flexibility on where to put them.	Several of the options include intakes with a design capacity of 1,500 cfs, and the potential changes to aquatic resources and other environmental resources would be analyzed in the EIR. The use of a an inake with a design capacity of 3,000 cfs was used as a basis of most options to minimize the number of intakes along the riverbank.	Phil Ryan Gwen Buchholz	8/26/2020	Responded
10.33	7/22/2020	Douglas Hsia	Some of our constituents are farmers within the water burrows, they know that the DCA has already identified some property for boring tests. They are wondering when people are going to be contacted regarding the tests?	DWR will be contacting land owners by phone beginning in mid-August, which will be followed with a letter from the DCA in late August. The letter will provide details on the subsurface exploration program and will provide specific contact details for each owner.	Andrew Finney Karen Askeland	8/26/2020	Responded

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10.34	7/22/2020	David Gloski	In the email before the meeting, there was an attachment with a list of 23 different alternatives but I'm confused. We discussed four alternatives and one we are talking about again. It looks like a couple were dismissed. I would just be expecting more tables and numbers for CEQA process analysis. Constituents encourage to send in their comments to CEQA process. If it's at the level of response seen today, that would be disappointing.	DWR document the full consideration of all alternatives suggested through scoping in an alternatives formulation appendix to the EIR. Today's presentation was a preview of the process and results of that appendix, but it will include a substantive description of each alternative, the screening process, and screening results.	Carrie Buckman	8/26/2020	Responded
10.35	7/22/2020	Michael Moran	If the SEC could get a synopsis of what DCA or DWR thinks of different alternatives, even just a paragraph. As far as addressing concerns, that and some reference points would be very useful. How did DWR come to their conclusions? It would help clarify that the goal is to disseminate information instead of dismiss ideas.	See previous response.	Carrie Buckman	8/26/2020	Responded
10.36	7/22/2020	Sean Wirth	The environmental community has a lot of interest in working on the mitigations for the regional impacts of this project. We want to maintain and gain new regional approaches to mitigation.	DWR appreciates the collaboration of the SEC members.	Carrie Buckman	8/26/2020	Responded
10.37	3/11/2020	Barbara Barrigan Parilla	Observation: 10 feet perimeter levee seems too low to protect RTM with flood at Twin Cities Rd.	The perimeter levee at Twin Cities was designed to protect against the 100-year flood elevation of Elevation 19.0 feet with 1.5 feet freeboard. Ground elevations at the Twin Cities Complex site range from approximately Elevation 10 to 15 feet, therefore, the levee height would range from 5.5 to 10.5 feet.	Graham Bradner	8/26/2020	Responded

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11.01	8/26/2020	Peter Robertson	The biggest question received 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. The Coast Guard does notice to mariners, will we be connected with them? That system works very well.	The conceptual plans no longer include barge landings. As currently considered, barges could be used for a few days at the end of construction at the intakes to place riprap. The plans also have been modified to minimize increased construction traffic on State Routes 160, 4, and 12. Therefore, there should not be any substantial impacts to the waterways. There would be a few minor bridge modifictitons in across streams that are not navigable, including Snodgrass Slough and Connection Slough. Work at the intake would occur near the riverside. For all in-water work at the intakes and minor bridges, all activities would be coordinated with the Coast Guard and the Department of Boating and Waterways.	Phil Ryan	9/23/2020	Responded
11.02	8/26/2020	Isabella Gonzalez-Pott	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. Increased communication would be helpful, especially with conversation about the birds.	Future meetings are being considered with The Nature Conservancy for work on Staten Island for Delta Conveyance activities.	Carrie Buckman	9/23/2020	Responded
11.03	8/26/2020	Sean Wirth	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 traffic histograms prepared for SEC have been considered regionally as well as for each key feature site. The EIR will also be analyzing traffic impacts for individual roadways and regional traffic corridors.	Phil Ryan	9/23/2020	Responded

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11.04	8/26/2020	Sean Wirth	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. Would the new histograms be the last word on that or will there be opportunity to refine them at all? Suggestion for a regional mitigation strategy for the project vs a direct impacts approach.	The alternatives presentation at the last SEC meeting was an overview of the work being completed to formulate alternatives for the EIR. This work will be documented in the EIR in more detail, and the public will be able to comment on that work as part of the EIR process. DWR is considering ways to reach the public regarding the work that will be completed for the environmental analysis and will update the SEC as more information is available.	Carrie Buckman	9/23/2020	Responded
11.05	8/26/2020	Anna Swenson	How will it be ensured that tunneling under the cranes' sacred roosting sites will be safe?	Tunneling will occur at least 100 feet below the ground surface. As will be described in more detail in the Engineering Project Report, ground settlement above the tunnel would not be noticeable. Based upon experiences on other tunneling projects, noise will occur at the launch shaft; however, we do not anticipate any noise at the ground surface over the tunnel.	Carrie Buckman Phil Ryan	9/23/2020	Responded
11.06	8/26/2020	Anna Swenson	There hasn't been much discussion on the impacts on communities such as Hood, a majority Native American community.	DCA and DWR have met with community leaders in Hood and the DCA Board recently approved adding a new SEC member position specifically targetting Hood stakeholders in order to make sure they are well represented throughout this process.	Nazli Parvizi	9/23/2020	Responded
11.07	8/26/2020	Anna Swenson	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.	The proposed Twin Cities Complex is located to the east of Interstate 5, and is not close to boating areas. The Twin Cities Road improvements would be located immediately to the east and west of the Interstate 5 interchange, and would be conducted in a manner to widen the roads to allow ingress and egress in the area for farming at levels similar to existing levels.	Phil Ryan	9/23/2020	Responded

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11.08	8/26/2020	Anna Swenson	I spoke with some farmers about the plan of scraping top soil and replacing with tunnel muck and there is concern that this will destroy the ecosystmem 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.	The approach currently being considered for the CEQA process includes several steps to preserve local organic material, protect the foundation from consolidation, protect the soils from contamination, as well as, steps to characterize and restore the foundation for agricultural or habitat purposes. RTM would only be used to restore topography, where needed, but is accounted for in the approach for restoration. The approach has pre-, during, and post-construction steps for characterizing site conditions and is intended to be tailored for site-specific circumstances. Delta Conveyance is still in the environmental documentation and evaluation of alternatives stages. As such, no project has been selected and no specific properties are being pursued for project elements.	Graham Bradner	9/23/2020	Responded
11.09	8/26/2020	Anna Swenson	Has county input happpened on the Draft Engineering Report? What is the timeline on that report? I noticed on the DCA materials that the timeline had changed regarding the SEC, can we have some clarification on that?	An outline of the content of the Engineering Project Reports as well as a schedule for delivery is included in the September SEC Meeting presentation material.	Kathryn Mallon	9/23/2020	Responded

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11.10	8/26/2020	David Gloski	I was surprised when the budget came out and there was nothing for dual-use facilities, benefits, and other things that we had 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 main stream of payments and such, but we're neightbor 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 people, the only thing that gets them interested and listening is in talking about the benefits of the project. We should start a real discussion about the benefits.	The budget for community benefits will be finalized as part of the comprehensive capital budget for the Delta Conveyance Program. That budget will be prepared once/if the final alternative is selected, the concept design is finalized, and the environmental mitiations have been identified. The primary purpose of the Cost Assessment presentation to the DCA Board was to provide an "in progress" estimate of the construction of the project. It was not intended to be a comprehensive assessment of all program costs.	Kathryn Mallon	9/23/2020	Responded
11.11	8/26/2020	Jim Wallace	Early on in the project, Ms. Mallon talked about mutual benefits and she was reaching for feedback from the committee. I told her that there aren't any, but there is an opportunity to begin a process for community benefits and agreements. I'd want to see the SEC and DCA establish a way to begin to identify how a benefits agreement could be reached. It sounds like just identifying a process is necessary. I think that the Metropolitan Water District would 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. I hope we have this opportunity to meet with water contractors and with Met, which could be facilitated by the DCA.	DWR and the DCA have also been thinking about how to move forward with developing ideas around community benefits. The ideas about process are very helpful for us. We are planning to talk more about this issue soon with the SEC, and expect to start discussing community benefits in more detail by the end of the year.	Carrie Buckman	9/23/2020	Responded

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11.12	8/26/2020	Barbara Barrigan-Parrilla	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.	Consistent with its purposes under California Legislative, DWR's objectives for the Delta Conveyance Project are focused on enabling the State Water Project (SWP) to continue to function in the face of multiple challenges (including sea level rise, climate change, and earthquake risk). Many of the no tunnel alternatives proposed do not meet these objectives because they would not be under DWR's legislative authority and would not help the SWP continue to function. However, these non-tunnel proposals represent actions that may be taken by California public water agencies that contract with DWR for SWP deliveries if Delta Conveyance does not move forward. While DWR is not planning to evaluate these actions (including conservation, recycling, and desalination) in detail as part of an action alternative in the EIR, DWR is going to be developing a robust No Project alternative that considers actions that may be taken if the Delta Conveyance Project does not move forward.	Carrie Buckman	9/23/2020	Responded
11.13	8/26/2020	Barbara Barrigan-Parrilla	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 concerned the danger threshold. The problem with the whole process, while I understand the SEC is only dealing with construction, is that what we need to hear from you regarding water quality hasn't happened. 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.	DWR is not the state agency that manages water quality; that responsibility falls under the State Water Resources Control Board (SWRCB). But DWR is interested in ways to be positively involved in issues surrounding Harmful Algal Blooms (HABs). The Delta Conveyance Project is planning to develop a "deep dive" video to help increase understanding of the issue. DWR (beyond the Delta Conveyance Project) is considering ways to get involved and will follow up with Ms. Barrigan-Parilla.	Carrie Buckman	9/23/2020	Responded

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11.14	8/26/2020	Barbara Barrigan-Parrilla	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.	The updated histograms reflect Delta Conveyance-related traffic increases. DWR will analyze how the increased vehicle trips could affect air quality in different parts of the project area. The EIR will include an analysis of air quality emissions and, if appropriate, mitigation measures to reduce those impacts.	Carrie Buckman	9/23/2020	Responded
11.15	8/26/2020	Lindsey Liebig	It's a struggle to get information out to people. I've been looking at the map books with landowners and working with them directly because they don'tt realize that their land is being directly impacted.	Many landowners have been reached out to already via postcards and phone calls because of Geotech work that will be undertaken throughout the Delta region. We are working to reach out to owners of property considered in the siting analyses, especially in the virtual tour being released, in order to reassure them that sitings are for illustrative purposes only at this time.	Nazli Parvizi	9/15/2020	Responded
11.16	8/26/2020	Lindsey Liebig	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 ag will go out of production aside from direct impacts, not only impacted from eminent domain. The effect will be greater than anticipated.	The EIR will analyze both direct and indirect impacts to agricultural resources associated with the alternatives.	Carrie Buckman	9/23/2020	Responded
11.17	8/26/2020	Lindsey Liebig	Farmers are still not convinced about the tunnel muck. There are concerns about the feasibility of the land and contamination.	Based on the information available on ground conditions and constituents of the RTM, the proposed land restoration approach appears to be viable (but certainly subject to site-specific refinement). The approach provides a basis to account for the environmental effects of the restoration effort in the enviromental documentation.	Graham Bradner	9/23/2020	Responded

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11.18	8/26/2020	Lindsey Liebig	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 contrained to the discussion about construction. It's hard to get information about what we're asking without being able to talk about what those concerns are. The process has been very 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 months 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 we're receiving because we can't discuss them here.	DWR is working on additional outreach opportunities as a part of the environmental process to provide additional ways for the public to provide input on concepts that are not a part of the DCA's efforts.	Carrie Buckman	9/23/2020	Responded
11.19	8/26/2020	Lindsey Liebig	It's also important to ensure that we're not just talking to landowners, but whoever is working the land as their may be potential lease agreements and such.	DWR is trying to reach as broad of an audience as possible.	Carrie Buckman	9/23/2020	Responded

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11.20	8/26/2020	Mike Moran	What is really 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. I think we're off to a good start and it is step one in a multi-step process.	DWR and the DCA have also been thinking about how to move forward with developing ideas around community benefits. We are planning to talk more about this issue soon with the SEC, and expect to start discussing community benefits in more detail by the end of the year.	Carrie Buckman	9/23/2020	Responded
11.21	8/26/2020	Mike Hardesty	The difficulty is that the importance of this is so narrowly concentrated on the engineering. This is the problem and we have focused on it 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.	DWR is working on additional outreach opportunities as a part of the environmental process to provide additional ways for the public to provide input on concepts that are not a part of the DCA's efforts.	Carrie Buckman	9/23/2020	Responded

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11.22	8/26/2020	David Gloski	Is there a task force at DWR for the algae problem? Is there a plan or strategy?	SWRCB has organized the California Cyanobacteria and Harmful Algal Bloom (CCHAB) Network, which is a group of state, federal, tribal, local, and nongovernmental representatives working to standardize monitoring and reporting efforts.	Carrie Buckman	9/23/2020	Responded
11.23	8/26/2020	Dr. Mel Lytle	Two part question. 1) Have you considered doing any value engineering to look at the costs of the program. 2) Have there been two additional expert reports that have been completed? We only analyzed one of them. What's the status?	Value engineering will be part of the program delivery. The DCA plans to conduct Value Engineering sessions before finalizing the baseline program costs. Any formal ITR reports are always reviewed at DCA Board meetings. Information that could affect the stakeholders, that information is shared with the SEC. Results of the ITR can be found in the Board Meeting packages that are included on the DCA website.	Nazli Parvizi	9/23/2020	Responded
11.24	8/26/2020	Dr. Mel Lytle	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. This has been an interesting exercise in that there has been a preliminary value engineering that the SEC has produced through our comments and how they have changed the overall dynamic of the project. Is there a value there? How long is the SEC going to continue to meet?	As currently proposed, SEC will meet through the rest of the year. How often and if we meet next year will be up to discussions between the DCA and SEC discussion, the need to discuss specific topics, and agenda items that are relevent to the SEC while being sensitive to the time committment SEC members have made.	Nazli Parvizi	9/23/2020	Responded

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11.25	8/26/2020	Gil Cosio	North Delta Water Agency has a contract with the State to maintain water quality in the North Delta. With sea level rise, are you going to trash this contract? What will happen here?	The issues with sea level rise and changes in Delta conditions will likely have an effect on many of the current agreements between water users, including ones with DWR. It will also effect water right and water quality standards applicable to the Delta. The contract between NDWA and DWR, like most agreements, do not have specific provisions related to changes in future conditions and changes in the agreement would need to be addressed between the parties.	Carrie Buckman	9/23/2020	Responded
11.26	8/26/2020	Anna Swenson	I'm concerned about flood and using current systems to take water out.	Considerations for flood management are considered in several ways for the proposed Delta Conveyance Project, including placement of intake structures in the Sacramento River, and protection of Delta Conveyance facilities from future flood events. With respect to the intakes, the structures will be required by permit conditions from the U.S. Army Corps of Engineers and Central Valley Flood Protection Board to not increase peak flood surface water elevations. All key features would be designed for protection of the 200-year flood event plus sea level elevation for the Year 2100. The EIR will analyze the impacts to flood protection of existing lands. Based on the impact analysis, the EIR will also identify mitigation measures to reduce or avoid impacts (if appropriate).	Gwen Buchholz	9/23/2020	Responded
11.27	8/26/2020	Melissa Tayaba	What are the impacts to the plant life, fish, and water quality?	The EIR will analyze the impacts to plants, fish, and water quality. Based on the impact analysis, the EIR will also identify mitigation measures to reduce or avoid impacts (if appropriate).	Carrie Buckman	9/23/2020	Responded
11.28	8/26/2020	Melissa Tayaba	Tribes want to know information regarding Stone Lakes Wildlife Refuge and what the impacts will be here.	The SEC has provided feedback about ways to reduce construction-related effects to Stone Lakes National Wildlife Refuge, and this feedback has been incorporated to the design process. DWR and the DCA have also been meeting with the refuge management team to gain insights. The EIR will assess remaining impacts and identify mitigation measures to further reduce or avoid impacts (if appropriate).	Carrie Buckman	9/23/2020	Responded

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11.29	8/26/2020	Melissa Tayaba	Tribes are still really asking about the No-Project alternative.	Consistent with its purposes under California Legislative, DWR's objectives for the Delta Conveyance Project are focused on enabling the State Water Project (SWP) to continue to function in the face of multiple challenges (including sea level rise, climate change, and earthquake risk). Many of the no tunnel alternatives proposed do not meet these objectives because they would not be under DWR's legislative authority and would not help the SWP continue to function. However, these non-tunnel proposals represent actions that may be taken by California public water agencies that contract with DWR for SWP deliveries if Delta Conveyance does not move forward. While DWR is not planning to evaluate these actions (including conservation, recycling, and desalination) in detail as part of an action alternative in the EIR, DWR is going to be developing a robust No Project alternative that considers actions that may be taken if the Delta Conveyance Project does not move forward.	Carrie Buckman	9/23/2020	Responded

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11.30	8/26/2020	David Gloski	There is a big size differences between the old forebay and Bethany Reservoir. It will function much differently than a forebay, correct? Did the forebay before have any storage benefit? 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? What is the discharge of Bethany in cfs?	The conceptual Southern Forebay would provide temporary storage (up to 12 hours depending upon hydraulics) to manage delivery of up to 6,000 cfs water from the Southern Forebay and water from Clifton Court Forebay to the Banks Pumping Plant. The combined water flows would be conveyed from the Banks Pumping Plant to Bethany Reservoir. The Southern Forebay would be needed to balance flows from both forebays into the Banks Pumping Plant. When the water enters Bethany Reservoir, water immediately flows into the California Aqueduct and/or South Bay Aqueduct. Under the Bethany Alternative being studied, up to 6,000 cfs of the Delta Conveyance flows would be delivered directly to the Bethany Reservoir; and flows from Clifton Court Forebay would continue to be conveyed via Banks Pumping Plant to Bethany Reservoir. The forebay is not needed to balance operations of Banks Pumping Plant. When the water enters Bethany Reservoir, water would continue to immediately flow into the California Aqueduct and/or South Bay Aqueduct.	Phil Ryan	9/23/2020	Responded
11.31	8/26/2020	Douglas Hsia	Was the Glanville Shaft also eliminated?	Based upon comments from the SEC and the U.S. Fish and Wildlife Service Stone Lakes National Wildlife Refuge staff, the proposed tunnel shaft was moved from Glanville Tract to the west of Interstate 5 to a location to the east of Interstate 5 (and west of Franklin Boulevard).	Gwen Buchholz	9/23/2020	Responded

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11.32	8/26/2020	Anna Swenson	You said that the elimination of intake 2 reduced the noise for Clarksburg and Elk Grove. How loud are these pile drivers? Noise is one of the major concern of residents.	At a previous SEC meeting, a sound pressure map was presented that showed different levels from pile driving. The sound would occur equally at all directions. At proposed Intake 2, the noise would be heard loudest in Clarksburg. However, the noise also would be heard to a lesser degree in portions of Elk Grove that are located at a further distance than Clarksburg. The sound pressure levels in the previous SEC presentation showed noise levels that were essentially unmitigated. The DCA is considering a test pile programs to test different ways to reduce sound. Therefore, projected noise levels are expected be lower than previously discussed at the SEC. Additional geotechnical data is required to determine different strata conditions to determine pressures required to install sheet piles. Currently, DCA is evaluating methods to reduce driven pile lengths and the number of driven piles.	Phil Ryan	9/23/2020	Responded
11.33	8/26/2020	Mike Moran	Does the alignment of Bethany by Clifton Court go under the Jones Plant? Anywhere near it?	The alignment for the Bethany Alternative is still under development. The alignment could need to cross the Delta-Mendota Canal near the Jones Pumping Plant; however, the alignments under consideration do not appear to be under the pumping plant.	Phil Ryan	9/23/2020	Responded

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11.34	8/26/2020	Sean Wirth	I would like the SEC to ask the DCA for a very robust No-Tunnel Alternative and truly determine the need for the project. Can we get away with not having this, with the environmental impacts?	Consistent with its purposes under California Legislative, DWR's objectives for the Delta Conveyance Project are focused on enabling the State Water Project (SWP) to continue to function in the face of multiple challenges (including sea level rise, climate change, and earthquake risk). Many of the no tunnel alternatives proposed by commenters do not meet these objectives because they would not be under DWR's legislative authority and would not help the SWP continue to function. However, these non-tunnel proposals represent actions that may be taken by California public water agencies that contract with DWR for SWP deliveries if Delta Conveyance does not move forward. While DWR is not planning to evaluate these actions (including conservation, recycling, and desalination) in detail as part of an action alternative in the EIR, DWR is going to be developing a robust No Project alternative that considers actions that may be taken if the Delta Conveyance Project does not move forward.	Carrie Buckman	9/23/2020	Responded
11.35	8/26/2020	Dan Whaley	We were surprised to see the delay in design modeling after being told that there was no room for any delays. Please provide everyone with the new expected time lines and an explanation for this change.	The updated schedule was presented during the SEC meeting and is available in the meeting materials on the DCA's website.	Carrie Buckman	9/23/2020	Responded
11.36	8/26/2020	Dan Whaley	The Delta has changed significantly in the last five years. In addition to the multiple added Vineyards, and agricultural uses, the Google map has rerouted much of the Bay Area traffic through the Historical Victory Highway. We are also now designated a National Historic Area. Has the consultation with DPC begun on that issue?	DWR is coordinating with the Delta Protection Commission on a variety of issues. The Delta Protection Commission NHA management plan is not yet complete, but DWR will continue to coordinate as the plan is developed. The EIR also will evaluate potential impacts on historical sites. Based on the impact analysis, the EIR will also identify mitigation measures to reduce or avoid impacts (if appropriate).	Carrie Buckman	9/23/2020	Responded

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12.01	9/23/2020	Barbara Barrigan-Parrilla	Was information about surface water included in the survey?	Yes, under the screen "Your Experience and Nature," we ask a question about safer waterways; that reflects the input we received about that concern.	Genevieve Taylor	11/5/2020	Responded
12.02	9/23/2020	Barbara Barrigan-Parrilla	Most of the Filipino community takes pride in also speaking English, but other Cambodian languages are not included in the survey. They do a lot of fishing in the Delta. Why is only Tagalog included? Suggestion to work with Apsara to do the translations, which would result in thousands more responses.	Tagalog is the third most commonly spoken non-English language in the 5-county Delta region. Among speakers of non-English languages, Spanish makes up 54%; Chinese makes up 9%; and Tagalog makes up 6.4%. However, we learned shortly after the SEC meeting from several Filipino community members that there are several dialects spoken in the region. They also shared that the community was accustomed to reading and writing in English. We were told that this is even true in the Philippines because the dialects are not mutually understandable. We were urged to drop that translation and focus on more widely spoken languages, pending available resources. Due to that guidance, we decided to cancel the translation of the survey and accompanying materials into Tagalog. There could be value in translating the survey into other languages commonly spoken in the region, especially if we can identify community partners willing to help us successfully reach those communities. We would need to explore whether the budget is available to cover the	Genevieve Taylor	11/5/2020	Responded
12.03	9/23/2020	Jim Wallace	In CEQA, there is no such thing as environmental justice resource. Environmental justice is applied differently in CEQA because it's supposed to assess the physical effects of a project on a community. It would be helpful to clarify exactly how CEQA addresses environmental justice.	While the EIR and EIS will be separate documents, DWR is planning for the EIR to include the information required for both CEQA and NEPA. As the project proponent, DWR knows that the Corps will be incorporating information from the EIR by reference and this approach will provide the information needed for NEPA compliance. The plan is to structure the environmental justice analysis in the EIR based on NEPA requirements.	Carrie Buckman	11/5/2020	Responded

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12.04	9/23/2020	Jim Wallace	Will this data from the survey be shared with the Army Corps of Engineers preparing the NEPA document? NEPA does have an environmental justice category that is very specific about the data that will need to be used. How will low income communities/communities at risk be identified? Background information would be helpful.	The data will be shared with the Corps. As stated above, while the EIR and EIS will be separate documents, DWR is planning for the EIR to include the information required for both CEQA and NEPA. As the project proponent, DWR knows that the Corps will be incorporating information from the EIR by reference and this approach will provide the information needed for NEPA compliance. The plan is to structure the environmental justice analysis in the EIR based on NEPA requirements, with direct input solicited from the Corps.	Carrie Buckman	11/5/2020	Responded
12.05	9/23/2020	Jim Wallace	Another survey has been circulating in the Delta about water usage and it has been resisted by large portions of the population because it seemed to be invasive and a duplicate of the Census. Unless the survey is presented in a way that makes people feel comfortable, there might be some resistance in receiving responses.	The team has been thinking about how the survey would be received. The strategy is to work with community organizations that have trusted relationships and give them plenty of information so they can speak to it. The marketing has been made to be engaging and the language made to be inviting to assure the public how information is being used and why. The hope is that folks have several points of contact. For example, mail, Facebook, or around the community to make it worthwhile to be involved. Finally, the intent is that the results of the survey will be helpful to others in a variety of ways as well, and so would be appealing to send out. It would be helpful for the SEC members to try to push the survey out, as well.	Genevieve Taylor	11/5/2020	Responded
12.06	9/23/2020	Douglas Hsia	Will the survey be pushed out to Elk Grove? There is a large Chinese population in Elk Grove.	The goal is to reach anyone that is somehow connected to the Delta. We will include Elk Grove in our outreach. Zip codes are also included in the survey, so we can identify who is responding from what zip codes. That demographic information will be very important in determining what kinds of representation we have achieved through the survey.	Genevieve Taylor	11/5/2020	Responded

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12.07	9/23/2020	Melissa Tayaba	How would the survey work for tribal groups? We would definitely like to participate.	Tribal participation and Tribal input is highly valued and welcomed in this survey. The Team is aware of the need to maintain confidential information, and will monitor responses to make ensure confidentiality is maintained. However, because sensitive information may be shared, any sensitive information is better provided through the formal tribal consultation process. There is a question under the maps about historical and cultural resources that is identified as confidential. The team will go through the answers and anything that could be confidential will be flagged.	Genevieve Taylor	11/5/2020	Responded
12.08	9/23/2020	Karen Mann	It looks like it would be a great cost savings not having to dig another forebay. Was that part of the plan?	The sensitivity analysis did not include costs as a factor. The sensitivity analysis focused on extent of disturbances and physical characteristics of construction sites that would result in complex construction methods.	Graham Bradner	11/5/2020	Responded
12.09	9/23/2020	Karen Mann	In reference to the presentation on Bethany facilities, it appears that there are no additional fish screens. Is that correct?	As currently under study, the Bethany Alternative would include the same intake and tunnel shaft facilities as presented for the Eastern Corridor option upstream of the Lower Roberts Island Tunnel Launch Shaft site.	Graham Bradner	11/5/2020	Responded
12.10	9/23/2020	Karen Mann	To clarify, there are three different alternative sites to present to the governor, correct? Will input and considerations be taken for the intakes?	DWR has asked the DCA to provide conceptual designs for the proposed project (including the Eastern and Central corridors) and one additional alternative (the Bethany alternative). In addition to these alternatives, there may be operational components that are layered in as the EIR moves forward. DWR has not identified the final number of alternatives. The alternatives will use combinations of the three intakes identified on the Sacramento River.	Carrie Buckman	11/5/2020	Responded

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12.11	9/23/2020	Karen Mann	The amount of electricity to pump water over the Tehachapis to Southern California is a great amount. What about this pump station? What kind of magnitude? It's a big deal, especially with all the fires.	There are no overall differences in power requirements between the different alignments under study, all water needs to be pumped to existing Bethany Reservoir. Under the Central and Eastern Corridors options, the water from the Delta Conveyance Project would be pumped through the existing Banks Pumping Plant. Under the Bethany Alternative, the water from the Delta Conveyance Project would be pumped in the new Bethany Alternative Pumping Plant. All of these alternatives would rely upon the Banks Pumping Plant to continue using Banks Pumping Plant to move water from Clifton Court Forebay to the existing Bethany Reservoir. Total power consumption would depend upon the operational criteria related to the volume of water diverted into Clifton Court Forebay and at the new intakes.	Phil Ryan	11/5/2020	Responded
12.12	9/23/2020	Barbara Barrigan-Parrilla	What are the levee heights for the maintenance shafts for Lower Roberts Island down to Bethany Reservoir?	As currently shown, shaft pad heights would range from approximately 18 to 24 feet above the existing ground surface at the shaft locations from Lower Roberts Island to the reception shaft near Mountain House.	Graham Bradner	11/5/2020	Responded
12.13	9/23/2020	Barbara Barrigan-Parrilla	The team really needs to look at flood inundation on the San Joaquin River side because that's the biggest flood threat, not the Sacramento River. The Delta Stewardship Council is using sea level rise forecasts from the Oceanic Administration and is middle of the road in their forecasting. Keep in mind flood threat and an accelerated threat that would flip the switch. Does this project's pumping plant replace that completely?	The Bethany Pumping Plant currently being studied would be constructed on natural ground at elevation 45-50 feet, which is above current or future projected flood elevations.	Graham Bradner	11/5/2020	Responded

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12.14	9/23/2020	Sean Wirth	Who owns the easements? Were they set out to protect particular species? Why shouldn't we assume that the downslope habitats aren't as important as those in the easements?	The easements near Bethany Reservoir are held by DWR and DFW, including habitat lands for the benefit of California red legged frogs, California tiger salamanders, San Joaquin kit fox, and burrowing owl in wetlands. It is a mitigation easement from the South Bay Aqueduct Improvement Project. The terms of the easement generally prohibit certain construction activities.	Carrie Buckman	11/5/2020	Responded
12.15	9/23/2020	Anna Swenson	How do you analyze which alternative is best? Are you looking from a position of land use? What is the main driver in determining facility routes?	In terms of feasibility, the evaluation of engineering alternatives considers a range of factors: construction considerations, geotechnical conditions, existing infrastructure, land use, among others. Detailed evaluations of project environmental impacts, including certain land use conflicts, will be performed by DWR as part of the CEQA process to analyze alternatives and recommend a project alternative.	Graham Bradner	11/5/2020	Responded
12.16	9/23/2020	Anna Swenson	Will residents be put up in hotels during the construction if it is close to their homes?	DWR will analyze construction-related impacts to local residents as part of the EIR. The DCA and DWR are trying to avoid these impacts where possible. If remaining impacts are significant, the EIR will identify mitigation measures to reduce or avoid the impact, including the possibility of temporary resident relocation.	Carrie Buckman	11/5/2020	Responded
12.17	9/23/2020	Mike Moran	In previous presentations, there have been mockups of what facilities might look like in the landscape. Will this pipeline be buried?	The pipelines shown in the mockups would be buried with a small mound soil over the top in a manner similar to the Central Valley Project aqueducts between the Jones Pumping Plant and the open canal portion of the Delta-Mendota Canal	Phil Ryan	11/5/2020	Responded

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12.18	9/23/2020	Dr. Mel Lytle	To clarify, how much water are Banks and Bethany capable of pumping? Has there been any preliminary analysis on seismic vulnerability in that area? When another pumping station is placed so close to the state and federal pumping stations, if there is a seismic vulnerability area right there, all the conveyance facilities will be sabotaged. Please look at this closely.	The capacity for the Bethany Pumping Plant under review would be the same as the capacity of the Central and Eastern Corridor options (3,000 to 7,500 cfs). For the 7,500 cfs Project capacity option, up to 1,500 cfs for the CVP would be pumped into the Delta-Mendota Canal; and up to 6,000 cfs would be pumped into pipelines for delivery into Bethany Reservoir. Seismic analysis of the new facilities would be completed as part of the design process.	Phil Ryan	11/5/2020	Responded
12.19	9/23/2020	Douglas Hsia	What is the present condition of Bethany? Will it require much improvement?	No condition or performance issues have been reported by DWR relative to existing Bethany facilities . The proposed Bethany alternative would require coordinated operations with the Banks Pumping Plant and downstream deliveries. The Bethany Alternative and the Central and Eastern Corridor options would not change the existing Bethany Resevoir water levels.	Phil Ryan	11/5/2020	Responded
12.20	9/23/2020	Barbara Barrigan-Parrilla	It says the material isn't available for local beneficial uses. Aren't there places nearby where more materials could be stored for levee upgrades? Especially with the push for clean construction equipment and clean trucks. The recent executive order from the California Governor says that all vehicles will have to be electric by 2035. What can be done to accelerate things to make the best decision?	Excess soil that is stockpiled would be available for local beneficial uses, such as for restoration or levee repairs. However, for CEQA the analysis conservatively assumes the stockpiles would be permanent since the end use is not known at this time and therefore no detailed analysis of the transport and use of this material would be included in the EIR. Consistent with the requirements of CEQA, the environmental impacts of hauling borrow from the stockpiles and use at a particular site would likely need to be assessed separately associated with future individual projects.	Graham Bradner	11/5/2020	Responded

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12.21	9/23/2020	Barbara Barrigan-Parrilla	This is such a massive project, do you have any leverage to push these things like electric vehicles in the industry?	CEQA requires DWR to rely on information that is readily available and technology and condidions that exist at the time of the EIR preparation. The DCA and DWR team discussed whether it would be reasonable, based on current information, to rely on electric vehicles. The concept that this project may help push the industry is interesting and could occur, but the team was concerned that relying on these vehicles for the EIR analysis is not reasonable based on current information and may result in an overly conservative analysis. If the development of electric vehicles moves forward, this would be a topic to reconsider.	Carrie Buckman	11/5/2020	Responded
12.22	9/23/2020	Mike Moran	Twin Cities is a big crane habitat. Are there any studies on the physical impacts of putting that much soil on top of the existing land that can impact the Consumnes area?	Impacts to crane habitat will be assessed in the EIR. Site-specific investigation, testing, and analysis would be performed to fully assess the physical impacts of fill placement in this area.	Graham Bradner	11/5/2020	Responded
12.23	9/23/2020	Peter Robertson	What is the percentage on contaminants that can't be used?	Contaminants are not expected based on existing available information. However, additional assessments would be completed during the design phase. For consideration of environmental impacts, the team is assuming 5% of the RTM would not be usable for structural fill.	Graham Bradner	11/5/2020	Responded
12.24	9/23/2020	Cecelia Giacoma	Concerned about the area around Twin Cities; they have flooding issues currently. If stockpiles of RTM are added, it will severely impact their situation that is already a problem. Not just the obvious risk of flooding to the people but that flow also goes to the preserve. If there is a flood there that is exacerbated by the RTM, it will flow to the preserves.	The currently proposed Twin Cities Complex and associated RTM stockpile would be located within Glanville Tract (RD 1002), which does have a perimeter levee system. However, in recognition of periodic interior flooding from the east a ring berm would temporarily be constructed around the tunnel launch site and RTM stockpile area. The effects of the temporary ring levee and permanent RTM stockpile on hydraulic conditions within Glanville Tract would be further evaluated during the design phase.	Graham Bradner	11/5/2020	Responded

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12.25	9/23/2020	Douglas Hsia	Regarding intakes 2 and 5, my constituencies mentioned that near the south of maintenance area 9, according to their study the levee condition is very bad there and were wondering if you could do any levee improvements.	The proposed project would include seepage cutoff walls along modified levee sections that would extend beyond the project limits. If future repairs were identified by others in the vicinity of the intake structure construction, the future repair projects would be able to tie-in to the intake cut-off walls.	Graham Bradner	11/5/2020	Responded
12.26	9/23/2020		Regarding recreation facilities and mutual benefits, would Davis-Dolwig considerations be utilized?	DWR is coordinating with the Department of Parks and Recreation to consider Davis-Dolwig requirements.	Carrie Buckman	11/5/2020	Responded
12.27	9/23/2020	Mike Moran	The RTM was at least preliminarily evaluated for use of reclamation and not for habitat use, correct? Does the RTM analysis include physical subsidence reversal and putting topsoil?	As stated above, stockpiled excess soil would be available for local beneficial uses but because of the current speculative nature of this, the detailed assessment of transport and specific use of the material will not be part of the EIR. The properties and geotechnical characteristics of the RTM have been evaluated using available test results. Based on available information, the material could be suitable for structural fill or non-structural grading for habitat restoration once excess moisture has been removed. Organic additives would likely be needed for supporting vegetation since the RTM derived from tunnel depth would generally be lacking in organic matter. Additional testing would be performed to confirm the suitability of RTM and the performance as a growth media.	Graham Bradner	11/5/2020	Responded
12.28	9/23/2020	Barbara Barrigan-Parrilla	Although the SEC can't talk about operations or water quality enforcement, could there be opportunities in design and construction for creating solutions for water recirculation for HABS?	Operations and water quality issues are part of the scope of the EIR and all are encouraged to participate in that process. In addition, as it overlaps with the scope of posible "community benefits," this will be a topic of discussion in the upcoming on SEC meeting.	Carrie Buckman	11/5/2020	Responded
12.29	9/23/2020	Anna Swenson	Will December 2020 be the end of the meetings?	The DCA has proposed a budget that will keep the SEC funded until March 2021. We will revisit the ongoing role of the SEC after that date.	Nazli Parvizi	11/5/2020	Responded

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12.30	9/23/2020	Karen Mann	Considering the proximity of the Bethany alternative to the community of Mountain House, DCA may want to consider adding an SEC representative of the Mountain House community.	While we are not yet decided on whether or not to add another SEC member to the committee, we have reached out to the Mountain House CSD manager and San Joaquin officials and will be meeting in order to update them on the proposed alternatives and potential construction affects to the local community.	Nazli Parvizi	11/5/2020	Responded
12.31	9/23/2020	Angelica Whaley	I would like to know who in the California Department of Fish and Wildlife approved intake locations 2, 3, and 5, and when? And how did they consider effects of the intakes on North Delta communities and North Delta businesses in making that approval? Particularly on the towns of Hood and Clarksburg? And will they give a presentation to the Stakeholder Engagement Committee on their "constraints and siting criteria?	As you know, a detailed assessment of a variety of resource issues were completed as part of the BDCP/California WaterFix environmental review process. Where appropriate, the information from that process was reviewed and updated for application to the Delta Conveyance Project. For BDCP/California WaterFix, a Fish Facilities Technical Team (FFTT) comprised of expert resource agencies (including USFWS, NMFS, CDFW, USBR, and DWR) and consultant members was formed to evaluate intake sites. The FFTT conducted a series of evaluations using a wide variety of criteria (focusing primarliy on engineering feasibility and avoidance of impacts to sensitive fish species but also considering land use effects) to select the number and location of suitable intake sites for the project. The agency members of the FFTT ultimately provided final recommendations regarding intake siting. That process and associated impact analysis were summarized in the BDCP/California WaterFix EIR. For the Delta Conveyance Project, the original analyses from the WaterFix Project were reviewed by DCA and DCO, with input from USFWS, NMFS, and CDFW, and supplemented with more current information regarding the study area, including new bathymetric data and characteristics of the area. Suitable sites were identified as part of that process and they turned out to be substantially the same as those recommended for the BDCP/California WaterFix Project, primarily due to river bathymetry. A comparative analysis between sites was conducted, and sites 2, 3 and 5 were recommended for further consideration. The results of the updated siting analysis were shared with agency staff, including representatives from USFWS, CDFW, and NMFS, and will again be summarized in the EIR for the Delta Conveyance Project. Effectively, DWR determines the actual intake locations if and when the project is approved and the only specific "approval" from the regulatory agencies for these sites would come in the form of permits for implementing the propose project. DWR will analyze	Phil Ryan	11/5/2020	Responded

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12.32	9/23/2020	Angelica Whaley	I would like the DCA to explain in more detail how they are going to protect the Hood levees from vibration during construction, up and down the river from the intakes.	Site-specific analyses would be performed to confirm levee stability during the design phase and after project construction. DCA and DWR are in the process of pursuing collection of additional subsurface data and testing to support these analyses. Analysis of the levees will be performed in compliance with US Army Corps of Engineers EM 1110-2-1913 Design and Construction of Levees with consideration any vibratory loads induced by project construction.	Graham Bradner	11/5/2020	Responded
12.33	9/23/2020	Angelica Whaley	I'd like to ask the DCA to provide conceptual design for the smaller, 1,500 cfs capacity intake that Phil mentioned in the slide. I'd like to compare the footprint and local impacts for the 3,000 cfs intake with the impacts for a 1,500 cfs intake.	The options developed by DCA and provided to DWR for consideration in the EIR include both a 1,500 cfs and 3,000 cfs intake at the Intake 5 location.	Phil Ryan	11/5/2020	Responded
12.34	9/23/2020	Angelica Whaley	I would like to know who was on the DCA team that conducted the site investigation, and decided that the five sites from the WaterFix project were the only candidate sites, and that the best three were the intake sites selected for the WaterFix project.	Phil Ryan of the DCA led the analysis for the Delta Conveyance Project. As stated above, the assessment of the intake sites was based on what had previously been prepared forthe BDCP/Calfironia WaterFix Project.	Phil Ryan	11/5/2020	Responded

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12.35	9/23/2020	Angelica Whaley	I also want to request that DWR explain to the Stakeholder Engagement Committee members how the review of the Central and Eastern Corridor options by the Stakeholder Engagement Committee relates to DWR's implementation of Delta Plan DP P2, "Respect Local Land Uses when siting water or flood facilities or restoring habitats." We've had many presentations about DWR's implementation of the CEQA process, but none about DWR's implementation of Delta Plan DP P2.	If the Delta Conveyance Project is approved through the CEQA process, then DWR will determine if the project is consistent with the Delta Plan policies and prepare a "certification of consistency" for the approved project for submittal to the Delta Stewardship Council in compliance with the Delta Reform Act. It is not the responsibility of any single Covered Action to implement Delta Plan policies but rather a project proponent is charged with demonstrating consistency with Delta Plan policies and providing substantial evidence in support of that certification of consistency. The Delta Stewardship Council's Administrative Procedures Governing Appeals states that 10 days after receiving a notice of appeal the record that was before the state or local agency at the time it made its certification must be submitted. The record for a Delta Conveyance project would be developed along with the certification and will include items that go beyond the scope of CEQA procedures for several, if not all, of the applicable Delta Plan policies. Information related to the SEC process may be included in the record per the DSC administrative procedures but will certainly not be the full extent of substantial evidence for demonstrating consistency with any policy, including DP P2.	Carrie Buckman	11/5/2020	Responded
12.36	10/4/2020	David Gloski	Requesting the SEC gets a presentation of the Proposed Emergency Action Plan for the project?	The DCA has considered several emergency responses in the development of key features descriptions, including responses to floods, fires, and power outages. DWR will be responsible for operation of all new and existing facilities; and therefore, relative adopted emergency actions for the SWP facilities would also be included emergency action response plans that will be developed during the design phase.	Carrie Buckman	11/5/2020	Responded
12.37	10/7/2020	David Gloski	Army Corps Scoping Docs – Is there a link for this process for public to participate?	Here is the webpage for the USACE public scoping: https://www.spk.usace.army.mil/Missions/Regulatory/Delta-Conveyance/	Carrie Buckman	11/5/2020	Responded

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12.38	10/7/2020	David Gloski	Community Benefits from Design – Community benefits can come from set aside $ to deliver community benefits, but there is also the ability for the community to get benefits from the actual design. For example, my desires to see the this project deliver the end conveyance systems with the ability to pump water into the south delta. There are likely others as well if a design leaves improved roads for example.	The SEC can discuss this point as part of DWR's community benefits program development process, starting in December.	Carrie Buckman	11/5/2020	Responded
12.39	10/7/2020	David Gloski	Requests expand discussions when dealing with benefits related to operations related to design.	DWR is still working on defining operational criteria, so this work is not yet ready to share with the SEC. The SEC can talk about specific information needs that may be helpful for the community benefits discussion.	Carrie Buckman	11/5/2020	Responded
12.40	10/7/2020	David Gloski	Operational Capabilities and Flexibilities around Bethany and Jones pumping stations – I want all the considerations analyzed. I'd like to see the ability for the Bethany plant to deliver water taken out of the Clifton Forebay for example.	The Bethany Alterantive tunnels and pumping plant would be operated independently of Clifton Court Forebay (CCF). The Bethany Pumping Plant would not be connected to CCF and could not pump water from Clifton Court Forebay. A new pumping plant to deliver water from CCF would be a different alternative from the Bethany Alternative and would have to be identifed by DWR and considered as part of the CEQA process.	Carrie Buckman, Graham Bradner, Phil Ryan	11/5/2020	Responded
12.41	10/7/2020	David Gloski	I'd like to see Jones be able to deliver water from the new tunnel conveyance. You should have dual operational flexibility for maintenance, emergencies etc. I'd like either stream to be able to push water into the south delta for quality or emergency response.	At this point, the Bureau of Reclamation and the Central Valley Project have not indicated interest in participating in the Delta Conveyance Project. The EIR will consider an alternative that has a connection to Jones Pumping Plant, but it is not part of the proposed project for that reason.	Carrie Buckman	11/5/2020	Responded

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12.42	10/7/2020	David Gloski	Can someone give me a comparison of the Southern Forebay capacity and elevation compared to the Bethany capacity and elevation? Just looking at a map the area footprint of the proposed southern forebay was so much bigger than Bethany. Assuming somehow we now don't see the need for this water storage that we were getting? Swapping Bethany for Southern Forebay is not apples to apples. Operationally things will be very different depending on which plan you go with. How does the choice here affect operations which could have an effect on benefits to the delta?	The proposed Southern Forebay is 9,000 acre foot capacity with normal operating elevations between about 5 and 17 feet (not including overflow and freeboard requirements). Bethany Reservoir would have a capacity of about 4,600 acre-feet and would normally operate between elevations of about 238 to 245 feet.	Phil Ryan	11/5/2020	Responded
12.43	10/7/2020	David Gloski	Why all of a sudden is it okay to haul wet RTM? Previously everything was being dried.	Wet hauling of RTM is only being considering for off-site reuse where it could be placed wet, such as quarry restoration. All potential project reuses (i.e. Southern Forebay embankment construction) would require the excess moisture be removed before placement as structural fill.	Graham Bradner	11/5/2020	Responded
12.44	10/7/2020	David Gloski	This project has looked at all levees that can affect the project and analyzed those effects. And apparently you are coming up with a list of things to improve. Can we get that part of this project packaged so that there is a methodology and process to follow for any Delta organization to look at levees that are important to them and follow the same process to start to identify things that they should be looking at. Can we at least produce a procedure and use the project results as an example? (Another community benefit)	Proposed potential levee improvements were based on evaluation of levee geometry and comparing with PL84-99 and Bulletin 192-82 standards. This approach is similar to what is commonly used by the Reclamation Districts in the Delta. It should be noted that this DCA study was only performed at a screening level to support the CEQA process, and further study would be required for design projects.	Graham Bradner	11/5/2020	Responded

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12.45	10/7/2020	Sean Wirth	I have had some time to think about my suggestion that possibly the stockpile of RTM generated by the Twin Cities launch site could be used for creating upland forage for Sandhill Cranes in the floodplain of the lower Cosumnes River for use by them during the cyclical flooding that occurs there every seven to ten years or so; and which will likely increase in frequency due to climate change. As well, sea level rise has the very real potential to put much of the lands already conserved for the Crane at risk, making upland forage sites even more valuable.	This suggestion has been provided to the team working on the EIR.	Carrie Buckman	11/5/2020	Responded
12.46	10/7/2020	Sean Wirth	Mentioned the need to coordinate efforts with the SSHCP and Regional San. Regional San may be able to use some of the muck for creating berms to impound tertiary treated water for infiltration into the groundwater table.	Yes, additional coordination with local agencies and entities is expected to be performed regarding reuse of RTM.	Graham Bradner	11/5/2020	Responded
12.47	10/7/2020	Sean Wirth	Are you aware of any studies that deal with repurposing RTM that likely has little to no organic content as soil suitable for agriculture?	We are not aware of any studies related to reuse of the type of RTM expected to be generated from the project in the Delta. Additional testing to evaluate the viability of RTM for growing vegetation would be conducted during the design phase.	Graham Bradner	11/5/2020	Responded
13.01	11/5/2020	Anna Swenson	Features that could end up being permanent?	In the November SEC meeting, DCA provided a rendering packet that reflect potential permanent facilities.	Cecilia Gamboa	12/9/2020	Responded
13.02	11/5/2020	Mike Hardesty	Will project sites be seen from the freeway? Are the sites going to be recovered afterwards and not be an eye sore? What will shaft sites look like at end of project?	Within the November SEC renderings, DCA provided potential views of the sites with roads and highways in near proximity.	Cecilia Gamboa	12/9/2020	Responded
13.03	11/5/2020	Anna Swenson	Can members get a post-construction map that represents the truck traffic, activity and noise that will be present during operations?	In the November SEC meeting, DCA presented potential scenario of traffic, we anticipate 2 to 10 trucks per hour (one way) to haul solids off site and anticipate 10 to 20 weeks each year to pump, dry, and haul solids off-site for disposal. This is only a scenario and the total solids generated will depend upon solids loads in river and total volume diverted.	Phil Ryan/ Cecilia Gamboa	12/9/2020	Responded

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13.04	11/5/2020	Anna Swenson	When will members see the impacts on properties across from the intakes? Would like to see some more detail about what will happen to the levees, the homes, and the folks that are directly across from intakes. Can those levees be armored? Do homes need to be set back? Which properties could potentially be in that footprint of impact directly across from the intakes?	Impacts across the Sacramento River from the intakes would mostly be similar to other impacts for properties adjacent to the intakes on the same side of the river, except there wouldn't be construction traffic and other impacts from the physical presence of project work on that side of the river. Preliminary estimates of water levels along the levees during design flood flow, with the intakes in place, appear to be within the original design level established by the USACE. These issues will be evaluated in detail with the USACE as the project is further developed. Further discussion of this item should be arranged with the SEC coordinators.	Phil Ryan	12/9/2020	For Future Discussion
13.05	11/5/2020	Barbara Barrigan-Parrilla	We have difficulties in the Iron Triangle, center of railroad traffic in South Stockton presently. It is an overly crowded train traffic area, and we have problems with trains idling engines for long periods of time. We need the power of the State of California and the DCA to improve this situation with construction so that idling/air pollution is reduced at that site as well.	No data on rail idling in South Stockton is currently available to the DCA, however BNSF has reported 20 freight service per day and 8 Amtrak trains per day that travel through Stockton. DCA will potentially have 2 weekly deliveries at Lower Roberts Island site and about 2 trains per day to the Southern Complex. As currently antiicpated, trains will pull off main line onto site spur and locomotives will depart after drop-off causing minimal idling.	Cecilia Gamboa	12/9/2020	Responded
13.06	11/5/2020	Barbara Barrigan-Parrilla	For the Port of Stockton, if the DCA is going to use electric barges etc., we need to work together to push the Port to being a clean Port. We need the jobs in SJ County, and many fine people are part of Port leadership. They are community oriented, but they do things oddly, like not publish or notify the public about EIRs for Port expansion. If this project comes to pass, community benefits to offset construction impacts should focus on modernizing the Port of Stockton and making it a model, clean Port. I will again address Port concerns with this project when I discuss water quality and HABs in a later point.	DCA will continue to work with the Port of Stockton to identify opportunities for synergy on sustainability related to the DCP.	Cecilia Gamboa	12/9/2020	Responded

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13.07	11/5/2020	Barbara Barrigan-Parrilla	Part A. How much total electricity will be used for operations at the new South Delta Pumping Facilities? Current pumping requires roughly 15% of the state's electricity (somewhere around there, I would have to dig for the exact number). Are we looking at solar operations to reduce energy use? Part B. One of our critiques of WaterFix and other state plans is that energy/greenhouse mitigation is too often based on buying credits elsewhere in the world. This means we live with construction, water, and air pollution impacts without receiving the benefits of mitigation. If electricity consumption is going to remain the same or increase from new pumping operations, can mitigation in energy consumption be directed toward the Delta environmental justice communities? For instance, how many low income Stockton, Isleton, Antioch, North Delta residents can be provided with solar panels/systems to mitigate a set percentage of decrease in energy consumption? Or can struggling cities and towns, and school districts be the beneficiary of provided solar systems as well to offset increases or lack of reduction in energy use. We would really like to see a switch where community benefits mitigate pollution and climate change impacts related to creation of the project within the Delta first. The project is Delta-centric; make the offsets into community benefits; and make them Delta-centric. The people who live with the impacts should receive the lion's share of benefits.	Power consumption in the South Delta would be greater than current power consumption. More precise quantification of the consumption can be made once operational strategies are proposed as part of the CEQA/NEPA process. DWR will identify mitigation measures after defining operations and estimating the impact of project operations.	Phil Ryan/Carrie Buckman	12/9/2020	For Future Discussion
13.08	11/5/2020	Jim Wallace	The presentation says that metals and organics generally resemble naturally occurring levels. Arsenic is very high naturally occuring in the Delta and it is a water quality issue. Although they might be naturally occuring, doesn't mean they meet environmental standards or environmental minimums for soil contamination.	DCA will perform various ground studies and laboratory tests as geotechnical investigations are completed. DCA will work closely with regulatory agencies to ensure environmental standards are met.	Cecilia Gamboa	12/9/2020	Responded
13.09	11/5/2020	Anna Swenson	Air quality should be a topic of discussion in the future. What will be done with all the water that comes out of these sites? Will the existing sloughs be used? Who owns the land at Twin Cities? Does DWR own it? If it's privately owned, what is the plan to obtain it?	As currently anticipated, runoff and dewatering flows from the construction sites would be collected and treated on-site, and reused if possible. If runoff and dewatering flows are higher than needed on-site, the flows would be discharged to adjacent water bodies. However, the flows would be less than the peak flows generated on-site. The site locations were only identified for the purposes of the EIR analysis. Following adoption of the EIR, DWR would consider the properties to be acquired for any adopted project.	Gwen Buchholz	12/9/2020	Responded

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13.10	11/5/2020	David Gloski	Earthquake Analysis – I'd like to see anything available on Earthquake analysis being done.	A summary of seismic analyses being performed by the DCA was provided in the November SEC presentation package. As described, the DCA is performing various studies and field and laboratory tests to assess seismic risks at each site. The collected data and analyses will be used for design of project facilities to meet seismic criteria for foundations and physical structures including existing levees	Cecilia Gamboa/ Graham Bradner	12/9/2020	Responded
13.11	11/5/2020	Sean Wirth	There was a suggestion to carry on the riparian bend of trees for the intake render through to the other side of the screens between the screens and the settling pond, does it mean it's no longer being considered if it's not shown on the renders?	As noted in the meeting, landscaping concepts would be developed as the project is further developed.	Phil Ryan	12/9/2020	For Future Discussion
13.12	11/5/2020	Douglas Hsia	Will there be renders for the Bethany Alternative too?	Yes, the next SEC meeting will provide additonal information regarding the potential Bethany pump station and surge control facilities and will have those renderings available.	Phil Ryan	12/9/2020	Responded
13.13	11/5/2020	Karen Mann	What is the distance between Highway 4 and the pumping plant by the Southern Forebay? What is on the western part of the Southern Forebay? Are there homes over there?	The closest homes are about 1/2 mile west of the power corridor near the north end of the conceptual Southern Forebay, and the Southern Forebay is on the other side of the power corridor.	Phil Ryan	12/9/2020	Responded
13.14	11/5/2020	Dr. Mel Lytle	Assuming that each of these sites will be secured with gates and fencing, do you know the details as far as the visual impact? As a member of an agency that has facilities in the Delta, particular attention to security issues will need to be paid because nighttime is interesting and without security, damage can occur. All parking structures, etc. need to be secured because otherwise unwanted activities will occur there.	All sites would likely be surrounded by at least 8-foot tall security fence with a gate, security surveillance, and security lights that would be downcast. The fencing and the gates at the intakes, pumping plant, Southern Forebay, and South Delta Conveyance would be designed for multiple daily visits. As currently anticipated, the intakes and pumping plant would have secure entrances and the tunnel shaft would have secured lids that could only be removed by a crane that would be raised by another crane to the top of the shaft pad.	Gwen Buchholz	12/9/2020	Responded
13.15	11/5/2020	Philip Merlo	There is a lot of boat driven theft of private properties in the Delta. It could be copper wiring from irrigation pipes or people's homes, it's an easy place for theft like this. The DCA should start planning what collaboration systems will look like with local law enforcement. It would be helpful for local law enforcement. Security cameras or any type of monitoring systems could be helpful for law enforcement in the nearby cities.	In addition to Fire and EMS our Emergency Response Plan also considers the nearest law enforcement agency to each conceptual project facility, including county sheriff departments, police departments, and California Highway Patrol. Engagement with these agencies would be instigated during a subsequent phase of project development. Contractors would be responsible for site security during construction of facilities they are contracted to build. Security provisions for operational facilities such as alarms and surveillance would be considered during detailed design development.	Neil Paynter	12/9/2020	Responded
13.16	11/5/2020	Cecilia Giacoma	What is the height of the shafts and what will be used to hydroseed? They look flat at this point.	As currently anticipated, the shaft pads would 10 to 20 feet above existing ground surface. Native grasses would be placed on the shaft.	Phil Ryan	12/9/2020	Responded

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13.17	11/5/2020	Dr. Mel Lytle	Can you provide some estimates for water usage, total acre feet, etc? With the tunnel spoils, storage areas, there will be a stormwater impact there. How will you handle runoff from the spoils piles? As far as spoils piles go youre looking at potential for treatment in perpetuity. That should be considered. Also, use of groundwater in the Delta is sometimes prohibited due to its quality and salinity so that should be considered with use of groundwater for concrete, etc.	As currently anticipated, runoff and dewatering flows from the construction sites would be collected and treated on-site, and reused if possible. If runoff and dewatering flows are higher than needed on-site, the flows would be discharged to adjacent water bodies. However, the flows would be less than the peak flows generated on-site. If the groundwater quality is poor, the groundwater also would treated on-site. Groundwater usage, if any, would be consistent with applicable legal requirements.	Gwen Buchholz	12/9/2020	Responded
13.18	11/5/2020	Gia Moreno	In Hood, my concern is with the groundwater. There is a bad water situation and Hood just recently got a water treatment plant. A lot of water is being taken when Hood is right between intakes 3 and 5. How will that affect the water for Hood? What will be done to the water if there are problems while the water for the project is being taken? If water is being brought in for that, how will traffic from those trucks affect existing traffic in the area plus the other materials and employees coming through?	Based on initial studies and reviews, most of the water supplies at the intakes would be from the Sacramento River under the existing water rights associated with each parcel assumed for the construction site and any dewatering flows. Groundwater usage, if any, would be consistent with applicable legal requirements.	Gwen Buchholz	12/9/2020	Responded
13.19	11/5/2020	Anna Swenson	A big topic in the Delta is SGMA, the Sustainable Groundwater Management Act. The goal of SGMA is to reduce the reliance of groundwater to refresh the aquifers in the areas. The reliance on groundwater will only deplete already impacted aquifers. This is troubling because farmers use this to irrigate their crops. Regarding recycled water, is this an existing contract created with utilities or just a hope?	As DWR has not approved any potential Delta Conveyance project, it has not executed any contract for recycled water for use during construction.	Gwen Buchholz	12/9/2020	Responded
13.20	11/5/2020	Douglas Hsia	Is there a standard scale to measure the optimal use of water and dust control? Or a scientific standard to monitor the amount of dust? How much dust per cubic foot?	The amount of water for dust control would depend upon the construction activities. Near the soil stockpiles and large excavations, water could be delivered by irrigation sprinklers to avoid use of a water truck. Water trucks could be used at construction sites that would only be temporarily located, such as at access roads.	Gwen Buchholz	12/9/2020	Responded
13.21	11/5/2020	Mike Moran	When the total water used numbers do come out, could we get some type of percentage of use? Through the seasons as well. Water use might be pretty consistent for the project itself but the water flowing through the Delta may not be so. How was historical use determined? Is that an average of different years?	DCA can provide additional information as it becomes available.	Gwen Buchholz	12/9/2020	Responded

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13.22	11/5/2020	Gia Moreno	Is there any kind of analysis or studies for the wind erosion by the construction sites? There is a large breeze that will kick dirt up.	Dust control management would be developed for each site during the design phase to avoid dust from leaving each site. The dust generation potential would be developed under the EIR.	Gwen Buchholz	12/9/2020	Responded
13.23	11/5/2020	David Welch	The condition of the roads is already terrible. With 2-10 trucks per hour, is there a plan to renovate these roads?	Access roads are anticipated to be developed for each key feature. Depending upon the location of each feature, many of the existing roads would widened and/or repaved.	Neil Paynter	12/9/2020	Responded
13.24	11/5/2020	Gia Moreno	When the RTM is being hauled, is anything coming off of it like toxins or odors? A lot of it will be surrounding Hood on both sides. Sometimes when you dig out of the river, it stinks.	Most odors from granular material around rivers are associated with organic material content of the material. It is not expected that much organic material would be capture at the intakes since that material is typically lighter and wouldn't tend to settle, but rather be carried downstream.	Phil Ryan	12/9/2020	Responded
13.25	11/5/2020	Karen Mann	I live in eastern Contra Costa County area. We have three fire stations that handle about 250,000 people. ECC05 would leave about 15,000 without fire station or emergency access. ECC02 is about 25 minutes away from Discovery Bay. Could there be another fire station put into that location? Something could definitely happen in the South Bay and it puts residents at risk. The closest one to the Clifton Forebay area is not Tracy, it would be Mountain House, but then they only have one fire station. It's tough. Alameda county services would not be used then since the closest is Livermore?	We recognize that construction activities may place a demand on emergency services, and we need to figure out where they come from. In cases like that, we are looking at support from East Contra Costa Fire Protection, for example, but we also recognize that the Southern Complez is a complicated construction location. This is an area where we would consider establishing our own independent fire and emergency EMS. Future study will be required. Mountain House is being considered for the Bethany alternative. However, there is only have one fire station that covers seven square miles and was established only for the Mountain House development. Bethany is within Alameda County, so Mountain House would not be the priority fire station, and Livermore is the closest station in Alameda County.	Neil Paynter	12/9/2020	Responded
13.26	11/5/2020	Douglas Hsia	Many of the Walnut Grove firefighters are volunteers. Would they get special training so they can properly take care of facilities/incidents?	We would look at the particular types of construction activity that are occurring close to any individual fire station. We will look into augmenting their capabilities to provide additional equipment and training to support our needs as appropriate.	Neil Paynter	12/9/2020	Responded
13.27	11/5/2020	Dr. Mel Lytle	What about transport to and from local hospitals based on emergency issues?	In addition to the fire departments and EMS, we have looked into the proximities of law enforcement and medical facilities. In terms of medical facilities, we have looked at those that have trauma units and ability to receive helicopters casualties. Future study is expected.	Neil Paynter	12/9/2020	Responded

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13.28	11/5/2020	Mike Moran	The slide about the emergency response plan during construction said that the project would aim to augment or expand existing local emergency response agency facilities. It said that these are facilities that leave a legacy in the way of equipment and training. What about staffing? There are fire stations that aren't staffed. That seems to be the biggest hurdle as far as fire safety goes.	This falls into the broad category of consultation that would need to be undertaken moving forward. We are aware that there are some fire stations, particularly in the South Delta that have been closed, but the fire department remains ownership and the facility is sitting there ready for use. Travel distance to the construction site would just need to be considered. If it was within a reasonable distance to satisfy the regulations, it could be recommissioned in cooperation with the fire department. We could then provide the resources and training needed to support the project, with those not in use for the project supporting the community. Future study will be necessary.	Neil Paynter	12/9/2020	Responded
13.29	11/5/2020	Gil Cosio	Regarding seismic testing, will some of the levees where the intakes are, protecting areas like the railroad and such be tested? On the Twin Cities side, that's had problems during floods. Will the levees down the tunnel path be tested as well?	Subsurface data collection and analyses will be ongoing over the coming years if DWR moves forward with an approved project. The investigations would test for geotechnical properties including the density or consistency of the soils and analyzing how those soils would behave not only for flooding but also seismic shaking.	Graham Bradner	12/9/2020	Responded
13.30	11/5/2020	Gil Cosio	Do you think the project will build up some of the levees that protect some of the shaft locations?	Conceptual-level repairs to existing levees on Bouldin Island and Lower Roberts Island have been identified for the Central and Eastern corridors, respectively. The extent of repairs is based on a Delta-wide flood mitigation strategy and levee vulnerability screening study prepared for the project. These studies will continue to be refined once a project is selected and more subsurface data and analyses are performed.	Graham Bradner	12/9/2020	Responded
13.31	11/5/2020	Anna Swenson	There were a lot of local concerns about the vulnerability of the tunnel segments to seismic activity. Has any of that been resolved? It looks like the same segmented tunnel design. There was concern about that segment shearing that could created an underground flood and destroy the area. A lot of people have tried to analyze the seismic risk in the Delta through modeling and have not been successful. Those modelings in the past have not been correct nor accurate. Those segments are very important.	Experience in California and worldwide shows that tunnels perform well during earthquake ground shaking. Ground shaking usually does not result in structural failure of modern and well-constructed tunnels, provided the lining is in continuous contact with the surrounding ground. A tunnel in continuous contact with the ground would typically experience the same strains as the surrounding ground during shaking because of the confinement provided by the ground. As an example, during the Northridge Earthquake, in 1994, Metro's Phase 1 Red Line tunnels, which were then in operation, received ground motions at the level of Operating Design Earthquake without damage. Inspection was performed and the system was reopened for service the following day, with greatly increased ridership because highways were closed due to earthquake damage to bridge structures. Another example is the 1989 Loma Prieta earthquake (6.9M) that shook San Francisco, collapsing key elevated highways but leaving the Bay Area Rapid Transit tunnel system unaffected. Subway tunnels in Mexico City in 1985 were also in service within hours after the 8.1M earthquake.	Steve Dubnewych	12/9/2020	Responded
13.32	11/5/2020	Dr. Mel Lytle	Is there a date when year one begins? Or is that hypothetical?	The Year 1 subsurface investigations began in October 2020.	Graham Bradner	12/9/2020	Responded

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13.33	11/5/2020	Dr. Mel Lytle	Is there a specific criteria that is developed for the seismic analysis? or something to that nature? Will that be a part of the EIR or will that be a separate report?	Seismic design criteria will be provided in the project documentation. Detailed design criteria will not be included in the EIR.	Graham Bradner / Carrie Buckman (how seismic will be addressed in EIR)	12/9/2020	Responded
13.34	11/5/2020	Gia Moreno	During the seismic criteria, will consideration be taken regarding homes in the area? The intakes are so close to Hood. Will this hurt the older houses or historic buildings in Hood? Some of the buildings are very fragile.	The determination of vibration thresholds and implementation of monitoring programs will be considered by the EIR.	Graham Bradner	12/9/2020	Responded
13.35	11/5/2020	Cecilia Giacoma	What seismic codes will apply to the tunnel lining?	The design of tunnel linings is not addressed in standard design codes. Procedures established for the design of tunnel linings is typically based on ASCE 7. The tunnel will consider two-level design earthquakes: MDE Envelope of 2,475 Probabilistic and 84th percentile deterministic ground motion, OBE 475-year probabilistic ground motion. Specific details will be further provided during final design, if applicable.	Steve Dubnewych	12/9/2020	Responded
13.36	11/5/2020	Jim Wallace	Recognizing that this is just a concept, if habitat is made here at the Twin Cities Stockpile, it's close to the runway by Franklin Field. It becomes a wildlife attractant. The Airport Land Use Commission has jurisdiction over land use. Has that been factored in? Building this off the end of a runway is a big deal. Migrating birds going back and forth between different habitats so it should be considered if a wildlife attractant will affect Franklin Field and the Sacramento County Airport Land Use Commission.	A potential upland foraging habitat for Greater Sandhill Cranes located at the Twin Cities Complex will be further considered and evaluated by DWR.	Graham Bradner	12/9/2020	Responded
13.37	11/5/2020	Gil Cosio	This area by the Twin Cities Stockpile is very sensitive to Sacramento County. It floods from two different directions, from water under the railroad and flooding as the Cosumnes River comes up, as well as in the south by Snodgrass Slough. Just north of this area is Point Pleasant, these people have been getting flooded for about 40 years and Sacramento County has been helping them out. The hyrdraulics here are very sensitive to changes. Sacramento County has a working model, it might be helpful to talk to them about Point Pleasant flooding.	Additional hydraulic analyses will likely be developed to evaluate potential impacts to local flood stages during the design phase if DWR moves forward with a potential Delta Conveyance project.	Graham Bradner	12/9/2020	Responded
13.38	11/5/2020	Anna Swenson	Tracy Boulevard is really small and traffic is heavy, especially during rush hour. Increasing truck traffic isn't good. Those roads were never intended for that kind of impact. Please reach out to the folks that are in that area so they fully understand what conditions will be like.	Similar traffic impact analyses to those for the potential Central and East alignments are being presented at the next SEC meeting.	Neil Paynter	12/9/2020	Responded

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13.39	11/5/2020	David Gloski	Previously there was a southern forebay that was quite large. The new design has no need for that because they're not using the same pumping station. Can you explain this? Looking at a map, Bethany is so small in terms of area, yet the forebay looked so big. Before, there was water being stored there and now it's just being pumped out to Bethany. It looks like the water storage is no longer really the focus. Can you explain this? Are there side effects since previously water was going to be stored and in the new design, it's just being moved along as it's being used?	The main purpose of a potential Southern Forebay is to provide the balancing act for dual conveyance to allow the existing south Delta facilities and the new Delta conveyance project to work together. A certain amount of storage is needed because both the DCP and SWP would share the Banks Pumping Plant. That balance is needed to equalize so they can work together. Since Bethany Reservoir Alternative would not use Banks Pumping Plant, the Bethany Reservoir Pumping Plant would discharge directly into Bethany Reservoir and continue to flow down the California Aqueduct or South Bay Aqueduct. Therefore, the flows would be balanced in the Bethany Reservoir without the need for storage.	Phil Ryan	12/9/2020	Responded
13.40	11/5/2020	David Gloski	Is there any connection between the new Bethany line and the existing Clifton Forebay? Is there any way to store water in there?	The conceptual Bethany alternative does not include changes to the existing Clifton Court Forebay.	Phil Ryan	12/9/2020	Responded
13.41	11/5/2020	Mike Moran	The reason to have both the tunnel and the pipeline is because of the substrate, right? It will be tunneled through the rock and the tunnel will go through softer ground?	In the conceptual Bethany alterantive, the first tunnel would pass underneath the existing CVP Delta-Mendota Discharge penstocks. The second tunnel would be constructed under the conservation easement to avoid surface impacts.	Phil Ryan	12/9/2020	Responded
13.42	11/5/2020	Mike Moran	To clarify, the purpose of the forebay is not storage during high flow events, it was just to set up the water to be pumped through the Banks plant? Are there any capacity issues at Bethany to hold Banks and the pipeline going full-bore?	The conceptual Southern Forebay provides equalization storage to manage inflow to the Banks Pumping Plant. The Banks Pumping Plant can pump as much as about 11,000 cfs and the DCP can provide up to 6,000 cfs. The Clifton Court Forebay system can operate at the 11,000 cfs capacity. The Southern Forebay would balance these two flows to the SWP. The canal downstream of the Banks Pumping Plant was designed for the same capacity as the Banks Pumping Plant. Under the Bethany Reservoir Alternative, if the Bethany Reservoir Pumping Plant operates at 6,000 cfs, then the Banks Pumping Plant would operate at less than about 5,000 cfs.	Phil Ryan	12/9/2020	Responded
13.43	11/5/2020	David Gloski	It seems that there are these two parallel systems and pumping plants together. In terms of operational flexibility, if something happened at one and the other needed to be used, would you consider tying those two together? If there was a forebay there, there would be flexibility, right?	The conceptual Bethany Reservoir alternative does provide operational flexibility for water conveyance from Bethany Reservoir downstream. It would also allow one or the other pumping system (Banks or Bethany) to be out of service and still maintain substantial flows. By being separate, they provide flexibility.	Phil Ryan	12/9/2020	Responded

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13.44	11/5/2020	Karen Mann	Is CEQA being done on all three alternatives or just one? It seems like this has been going on for awhile. When will it be known if there's going to be a project and if there is one, where it's going to go?	DWR is analyzing the Eastern, Central, and Bethany alternatives. The team is still determining how to layer in operations, which may increase the number of alternatives. A preferred alternative will not be chosen until just before release of the Draft EIR. Even at that point, the preferred alternative will be a recommendation based on the environmental impact analysis but there will be no decision until the process is complete. Under CEQA, a preferred alternative must be identified in the Draft EIR. No decision will be made until after the public has an opportunity to comment and the EIR is finalized.	Carrie Buckman	12/9/2020	Responded
13.45	11/5/2020	Karen Mann	Who will make the final decision? At that time, will fiscal impacts be examined as well?	DWR is the agency completing the environmental document, so the Director of DWR will certify the EIR as meeting the requirements of CEQA, finalize the Notice of Determination, and approve the project. However, because the Drector of DWR serves under the Governor, it is expected that the Director's decisions will be consistent with the Governor's objectives. The idea of CEQA is to document the potential significant impacts of the proposed project and adopt all feasible measures to mitigate those impacts. The state is not funding the project; the water agencies receiving the water are paying for it. They will all have their own fiscal processes for deciding that funding effort. As the state, a cost benefit analysis will be done, but that will be after the CEQA document in order to know which, if any, alternative to include.	Carrie Buckman	12/9/2020	Responded
13.46	11/5/2020	Anna Swenson	Is there another opportunity for public comment besides this forum? I want to ensure that there is other outreach for the public to engage.	DWR is planning CEQA-related outreach in 2021 in addition to the SEC.	Carrie Buckman	12/9/2020	Responded
13.47	11/5/2020	David Gloski	Is one of the alternatives that the governor will be evaluating the no-action?	Yes, the EIR will include a No Project alternative.	Carrie Buckman	12/9/2020	Responded
13.48	11/5/2020	Douglas Hsia	What is the most important advantage of Bethany over the Southern Forebay? Is there less cost and less footprint?	The Bethany Reservoir Alternative would eliminate the need for all facilities at the Southern Complex, including the Southern Forebay, tunnels under the Byron Highway and railroad, and the connection into the California Aqueduct. The Bethany Reservoir Alternative would include a pumping plant and a combination of pipelines and tunnels as the aqueducts. The Bethany complex does have a slightly smaller footprint as compared to the Southern Complex. The EIR process will include a comparison of environmental impacts. Cost analyses are not considered in EIRs.	Phil Ryan	12/9/2020	Responded

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13.49	11/5/2020	Mike Moran	The EJ survey is scheduled to end on November 30. Is that still the case? Are we satisfied with the response thus far to end on that date?	The EJ survey has been extended to December 11.	Carrie Buckman	12/9/2020	Responded
14.01	12/8/2020	David Gloski	Storage of Water in the South Delta in a Manner to Service the South Delta – I believe that the people of the Delta, and the state, would be served by having water stored in the south Delta at a level higher than the Delta water level, to be used for emergency operations and perhaps other beneficial times. I believe this was a benefit of the Non-Bethany options for the people in the region, the state, and frankly I think even to the water districts.	DWR will consider whether using water from the Southern Forebay could be a useful tool in helping with emergency management in the Delta.	Carrie Buckman	1/27/2021	Responded
14.02	12/8/2020	David Gloski	Emergency Operations – I believe it is important to the DESIGN of this conveyance to consider how the complete dual conveyance system will be operated in emergency situations, including multiple key South Delta levee failures due to earthquake or terrorism. How is the complete system operated to minimize salinity intrusion and later salinity elimination as part of mitigation? Understanding this will allow for better evaluation of the value of having clean water storage in the South Delta and the ability to deliver clear water from the north to the south in a timely manner.	DWR will consider whether using water from the Southern Forebay could be a useful tool in helping with emergency management in the Delta.	Carrie Buckman	1/27/2021	Responded
14.03	12/8/2020	David Gloski	Benefits of This New System for The Delta and its Communities – The new tunnel design delivers great value to the water districts, eliminating most risks associated with levee failure and climate change for their source of water. I would argue that because this key funding resource for the Delta has all their bases covered, the Delta and its communities are later left more exposed to levee failures and climate change. In a sense the Districts can say future issues in the Delta are no longer their problem any more. If something bad occurs in the Delta, they can always fall back on their tunnel operation to deliver the water they need. In this project, the new tunnel ends up as a state asset and this asset should deliver benefits to all areas and people, including the Delta area. So I believe it is important to include in the DESIGN, ways to benefit the local communities, the delta, local water users, etc.	Ideas for benefits will be encouraged to be brought forward through the development of the community benefits program. It will be important to keep matters of mitigation separate from community benefits.	Janet Barbieri / Carrie Buckman	1/27/2021	Responded

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14.04	12/9/2020	Gia Moreno	Are there any community benefits examples that take place in a rural area? The examples in the presentation don't outline how a project of this scale would affect an area like the Delta.	Note that the wind farm example did address rural communities. The team will continue to look for examples that may provide additional ideas and context for the community to consider.	Janet Barbieri	1/27/2021	Responded
14.05	12/9/2020	Gia Moreno	How did the programs work? Things like job training and such, when would that take place?	None of the community benefits activities would be able to be implemented until after there is an approved project. It is possible that there could be benefits that are implemented during construction, and other projects that may be longer lived.	Janet Barbieri	1/27/2021	Responded
14.06	12/9/2020	Gia Moreno	There are a lot of agricultural jobs in the Delta. How would businesses function with traffic and such? It would bring more comfort if these types of issues were addressed.	Traffic related issues will be addressed as a part of environmental review; however if anyone has ideas about community benefits in the agricultural arena or the economic development arena related to ag, please bring them forward as the program is developed.	Janet Barbieri	1/27/2021	Responded
14.07	12/9/2020	Anna Swenson	How can we restructure DWR to ensure that they are responsible for these community benefit projects and carry out what they promise to these communities?	It will be important to address accountability as the Community Benefits Program is developed; and to build that into the program. One first step to demonstrate sincerity and initiate accountability is in attaching the Community Benefits Program Framework as an appendix to the Draft EIR.	Janet Barbieri	1/27/2021	Responded
14.08	12/9/2020	Barbara Barrigan-Parrilla	The SEC fits into the community benefits framework because people here represent different constituencies. Interviews could be done with small groups that deserve a voice in the process. The initial framework needs some more work from the DSC. Vulnerability also needs to be part of the discussion. There needs to be protection around the community for flood threat. There will ultimately be water quality implications as a result of the project so DWR should begin talking with the community about mitigation for the project. The community needs to be engaged with the negative impacts that could occur.	Community benefits are on a parallel but entirely distinct track from the process for identifying impacts and mitigations, which is a part of the CEQA analysis. DWR will present its overarching outreach plan to the SEC in January 2021.	Janet Barbieri	1/27/2021	Responded
14.09	12/9/2020	Gil Cosio	There are some issues that may come up as community benefits that are actually requirements with mitigation. Hopefully those get sorted out. Are there cost estimates? This is a big project. Is there a rule of thumb for how much money could be in this fund?	The Draft EIR will include a framework for the Community Benefits Program that describes that the Program is in addition to mitigation requirements described within the EIR.	Carrie Buckman	1/27/2021	Responded

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14.10	12/9/2020	David Gloski	The discussion has focused on the difference between mitigation and benefits; it's important to keep those separate. There was a lot of talk today about principles/mission statements and not so much the process and framework. This would include funding, project criteria, and how that is evaluated. This needs to be worked on. The discussion about maintenance is aslo important. For any of these benefits there needs to be discussion and budget for maintaining these items. Besides just monetary benefits, once the project would be done, there could be room for benefits to the actual Delta with what the project is able to deliver and its functionality.	These items will be addressed as the community benefits program is developed in concert with the community.	Janet Barbieri	1/27/2021	Responded
14.11	12/9/2020	Sean Wirth	The environmental community is going to be looking at CEQA and NEPA. No matter how much money is available -. The importance of the legacy will be a concern. As an example, maintaining the dairy industry is important. A plan that could allow the dairy industry to be more sustainable would be good. The agricultural community is a big part of this discussion and in need of benefits.	DWR encourages the agricultural community to be involved in development of the community benefits program.	Janet Barbieri	1/27/2021	Responded
14.12	12/9/2020	Jim Cox	Fishermen are anxious to be heard, they want to be heard, and they are deserving of benefits. Fishermen have felt they are being ignored from this process. Hope they are included.	DWR encourages the recreational and fishing community to be engaged in the development of the community benefits program.	Janet Barbieri	1/27/2021	Responded
14.13	12/9/2020	Jim Cox	Money comes from water contracts, where would money come from that pays from community benefits? Is it the end-user?	The community benefits program funding would be part of the total Delta Conveyance Program construction funding and would be funded by participating public water agencies.	janet Barbieri	1/27/2021	Responded
14.14	12/9/2020	Michael Moran	A note to really clarify what mitigation is and what is community benefits. The Davis Dolwig Act and funding need to be separate and clear. Staffing needs to be stated as well, so that the money isn't just for road repairs, etc., on an ongoing basis for a long period of time. Some type of an ongoing per user fund turns into a big amount of money with the scale of this project and wipes out concern for schools. Scale is really important. Really bringing forth to people in these meetings why this is still being done. The public hearings have been the team coming to propose a tunnel while while the community is coming to oppose a tunnel. How do we get past that? The idea of sharing the vulnerability studies is good to give a better understanding and reasoning behind decisions. That upfront education rollout is going to be critical. The SEC has good members who will help with that.	DWR emphasizes that participating in development of a potential community benefits program would in no way be taken to signal any type of support for the Delta Coneyance Project itself. DWR encourages the community to continue to engage in development of the community benefits program on a parallel track to the CEQA planning and permitting track. These activities will be parallel but distinct, and can be simultaneous.	Janet Barbieri	1/27/2021	Responded

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14.15	12/9/2020	Barbara Barrigan-Parrilla	The AB 617 process is very good, it has people that represent organizations and then there are people that are just community members dealing with the impacts. AB 617 is for environmental justice communities and the participants receive stipends. That is a good idea. Dealing with people in the community are a gateway. Also avoids being taken over by politics.	DWR notes this comment in development of the process to prepare the community benefits program.	Janet Barbieri	1/27/2021	Noted
14.16	12/9/2020	Douglas Hsia	The last meeting we had with the Delta Protection Commission, we talked about the Sustainability Plan and the next five years. The marina industry in the Delta was high hit, so the benefit needs to improve the marinas. How is it perceived that the money is being used to help out private industries. Is it acceptable?	All concepts are being considered, including approaches used by other programs. Development of the community benefits program would consider approaches to coordinate with the community and a result of vetting different projects that are identified. Once that step has been initiated, the results will be discussed. The approach would also need to include metrics, accountability and follow-through on how funds are used. There would need to be specific goals and timeframes. However the organization would be set up to vet and monitor, that would be part of the agreement. For example, if the community needed help with something, to do that it could involve giving money to private entities that would indirectly benefit the community as well, including other areas in the community.	Janet Barbieri	1/27/2021	Responded
14.17	12/9/2020	Gia Moreno	How will this process be diversified? There have been translations to Spanish but some people weren't aware of this so how can we ensure that we get their voices as well? Will there be a translator? I haven't seen a reference for people on the DCA website. I haven't seen a way to get translated maps to people. A lot of the materials are being requested in Spanish and this would be helpful to get to residents so they know what's going on.	The new DCA website can be translated but PDF documents cannot. We are open to working with community members as needed to provide translated materials. Understanding where or how language translation resources should be best utilized is a challenge but we are working on providing foundational documents/tours in Spanish and Mandarin.	Nazli Parvizi Janet Barbieri	1/27/2021	Responded
14.18	12/9/2020	Anna Swenson	When does the project and money kick in for the community benefit fund? After the project, in years, or immediately?	The detailed timing of the community benefits program is still part of the process development. The start of the program would not be until the start of the project is approved. Sustained funding over time would be preferred .	Janet Barbieri	1/27/2021	Responded

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14.19	12/9/2020	Dr. Mel Lytle	It's an interesting proposal in the sense of community benefit. There was an effort by Secretary Crowfoot months back to gather stakeholders in the Delta to start a process that included discussion about how the project may impact as it's being developed but this faded. Is this a new process? There is a vast area between support and opposition, the City of Stockton opposes this project still. It's important to understand the intent. There is a division between regulatory mitigation efforts and a community benefits program even after construction is over. There has to be a way to better define how this will work. For this to be successful, we need to identify those who are/could be in support but also those who oppose because this is a longstanding issue in the Delta. There needs to be change, which is critical to a process like this to be successful.	Participation in development of a potential community benefits program would in no way be taken to signal any type of support for the Delta Conveyance Project itself. DWR encourages the community to continue to engage in development of the community benefits program on a parallel track to the CEQA planning and permitting track. These activities will be parallel but distinct, and can be simultaneous.	Janet Barbieri	1/27/2021	Responded
14.20	12/9/2020	Philip Merlo	Curious as to where this location is by Bethany, Mountain House, and Clifton Court Forebay. There were a lot of references to indigenous peoples living in the area from the 19th century. Before the Clifton Court Forebay was formed there had been studies done in the 1920-30s of indigenous peoples that had lived in that area, both oral histories and archeological studies. Is consultation being done with the North Valley Yokuts Tribe? This could be done with Katherine Perez who is a former Chairperson of the tribe or Andrew Galvan. I'm curious if you know what their input would be and if you've thought about potential mitigation with these findings and the land. Where would artifacts go if there was a consultation?	DWR is consulting with tribes to identify tribal cultural resources. The specifc information about resources (and their locations) is confiential, but the EIR will include a general analysis of potential impacts and mitigation.	Carrie Buckman	1/27/2021	Responded

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14.21	12/9/2020	David Gloski	Can you recap of the pros and cons list of this approach and the previous approach? Can you remind me why this got started? It sounds like the advantage is that there's a second pump to rely on. It's great for the redundancy and in the future this repeated pumping station can be used so that way you don't have to use the next station only.	The proposed Bethany Reservoir Alternative should result in a smaller overall footprint, mainly since a 900-acre forebay would not be included. It would be built to discharge directly up into Bethany Reservoir which would result in flexibility for the dual conveyance aspects of the overall SWP in the Delta. Under the existing SWP system, water flowing through Clifton Court Forebay is dependent on the Banks Pumping Plant to discharge to Bethany Reservoir. The Bethany Reservoir Alternative under consideration would not be dependent on the Banks Pumping Plant operations, so the overall system would gain substantial relaibility. For example, if the Banks Pumping Plant would need to be rehabilitated, the Behany Reservoir Alternative facilities would provide a built in bypass that could allow Sacramento River diversion to continuously be conveyed to Bethany Reservoir and maintain service during any outage that might be required during repairs at the Banks Pumping Plant. That is an advantage. From an engineering perspective, the Bethany Reservoir Alterantive should be be an easier construction logistics situation because there are more roadway access options and rail is not needed.	Phil Ryan	1/27/2021	Responded
14.22	12/9/2020	David Gloski	In reference to a comment last week, there was an overhead powerline going from Highway-4 down and was cutting through parcels. Can we get a map of these parcels because a lot of people would be interested in this.	A mapbook for the Bethany Reservoir Alternative is being developed	Gwen Buchholz	1/27/2021	Responded
14.22	12/9/2020	Karen Mann	Next to the inlet is a marina called Rivers End Marina. It is very active in the community. Is there an overview of Byron Highway and Mountain House Rd? Concerned about the effects to the boaters going in and out. They are mostly ski boats which are less than 10,000-15,000 pounds so they get pushed around a little more in the water. The water flow due to the increase of the intakes while the water is pumping into the Bethany Aqueduct at the same time as the Delta-Mendota Canal is concerning. Would it be coming through the 40-ft tunnel?	Keep in mind that the water for the proposed Bethany Reservoir Alternative would be coming from the intakes at the North Delta and would be contained in the tunnel (deep underground) in the vicinity of the marina. This is no different than the other alternatives under consideration. Operational changes in the vicinity of the marina would be from the diversion patterns into Clifton Court Forebay which will be evaluated by DWR.	Phil Ryan	1/27/2021	Responded
14.23	12/9/2020	Karen Mann	Can you show where the tunnel goes? The people in this area don't have an idea that this could be a possibility. Would it be underground?	The proposed tunnel for the Bethany Reservoir Alternative is 100 to 150 feet below the ground surface and would be constructed along the path shown in some of the slides the DCA has shared regarding the Bthany Reservoir Alternative. The tunnel alignment is not directly underneath any substantial structures (hones, USBR facilities, marinas, etc. in the South Delta. The flow into the California Aqueduct system would be the same as for other alterantives.	Phil Ryan	1/27/2021	Responded

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14.24	12/9/2020	Karen Mann	Will more water be put in Bethany Reservoir? Will there be a proposed expansion of Bethany Reservoir? Concerned about water pumping in two different directions but the water storage remains the same.	The same of amount of water is expected to be conveyed under the Delta Conveyance Project under the options with the Southern Complex and the Bethany Reservoir Alternative. The actual inflow to the reservoir would be subject to detailed operational analyses being conducted by DWR. The Bethany Reservoir would not need to be expanded. The Southern Forebay would provide balancing storage to allow coordination of flows from the Delta Conveyance Project and flows from Clifton Court Forebay without causing hydraulic problems at the Banks Pumping Plant. The Bethany Reservoir Alternative does not include a storage reservoir because direct conveyance of water into the Bethany Reservoir would not cause hydraulic issues related to coordinated operations with Clifton Court Forebay. The Bethany Reservoir Alternative would still be part of a dual conveyance system; but the this alternative does not need to have shared use of the Banks Pumping Plant with the existing SWP diversion facilities at Clifton Court Forebay. Therefore, the operational storage required to manage supply flows to the Banks Pumping Plant from the dual systems, is not needed.	Phil Ryan	1/27/2021	Responded
14.25	12/9/2020	Karen Mann	Is it correct that Bethany Reservoir is encased by the valley? What is the seismic activity? I hope it's more stringent.	Bethany Reservoir was constructed in 2 phases and utilizes 5 dams to enclose the natural valley and impound water. The dams range in height from 25 to 80 feet. Seismic ground motions at the reservoir are primarily driven by the Midway-Black Butte Fault, located about 0.5 mile southwest of Bethany Forebay Dam. The dams are subject to the dam safety requirements of the Division of Safety of Dams, which requires periodic reassessment of seismic stability.	Andrew Finney	1/27/2021	Responded
14.26	12/9/2020	Karen Mann	Do you have to beef up Bethany Reservoir dam for this project? When was the dam built? Was it the same people who built Oroville?	The height of the dams and storage volume of the reservoir is unaffected by the Bethany Reservoir Alternative. The 5 dams were built between 1959 and 1967 under contracts to DWR. Therefore, no improvements would be required for the Bethany Reservoir Alternative under consideration.	Andrew Finney	1/27/2021	Responded
14.27	12/9/2020	Cecilia Giacoma	Regarding Bethany, when was the last seismic analysis done?	Analysis of seismic ground motions at the Bethany Dams and seismic stability was most recently performed in 2016.	Andrew Finney	1/27/2021	Responded
14.28	12/9/2020	Cecilia Giacoma	What kind of arrangement is there in this area with CHP and medical support? It's quite a ways from a hospital.	In addition to investigating fire and EMS services in the Delta, the draft Emergency Response Plan also considers the proximity of law enforcement and emergency medical facilities, including travel distances and times. There are currently no arrangements in place with any of the emergency response agencies in the Delta – these would be pursued during the design phase if DWR approves a project.	Neil Paynter	1/27/2021	Responded

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14.29	12/9/2020	Sean Wirth	For the Byron Highway road widening, how was induced demand done?	As currently under consideration for the Bethany Reservoir Alternative, the short section of Byron Highway that would be widen to 4 lanes is flanked on either side by 2-lane sections. These upstream and downstream sections would continue to limit the total amount of traffic that could be accommodated by the road. There should not be any induced demand because the effective capacity of the road for through traffic, which is controlled by the 2-lane sections, and would not change.	Don Hubbard	1/27/2021	Responded
14.30	12/9/2020	Michael Moran	It seemed like the assumption is that the bulk of traffic will be coming from Stockton. Is that correct?	For the Lower Roberts Island site much of the traffic would indeed be expected to take SR-4 in Stockton. However, this traffic does not necessarily originate in Stockton. Most of it will be coming from Interstate 5 and could originate in Sacramento, Stockton, or some other place. For the car portion of project traffic (i.e. not the trucks) the project currently proposes to include a park-and-ride lot along Charter Way in Stockton to transfer the workers to shuttle buses for the final leg of their commute. For the Bethany Complex, our modeling suggests that most of the workers would come from the Bay Area.	Don Hubbard	1/27/2021	Responded
14.31	12/9/2020	Anna Swenson	It's my understanding that the governor wants us to go all electric in the lifetime of this project so is that your intention as well? I'm worried about the air quality.	DCA does not have any control over worker vehicles but when it comes to shuttle vehicles, the DCA has identified use of electric vehicles (EVs). Where there are opportunities to use EVs, DCA would support use of those vehicles.	Don Hubbard		Responded
14.32	12/9/2020	Anna Swenson	Can you describe outreach to Mountain House community to install these roundabouts and widening? I'm worried that they're unaware.	DCA reached out to Mountain House leadership, including the Mountain House Community Services District General Manager and Board of Directors. DCA made a presentation to the GM on the Bethany Reservoir Alternative and gave the option of attending any of their community or board meetings in order to present to a broader audience. No response on whether or not that would be of interest to the Mountain House CSD Board.	Nazli Parvizi	1/27/2021	Responded
14.33	12/9/2020	Anna Swenson	Will there be land that will be taken or bought out because of widening roadways?	Generally and as currently proposed, roadway widening would be conducted within existing rights-of-way. In some cases, road widening would require additional right-of-way. Also, new haul roads would generally follow existing farm roads; however the haul roads would require a wider path and would require some additional land. These areas are included in the information being provided to DWR for the consideration as part of the project environmental analyses.	Phil Ryan	1/27/2021	Responded

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14.34	12/9/2020	Anna Swenson	Would you consider bringing on a representative from Mountain House like we did with Hood so that they hear all of this information and have a voice here?	We are open to having Mountain House representation on the SEC, including Mountain House government representatives serving as ex-officio members. We have asked Mountain House representatives if this role would be of interest to them and are awaiting their response. Any final decision of whether to modify the SEC requires action by the DCA Board of Directors.	Nazli Parvizi	1/27/2021	Responded
14.35	12/9/2020	Karen Mann	Many people really dislike the state route for the swing bridge on Highway-4, especially truck drivers of diesel rigs. Only one diesel truck can go across that bridge at a time and everyone else has to wait. The traffic would come in from Stockton to Byron Highway then south to the construction site? Would Mountain House Pkwy be widened as well?	The comment appears to refer to the SR-4 bridges over the Old River or the Middle River. The truck routes that we are proposing would use a section of SR-4 well to the east and would not cross these bridges. DCA has proposed that no construction trucks with three or more axles would be allowed on SR-4 across Victoria Island (between Old River and Middle River). The truck routes that DCA has proposed would not use the 2-lane section of Byron Highway between I-205 and Mountain House Parkway. Instead, construction trucks would exit I-205 at Mountain House Parkway and drive north to the short section of Byron Highway that would be widened to 4 lanes, then over to the new Lindemann Interchange. From there the route would be extended onto construction haul roads. There are already plans to widen Mountain House Parkway under the auspices of a different project. In any case, the proposed construction traffic routes would be adequate even if it was not widened.	Don Hubbard	1/27/2021	Responded
14.36	12/9/2020	Karen Mann	Regarding the roundabout on Mountain House Road, from Brentwood and Discovery Bay and Byron, the traffic that doesn't want to deal with Vasco Rd takes that road. Going around the school does make more sense. Can roundabouts handle more traffic?	We are aware that Mountain House Road is used as a through route, and that traffic has already been captured in the traffic counts. Roundabouts have been proven to be a safe and effective way to handle traffic volumes in the range found at this location. In our opinion, they are especially good for trucks because they don't have to decelerate and stop and then start up again. as they would at a stop-controlled intersection. Roundabouts are also better for the environment because the stopping and starting produce higher levels of emissions than if the truck doesn’t need to stop at all.	Don Hubbard	1/27/2021	Responded

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14.37	12/15/2020	David Gloski	Originally the Central and Eastern designs provided redundancy for the Through Delta Conveyance but did not have redundancy for Banks. The new design added redundancy for Banks, with the new pumps, but only redundancy in one direction. The current design of Bethany provides a redundant system between the intakes on the river and the Bethany reservoir. The current design does not provide a redundancy for the Banks Pumping Station itself, only that if Banks has an issue, the whole through Delta Conveyance is not operative.	The Central, Eastern, and Bethany alternatives are dual conveyance alternatives, which means that new facilities would work together (and complement) the existing diversion facilities. Diversions could take place either at the new intake in the north Delta or through Clifton Court Forebay in the south Delta. These systems would work together to complement each other, providing some level of backup. Banks Pumping Plant was designed to incorporate some level of redundancy to allow the facility to continue to function during maintenance activities; the new pumping plans for all three alternatives would incorporate similar principles.	Carrie Buckman	1/27/2021	Responded
14.38	12/15/2020	David Gloski	I think the new design should allow for Through Delta Conveyance and the use of the new pumps from the new project. That is more complete operational flexibility.	This comment is considering an interconnection between the Banks Pumping Plant and the new Bethany Pumping Plant. However, these pumping plants have different operational ranges. The Banks Pumping Plant pumps water from the surface up to the California Aqueduct, and the Bethany Alternative pumps water from tunnels below the ground surface up to the Bethany Reservoir (a greater change in elevation). To create an interconnection, multiple facilities would be required to address this difference in pump range, and these facilities would increase the potential for environmental effects. Dual conveyance adds substantial operational flexibility and the pump station is designed to incorporate redundancy in case of mechanical concerns, so this interconnection has not been added to the facility designs.	Carrie Buckman	1/27/2021	Responded
14.39	12/15/2020	David Gloski	The current design provide a pretty easy path for DWR and Water Districts to walk away from the delta issues once Banks degrades, just switch to the new system and never look back.	All three alternatives under consideration are dual conveyance alternatives. The Delta Conveyance Project alternatives do not have sufficent capacity to replace Banks Pumping Plant, so DWR would need to continue to maintain the existing facilities into the future to provide State Water Project supplies.	Janet Barbieri/Carrie Buckman	1/27/2021	Responded
15.01	12/11/2019	David Gloski	When will we get to see the anticipated waterway rules and process when DCA construction barges are on the waterways?	DWR will analyze the potential effects of construction barges as part of the Environmental Impact Report (EIR). (As a reminder, barging is limited for levee work - no barge landings are included in the alternatives.) If impacts are identified, the EIR will include mitigation measures (such as rules and processes) to reduce those effects.	Carrie Buckman	4/28/2021	Responded
15.03	1/9/2021	David Gloski	Can a process be established to look at each site and evaluate any possible community benefits out of the location. Bird watching, bike or running trail… etc.?	The process to identify community benefits will be created in the next phase of development of the Community Benefits Program. This could include a process to look at specific sites, if that's the direction the community would like to go.	Janet Barbieri	4/28/2021	Responded

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15.04	1/9/2021	David Gloski	Is there a proposed model for how the RTM materials will be made available to the districts?	As presented in past SEC meetings, the RTM appears to have geotechnical properties appropriate for reuse in construction of levee embankments, and we understand the tremendous need for embankment fill required to improve Delta levees to meet PL84-99 or Bulletin 192-82 standards. The process currently included in the concept design and CEQA analyses is as follows: 1) RTM would be tested during tunneling operations to verify the suitability for reuse (i.e. not hazardous), 2) moisture would be removed from the RTM to allow for permanent stockpiling, 3) the stockpiles would then be available for local reuse, but would also be vegetated to prevent erosion and runoff. Further discussions would be required for determining processes for RTM distribution and reuse.	Graham Bradner	4/28/2021	Responded
15.05	1/9/2021	David Gloski	Can we get a preliminary SEC list of all the possible benefit projects listed in people's comments to date so we don't lose all these ideas and they get addressed later?	We are tracking all comments as they come in, and will include them in the Framework and for future use in the next phase of development.	Janet Barbieri	4/28/2021	Responded
15.06	1/9/2021	David Gloski	When can there be analysis as to how adding water to the south delta for emergency operation and other conditions could be accommodated?	Using the Delta Conveyance Project for emergency operations is not part of the project purpose and objectives. It can, however, be considered as part of the community benefits program (based on the request of community members).	Janet Barbieri	4/28/2021	Responded

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15.07	1/9/2021	David Gloski	Is the alternative of building a dam, locks and gates at the exit of the Delta being considered? I have come to believe that is the only true long term answer considering climate change and if necessary will render the tunnel of little value.	A similar alternative was suggested during scoping and DWR has considered it as part of the alternatives screening effort. DWR applied a screening process to initial alternatives to identify which alternatives should be carried forward into the EIR for further analysis. The screening process had two filters based on CEQA guidance: the first filter considered if an alternative met most of the project objectives, and the second filter considered whether an alternative had the potential to lessen potential significant impacts of the proposed project (without creating new impacts). The western Delta salinity barrier would provide a salinity barrier between the Delta and the San Francisco Bay. Similar to the reasons for the through-Delta alternative, this alternative would provide limited protection from earthquake risk and would offer limited operational flexibility. This alternative would meet two of the four criteria in Filter 1, so it did move forward to Filter 2. However, it did not pass through Filter 2 because it would not reduce potential environmental effects and could cause different types of effects. There are multiple anadromous fish species that move through the Delta as they travel between the ocean and their spawning and rearing grounds in the upper tributaries. Between the different species, fish are traveling through the Delta much of the year. Many of these fish are endangered or threatened under the Endangered Species Act. This alternative would block fish passage for these fish, so it did not pass the Filter 2 screening.	Carrie Buckman	4/28/2021	Responded
15.08	1/9/2021	David Gloski	When can we see an analysis of the benefits of delivering 6000 cfs to the south delta for emergency response in the immediate and longer term flushing timelines?	Using the Delta Conveyance Project for emergency operations is not part of the project purpose and objectives. It can, however, be considered as part of the community benefits program (based on the request of community members).	Janet Barbieri	4/28/2021	Responded
15.09	1/9/2021	David Gloski	Can we separately track benefits from the project itself to the Delta Region. The benefits to other Regions are tracked, can we track the benefits to the Delta Region?	Part of the Community Benefits Program implementation is likely going consider how to track benefits, so this discussion can occur as part of the process to develop the Community Benefits Program framework.	Janet Barbieri	4/28/2021	Responded
15.10	1/9/2021	David Gloski	I believe the design should have the ability to connect the Bethany Pumping Plant to the Clifton Forebay for later operational flexibility. Can we get an analysis on this? If it is not considered to be valuable, it should be on the record with an analysis behind it and someone should stand behind it.	The Bethany Alternative is a dual conveyance alternative, which means that new facilities would work together (and complement) the existing facilities. Diversions could take place either at the new intake in the north Delta or through Clifton Court Forebay in the south Delta. These systems would work together to complement each other, providing some level of backup. Adding the Bethany facilities increases the operational flexibility compared to current conditions, and connecting the Bethany Pumping Plant to Clifton Court Forebay would increase the potential for environmental effects. Therefore, it is not under consideration at this time.	Carrie Buckman	4/28/2021	Responded

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15.11	1/9/2021	David Gloski	Can someone introduce me to contacts at CVP and Bureau of Reclamation?	The CVP and Bureau of Reclamation are not currently part of the Delta Conveyance Project.	Carrie Buckman	4/28/2021	Responded
15.12	2/24/2021	Barbara Barrigan-Parrilla	What does discussing agency business mean on social media? Can you explain this further?	"Agency business" would generally mean any topic that has or could be discussed at an SEC meeting.	Josh Nelson	4/28/2021	Responded
15.13	2/24/2021	Barbara Barrigan-Parrilla	If there is a minority of Board members, are you allowed to do something together?	AB 992 only applies to social media postings. Discussions between SEC members in other forums are not subject to the new law. Under existing law, less than of a quoum of SEC members can discuss SEC items outside of a meeting as long as discussions do not directly or indirectly involve a majority of the SEC.	Josh Nelson	4/28/2021	Responded
15.14	2/24/2021	Gia Moreno	If committee members are involved with another organization that would fall under the rules of the Brown Act, which one applies?	If a majority of the SEC attend a noticed, public meeting of another body subject to the Brown Act, there are no concerns as long as discussions between SEC memebrs occur as part of the regular scheduled agenda for that meeting (i.e., not having private, sidebar discussions). However, AB 992 applies to social media postings by members of any body subject to the Brown Act. Postings on the social media account of another public agency if they involved SEC business would not be exempt from the rules.	Josh Nelson	4/28/2021	Responded
15.15	2/24/2021	Anna Swenson	Request for a memo that outlines how the SEC qualifies as being covered by the Brown Act. Can you provide this specific part of the new law?	We will provide a memo to the SEC in advance of the April meeting.	Josh Nelson	4/28/2021	Responded
15.16	2/24/2021	Anna Swenson	Request to see the rationale as to why we are governed by the Brown Act.	We will a memo to the SEC in advance of the April meeting to provide more detail. However, as a general rule, an advisory committee formed by a legislative body like the DCA Board of Directors is subject to the Brown Act.	Josh Nelson	4/28/2021	Responded
15.17	2/24/2021	Anna Swenson	How many stakeholders are on the DCA Board?	The seven DCA Board members are appointed by water agencies that are members of the DCA.	Josh Nelson	4/28/2021	Responded
15.18	2/24/2021	David Gloski	Does the representation or number of Board members have to do with the number of dollars? Has there been any consideration to having some Delta representation on the Board?	The representation or number of DCA Board is not based on dollars. The DCA's joint powers agreement identifies how Board members are appointed by individual or classes of water agencies. Voting is generally one Director - one vote. However, the joint powers agreement permits "reconsideration" voting on certain items based on proportional participation in the Delta Conveyance project or planning costs.	Josh Nelson	4/28/2021	Responded
15.19	2/24/2021	David Gloski	How is DWR involved with the Board?	The DCA has executed a joint exercise of powers agreement (JEPA) outlining the support that the DCA provides DWR during the planning phase. This agreement and its amendments are posted on the DCA's website.	Josh Nelson	4/28/2021	Responded
15.20	2/24/2021	Dr. Mel Lytle	If there are significant actions taken at the Board, as part of the SEC, can we be briefed on that? We need to know of the dynamics outside of what we're tasked with to understand fully.	The DCA's Board meetings are public meetings subject to the Brown Act. All agendas are posted in advance. If you are interested in receiving copies of Board agendas, please let us know and we can add you to the distribution list.	Josh Nelson	4/28/2021	Responded

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15.21	2/24/2021	Gil Cosio	Is there a way to get the boring logs to be able to use when looking at levee or subsurface issues that could lead to seepage?	Logs of borings and CPTs performed within the levee prism will be shared with the applicable Levee Maintaining Agency. Logs for borings and CPTs performed on publicly owned lands along levee toes will also be provided to the applicable Levee Maintaining Agency.	Andrew Finney	4/28/2021	Responded
15.22	2/24/2021	Karen Mann	Has anyone reached out to the residents of Mountain House?	There have been discussions with Mountain House. A presentation of the whole project was done with the Mountain House Community Services District. As part of that, DCA offered to conduct a community meeting or workshop, the team would show up and they would have all of the materials needed. The team also had a detailed discussion with Mr. Nejad at Mountain House CSD regarding traffic considerations around the community.	Phil Ryan	4/28/2021	Responded
15.23	2/24/2021	Anna Swenson	At what point will folks on Twin Cities Road be notified about potential widening to the road? It's a major commuting, hauling road where many people might be unaware.	Following adoption of the Final EIR and assuming a Delta Conveyance project is approved by DWR, specific facilities would be further defined during the design phase. Prior to construction of facilities, including road widenings, notifications would be provided to the community and local agencies. It should be noted that the current plans would be to widen Twin Cities Road only between Interstate 5 and Franklin Boulevard.	Phil Ryan	4/28/2021	Responded
15.24	2/24/2021	Anna Swenson	Regarding RTM, is there actually a use for it in levee repair?	Based on current information, the RTM appears to meet State and Federal levee fill requirements, from both a geotechnical and environmental perspective. This conclusion is based on available laboratory testing of soil samples collected from tunnel depth both with the addition of soil conditions and without. Suitability of the RTM for reuse as levee fill will continue to be evaluated as additional subsurface data and associated laboratory testing is performed to confirm this assessment.	Graham Bradner	4/28/2021	Responded
15.25	2/24/2021	Douglas Hsia	At the height of the construction, how many TBMs will be running at the same time?	In the current conceptual designs efforts, there would be four at the peak at Bethany. They don't all start at the same time, but there will be a point when they're all running simultaneously.	Phil Ryan	4/28/2021	Responded
15.26	2/24/2021	Michael Moran	There are 14.1 million acres of RTM coming out, is any of that expected to be lost through compaction, drying, erosion, for the life of that stockpile?	14.1 million cubic yards of RTM referenced in the conceptual design is a "Wet" quantity, meaning it includes water. There is expected to be some loss in overall volume as the moisture content is reduced through drying. Compaction of the RTM as it's placed into permanent stockpiles or used as structural fill will also reduce the volume.	Graham Bradner	4/28/2021	Responded
15.27	2/24/2021	Michael Moran	Will we ever drop down below the need for the levee repair and embankments?	As currently conceived, there really is not a circumstance in the Delta where a potential Delta Conveyance project could be constructed without addressing flood risk mitigation through levee repairs and/or other measures, particularly when considering the impacts of climate change and sea level rise on flood levels in the region.	Graham Bradner	4/28/2021	Responded

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15.28	2/24/2021	Dr. Mel Lytle	An electric fleet has a redirected impact. There might be electric powered semi to move these materials around, but a lot of power to recharge these trucks is still needed. Where would this energy come from? Would it be renewable?	DWR will assess the potential effects of providing electricity for electric vehicles as part of the EIR.	Carrie Buckman	4/28/2021	For Future Discussion
15.29	2/24/2021	Jim Cox	When writing the EIR, are electric vehicles that don't exist now being considered, or only the equipment that currently exists?	The EIR will only include use vehicles for the DCP that already exist.	Carrie Buckman	4/28/2021	Responded
15.30	2/24/2021	Barbara Barrigan-Parrilla	Concerned about the sample size, especially around the Mercury issues.	The team will continue to perform environmental testing on samples obtained during on-going subsurface investigation. This was just to give an update during the winter pause in the geotechnical work. In a previous SEC Meeting, it was pointed out that there were no red flags but there were data gaps, some of these were around methyl mercury. This is not a sample size suitable to fully analyze the RTM and further analyses would be completed prior to construction phase.	Andrew Finney	4/28/2021	Responded
15.31	2/24/2021	Barbara Barrigan-Parrilla	I understand that mercury methodizes when introduced to nitrates, in the samples presented, it didn't look like mercury was found at any notable level. If this is found in other places, doesn't this change into methyl mercury due to nitrogen pollution? That's when there would be a water contamination problem. My understanding that methyl mercury is incredibly deadly.	The DCA will continue to sample for mercury and methyl mercury during subsurface exploration and testing.	Andrew Finney	4/28/2021	Responded
15.32	2/24/2021	Dr. Mel Lytle	I recommend that it would be useful to report all of the elements you detected.	Planned testing includes the following: Polyaromatic hydrocarbons, Butyltins, Ammonia, Nitrate/nitrite, Metals, Soluble metals, Mercury, Soluble mercury, Methyl mercury, Hexavalent chromium, Total petroleum hydrocarbons, Chlorinated pesticides, Polychlorinated biphenyls, Herbicides, Semi-volatile organics, Total organic carbon, Agronomic planting suitability properties including boron, Salinity as chloride.	Andrew Finney	4/28/2021	Responded
15.33	2/24/2021	Dr. Mel Lytle	Was the groundwater at depth also tested? That would be an interesting data point as well because typically looking at this, you can look at both solid and groundwater to see what is available.	Groundwater depth will be recorded where it is available.	Andrew Finney	4/28/2021	Responded

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15.34	2/24/2021	Jim Cox	On the chart, the arsenic has a limit, but on the findings, only one number is within the limits and all the others are over and there doesn't seem to be concern. Can you analyze this data for me?	Arsenic is something that environmental professionals deal with all of the time in the West and in the Central Valley. Arsenic was formed in the rocks in the Sierras so it shows up in the soils. The reference limits are very low. Ecological risk assessors are studying this information regularly, including drinking it in water, breathing it in air, etc. Generally, one of the most conservative pathways is the residential pathways, in people's own gardens. Those plants are sucking up whatever is in the soil. In regards to agricultural pathways, those are typically higher values. The framework has not yet been developed, but it can't be any more than the residential pathway. Sometimes baseline background levels are set. That's why a range is provided. The averages provided in the notes could be higher in the Delta, but overall in California, that is the average.	Andrew Finney	4/28/2021	Responded
15.35	2/24/2021	Gil Cosio	If there are chlorides, are you going to be looking into what the Regional Water Quality Control Board thinks? The water table is right at the surface of these levees and it's always been an issue with dredge material that we cannot contaminate the groundwater. Is there the possibility of some of this washing off into the farm fields and will that affect growing crops? The analysis should be done up front. Is there any soil classification data for the material at tunnel depth?	Chloride is one of the constituents we are testing for.	Andrew Finney	4/28/2021	Responded
15.36	2/24/2021	Gil Cosio	On the map in the presentation, there was an orange dot indication a boring done on Empire Tract. How close was this to the levee? It should be made sure that none of the borings are on a levee.	Where explorations are planned within the levee, such as on Bouldin Island, we will obtain all applicable permits from the local levee management agencies.	Andrew Finney	4/28/2021	Responded
15.37			Is there any soil classification information for the material at tunnel depth?	Some thick sequences of sand have been found east of Walnut Grove, even high plasticity silts.	Andrew Finney	4/28/2021	Responded
15.38	2/24/2021	Jim Cox	If no bonds have been issued, bonds are still intended to be issued correct?	In this case, the project has to be approved first before the bonds can be issued.	Chris Martin	4/28/2021	Responded
15.39	2/24/2021	Michael Moran	What is the interplay of the bonds and expenditures on Davis-Dolwig and the Community Benefits Plan, if at all?	Davis-Dolwig legislation provisions could be another lengthy conversation for a different meeting. It addresses an issue related to who pays for recreation and enhancement of fish and wildlife and that goes back into philosophical questions that were state policy debates in the 60s when the project was built. Bond proceeds cannot be used to pay Davis-Dolwig costs. The community benefits plan will be addressed by DWR in subsequent meetings.	Chris Martin	4/28/2021	Responded
16.01	4/28/2021	Barbara Barrigan-Parrilla	Will the hydro modeling information be shared with the committee and when?	The hydraulic and hydrologic modeling is part of the CEQA process, so it will not be included in an SEC meeting (which is limited to DCA topics). DWR is planning technical workshops this summer that will outline the modeling approach and assumptions.	Carrie Buckman	6/23/2021	

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16.02	4/28/2021	Barbara Barrigan-Parrilla	What is WAPA? Are they are federal power distributor? Is it a different grid? I'm interested in understanding the sources of power for the project there.	WAPA is the Western Area Power Authority. WAPA is a power marketing administration within the U.S. Department of Energy to market and transmit wholesale electricity from multi-use water projects. The electric power from different projects is placed on the grid and is wheeled to WAPA and then distributed to users. The DCO team is currently working on coordination with WAPA.	Phil Ryan	6/23/2021	
16.03	4/28/2021	Michael Moran	Since the haul road that goes up to Bethany will be a new road, when construction is done, would that stay there or would it be restored? Consider it's a big foraging area for a list of species for birds- migratory area. Minimizing impacts among those open lands will be very important.	As currently proposed, the Bethany Reservoir Discharge Structure access from Mountain House Road would remain.	Phil Ryan	6/23/2021	
16.04	4/28/2021	Michael Moran	That wetland, the new haul road or rail is bordering that. Consider drainage patterns and substraight, those are hard pan soils so any disturbance could change the hydrology within the wetland even if construction isn't there.	DWR is preparing an Environmental Impact Report that will consider the potential to affect wetlands by changing drainage patterns.	Carrie Buckman	6/23/2021	
16.05	4/28/2021	Karen Mann	Regarding putting in a heliport and first aid center, there is an airport close to this potential project, why wouldn't the airport be used?	The airport actually might be used. Currently, the EPR provisions are to reserve space and footprint for these types of items within the construction sites for the purposes of the EIR analysis. If a proposed project is selected by the DWR, the final details will be developed, which could include use of and cooperation with the airport.	Phil Ryan	6/23/2021	
16.06	4/28/2021	Karen Mann	How does the Byron Highway interact with the expansion from Discovery Bay Brentwood to Mountain House? Would expanding the four lanes be a part of the project?	The proposed Byron Highway configuration shown for the Bethany Complex is compatible with the planned road work by the Mountain House Community; although timing would need to be coordinated. Other work planned by others that may affect Discovery Bay or Brentwood could be related to the new State Route 239 (SR 239) effort by Contra Costa County. All proposed project components are compatible with currently published plans for the SR 239 work. However, additional coordination would be required once both projects move ahead with more formally adopted configurations.	Phil Ryan	6/23/2021	
16.07	4/28/2021	Karen Mann	With the construction of a project of this intensity, would there be a new fire station built in Byron?	The draft emergency response plan currently includes facilities at the Southern Complex and Bethany Complex construction sites to avoid additonal burden on local facilities analyzed in the EIR. DCA is open to working with local communities to develop final emergency service plans. As of now, there is room on these construction sites for one fire truck and contractor crew.	Phil Ryan	6/23/2021	
16.08	4/28/2021	Anna Swenson	Is there a name or way to identify the wetland? Is it a protected wetland?	The wetland near the previous alignment for the Bethany access road was an alkali seasonal wetland with federal and State protections.	Carrie Buckman	6/23/2021	

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16.09	4/28/2021	Douglas Hsia	How does DWR go about the outreach differently than the DCA?	Primarily, the outreach that DWR conducts is mainly focused on everything related to public information and public participation for the whole program. Everything related to next year, when the DEIR comes out, will be a DWR responsibility. All of the information about the program including fact sheets and background information is handled by DWR. The DCA's focus is more on the discreet issues around design and engineering. DWR covers the whole program and DCA covers only the purview of the DCA.	Janet Barbieri	6/23/2021	
16.10	4/28/2021	Barbara Barrigan-Parrilla	What percentage of the DAC and SDAC participants came from the urban vs rural Delta and what were the differences in response to the questions?	I can't speak to that, that is not an analysis that we did. Of 2,000 responses, many of them were noted in the GIS files. So information related to rural versus urban areas or legacy communities are difficult to discern at this time. A challenge that we have is that people identify themselves by zip code so our ability to identify participant by participant limited.	Genevieve Taylor	6/23/2021	
16.11	4/28/2021	Barbara Barrigan-Parrilla	Will the data by zip code be shown in the report?	No, but that is an interesting thought. We show a range of maps. That's where people put drop down markers on the GIS map. We will note that and see what could be done. I can't make any promises because it is out of scope for our current work.	Genevieve Taylor	6/23/2021	
16.12	4/28/2021	Barbara Barrigan-Parrilla	Was the San Joaquin County end of the Delta included?	Yes. We also did direct outreach like bag stuffing at food banks and meal handouts at schools, as well as post office noticing. COVID conditions also hindered our efforts a bit. We were targeting non-English speakers, but for the Chinese community, Doug was able to channel his network because we got a lot of feedback there. It showed the power of someone who is well-connected with his community. It'd be great to work with Ms. Moreno as well in her community of Hood.	Genevieve Taylor	6/23/2021	
16.13	4/28/2021	Douglas Hsia	How is household below $75,000 considered disadvantaged?	We have an entire appendix in the report dedicated to explaining questions like this. We used Cal Enviro screen maps zip codes with different kinds of concerns, like pollution, health, and vulnerability indicators. If a person lived in a disadvantaged community from Cal Enviro screen, we wanted to include them because they are zip codes identified as being burdened. However, we had to cap the income to differentiate from SDAC and it seemed to be a reasonable way to define the income cap given that it was for zip codes that were already identified.	Genevieve Taylor	6/23/2021	
16.14	4/28/2021	Gia Moreno	I wasn't able to attend the workshop but is there something in this that will cover crop loss or job loss for those that have to be on hold?	DWR is preparing an Environmental Impact Report that will consider potential effects to agriculture and mitigation measures.	Carrie Buckman	6/23/2021	

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17.01	6/23/2021	David Gloski	What is the difference between CEQA and what the Corps does? Do you work together and share information?	CEQA and NEPA have similar requirements, with some minor differences. NEPA includes analysis of some resources that are not part of CEQA, such as Environmental Justice and socioeconomics. DWR is including chapters on these resources in the Environmental Impact Report (EIR) to provide information for Environmental Impact Statement (EIS) development (but it will only be included in the EIR for disclosure purposes). From a reader's perspective, the clear difference is that the Corps has guidance to limit EIS documents to less than 300 pages, so the main body of the EIS will be shorter than the EIR. DWR will share information with the Corps, but the Corps (as lead agency) will determine if (and how) that information will be included in the EIS.	Carrie Buckman	9/22/2021	Responded
17.02	6/23/2021	Barbara Barrigan-Parrilla	What administrative draft is coming out in the next few weeks?	DWR is working towards releasing the Draft EIR for public review in mid-2022.	Carrie Buckman	9/22/2021	Responded
17.03	6/23/2021	Anna Swenson	What is the timeline for the public to comment on the draft?	DWR is planning a 3-month public review for the EIR, which is roughly twice the required length of 45 days. The Corps will determine the review period for the EIS.	Carrie Buckman	9/22/2021	Responded
17.04	6/23/2021	Cecille Giacoma	Why is the Environmental Justice (EJ) survey confidential?	That is how surveys are designed. A lot of times people do not want to participate in a survey if they feel that their personal information is going to be used somehow. We just make it clear that it is confidential. We just want to make sure we protect all people who participated.	Janet Barbieri	9/22/2021	Responded
17.05	6/23/2021	David Gloski	In the Southern Forebay footprint diagram, does it mean that during the project you're using the area of the forebay to do treatment of this RTM stockpile and then it would turn into a forebay?	That's correct. With the current conceptual design, the RTM would be generated from two different tunnel drives; the north drive on the main tunnel from the pumping plant area, and the south tunnels that drive from the southern end of the forebay to connect to the Banks Pumping Plant approach channel. The construction plan would include two separate areas to test, spread, dry, and stockpile the RTM within the footprint of the Southern Forebay.	Graham Bradner	9/22/2021	Responded

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17.06	6/23/2021	David Gloski	Have there been any internal discussions regarding the project delivering fresh water to the South Delta and the dual tunnel being redundant going up to Bethany?	For contributions from the Southern Forebay to the south Delta during emergencies, this is a topic still under discussion as part of the Community Benefits Program. Regarding redundancy, the Central, Eastern, and Bethany alternatives are dual conveyance alternatives, which means that new facilities would work together (and complement) the existing diversion facilities. Diversions could take place either at the new intake in the north Delta or through Clifton Court Forebay in the south Delta. These systems would work together to complement each other, providing some level of backup. Banks Pumping Plant was designed to incorporate some level of redundancy to allow the facility to continue to function during maintenance activities; the new pumping plans for all three alternatives would incorporate similar principles.	Carrie Buckman	9/22/2021	Responded
17.07	6/23/2021	Dr. Mel Lytle	How was the flood impact the with this new ring levee to neighboring areas all the way to Elk Grove modeled? Secondly, how did you come to this analysis that a 100 yr protection would be significant?	The flood analysis in the area of the Twin Cities Complex was performed using the "North Delta Hydraulic Model", which was developed in the HEC-RAS modeling software. The model was obtained from Sacramento County. The exercise compared the inundation extent and timing within the area of the Twin Cities Complex for current conditions versus conditions that included the temporary ring levees for Central/Eastern and Bethany, and likewise for the permanent stockpiles. A 100-year return period hydraulic event was used since it is a widely available regulatory surface and consistent with the geometric design standards for Delta levees (Hazard Mitigation Plan and Delta-Specific PL84-99).	Graham Bradner	9/22/2021	Responded

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17.08	6/23/2021	Mike Moran	What would the Bethany Alternative look like with a tie in with the federal Central Valley project?	If a CVP connection were included with a Bethany Reservoir Alternative, the Bethany pumping plant would include a few extra pumps and there would be one more 15-foot diameter aqueduct leading from the pumping plant to the CVP Delta-Mendota Canal (DMC). The connection location would be along the DMC and adjacent to the Bethany pumping plant; essentially in the same location as the DMC facilities for the Central and Eastern Alternative. The aqueduct would terminate at the DMC in a outlet structure that would drop flow into the DMC. A control structure would also be included in the DMC between the aqueduct outlet structure and the Byron Highway. The DMC control structure would be in essentially the same place as the equivalent structure for the Central and Eastern Alternative. Excess excavated material would be stockpiled on the west side of the DMC along the canal and encroach on the field a small amount. Excess material from the east side would be taken to the Bethany pumping plant stockpile area.	Phil Ryan	9/22/2021	Responded
17.09	6/23/2021	Barbara Barrigan-Parrilla	Regarding flood control, has analysis been lined up with Climate Vulnerability Assessment from the Delta Stewardship Council?	The Delta Stewardship Council's Delta Adapts Vulnerability Assessment does not indicate an increase in flood risk for the area proposed for the Twin Cities Complex under future conditions, nor does the liklihood appear to increase beyond the minimum (less than 0.5% probability) annual flood hazard under future conditions. The Delta Stewardship Council's study would appear to confirm the site selection for the Twin Cities Complex has lower vulnerability relative to many other locations within the Delta.	Graham Bradner	9/22/2021	Responded
17.10	6/23/2021	Cecille Giacoma	To clarify, the ring levee is temporary for construction and then will be removed?	Yes, the ring levee would be removed following construction.	Graham Bradner	9/22/2021	Responded
17.11	6/23/2021	Douglas Hsia	Regarding the South Delta Connection, connecting the DCA to the federal facility seems like an afterthought. Why was it not considered beforehand?	The South Delta connection to federal facilities is not part of the proposed project because Reclamation has not indicated interest in participating. The DCA has been developing this information throughout the conceptual design process, but it has not been the focus of SEC discussion because it is not the proposed project.	Carrie Buckman	9/22/2021	Responded
18.01	9/22/2021	David Gloski	There was a graph in the meeting presentation air emissions that was kind of done in relative terms. Could you provide the actual numbers for the Y-axis on that graph? It would be great to get those numbers but it might also be helpful to have examples of other types of typical manufacturing plants, power plants, etc. to provide a gauge so people know what to expect.	It is presented in relative terms to show the relationship between the two pollutants and the relative magnitude over time. These analyses are still in progress and are preliminary at this time. This is a helpful suggestion to think about for the EIR. Everything is still in review and the information will not be able to be shared prior to the release of the Draft EIR as the analyses are still ongoing.	Laura Yoon/Carrie Buckman	9/22/2021	Responded

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18.02	9/22/2021	David Gloski	The presentation mentioned a dispersion model and some average winds. Does DWR look at maximum winds versus lower winds? Is an average taken? There are a lot of Delta winds and being down by levee construction, there is fierce dust and particulates. How far down the fence line will data be collected? Does DWR look at the peaks, beyond the averages?	The model uses hourly average winds. All of the winds in historical data over the past 5 years. There are high wind speeds, average wind speeds, and low wind speeds. Usually the worst case concentration is during low wind speeds because there is no mixing which lead to high concentrations of constituents. In regard to the top of the fence line, that was chosen because that is where the highest concentration is. The sources are generally close to the ground when they are emitted and once mixed with the air, the constituents disperse but generally do not rise higher than the fence line. Constituent concentrations decrease with distance, however the EIR team has not determined how rapidly the constituents would decrease from the project fence lines.	Edward Carr	9/22/2021	Responded
18.03	9/22/2021	Anna Swenson	Can the SEC get a list of the stations that are currently being used for the data to show where it is coming from?	That information will be part of the EIR.	Laura Yoon	9/22/2021	Responded
18.04	9/22/2021	Douglas Hsia	One part of the presentation mentioned nitrogen oxide and the other used nitrogen dioxide. What is the difference?	The emissions from tail pipes include nitrogen oxide (approximately 90%) and nitrogen dioxide (approximately 10%). They are both together referred to as NOx emissions. The pollutant of concern from a health impact is nitrogen dioxide. Nitrogen oxide in the atmosphere is converted to nitrogen dioxide.	Edward Carr	9/22/2021	Responded
18.05	9/22/2021	Mike Moran	In reference to meteorological data, was that matched up with the timing of construction, where we would see certain data on boosts of trucking during certain months of construction and drops in other months? Or was that done on a yearly or monthly basis? Was it tied into the actual construction behavior?	Historical hourly meteorology data was used for the model. Maximum daily emissions over a 365-day period were used for short-term modeling (less than one-year time period). Maximum annual emissions were used for long-term modeling.	Edward Carr	9/22/2021	Responded
18.06	9/22/2021	Barbara Barrigan-Parrilla	Is there more recent data that can be pulled from the Air Pollution District? How long ago was this report prepared?	At the time of the current analysis, 2019 data was the latest on file for use in the EIR.	Laura Yoon	9/22/2021	Responded
18.07	9/22/2021	Karen Mann	Has this potential project ever been compared to another similar tunnel project of this magnitude so that air quality assessments from the construction process could be drawn?	The EIR will compare changes air emissions during operations to Existing Conditions.	Laura Yoon	9/22/2021	Responded
18.08	9/22/2021	Douglas Hsia	What is the relationship between the flooding depth and elevation. Are they opposites of each other?	They are different references. Flooding depth can be measured simply by seeing how far up the water comes if someone is standing there in the water. The flood depth is the flood elevation minus the ground elevation. The flood elevation is the surface water elevation as compared to a reference elevation, usually mean sea level.	Graham Bradner	9/22/2021	Responded

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18.09	9/22/2021	Gil Cosio	What is the plan for what will be done about climate change? Many studies are showing that the current system of reservoirs and dams won't be able to control flows. With this system, the Cosumnes River has no dams or reservoirs so it'll be wide open to any changes as a result of climate change. What kind of climate change effects will DCA model? The question is more so in reference to additional flood height in areas that will be affected as a result of climate change.	As a point of reference, the ring levee itself is not designed to be just above those flood levels, it's designed to provide a foot and a half above the FEMA 100 year flood event. The FEMA 100-year flood event near the Union Pacific railroad embankment and Franklin Boulevard is defined as 19 feet above sea level. The top of the ring levee would range from elevation 20.5 feet and to elevation 21 along Franklin Boulevard. The flood depths shown in the presentation were around 14.5 feet because the ground surface elevation is around 4 to 5 feet above sea level. The team will continue to evaluate flood models and ring levee design criteria.	Graham Bradner	9/22/2021	Responded
18.10	9/22/2021	Mike Moran	The measuring is based on a 100 year flood. Would that ring levee have any other impact, for example for a 500 year flood or with a larger scale flood? Would it have an outsized effect with a larger flood or is the impact the same regardless of the flood size?	The team is continuing to evaluate a range of flood conditions near the ring levee.	Graham Bradner	9/22/2021	Responded
18.11	9/22/2021	Karen Mann	Is the team any closer to a plan for this proposed project? What route will be chosen?	The route selection, if any, will be made by DWR as part of the EIR process.	Carrie Buckman	9/22/2021	Responded

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18.12	9/22/2021	Anna Swenson	I recently asked the librarian at the local Clarksburg Library if she knew of any DCA references. She said yes, they have references and materials at the library. How would someone know these materials are available? Being pretty involved in the project, I did not even know. I know there is a legal obligation to have these materials at the library but the DCA does not put a flyer up or send out notification. This is not a new requirement. The materials have been at the libraries during all the iterations of this and most of the staff is very aware of what their obligation is. The idea that the DCA can sneak these materials in the libraries and take credit as if it is some sort of outreach is disingenuous. There should be flyers, notifications, and things in post offices that say DCA materials can be accessed at the libraries. Libraries are currently open, and I disagree that these materials were added during COVID when no one was allowed to go into the building. This does not change the lack of broadband. This is not a band-aid and does not provide more access to people. This is a legal requirement.	DCA is not required to post these DCA reference materials at the library, but it is something the DCA is doing to provide additional transparency and outreach to the Delta. DCA worked with the State Librarian, who introduced to all of the county librarian managers. We developed a list of the library branches who the County Librarians thought were the most appropriate and could handle the documents with the reference desk because some of the libraries are co-located with small schools like Franklin. We developed a list of 20 libraries and then put the materials out through the county library managers because they wanted to be able to catalog everything, put everything online with links as well as have the physical materials in the libraries. I believe that it was the Contra Costa librarian who asked for two weeks time before the DCA advertised the availability of documents because that is how long it would take to get her five libraries up and ready. Therefore, the DCA team had essentially not put this information on the DCA website, but I believe it will be put up tomorrow on the website in consideration of the librarians. We will put out on social media and a flyer that can be downloaded. We are going to do all these things but wanted to give the librarians a chance to catalog everything and get it out. One of the challenges, which the SEC is aware because the SEC keeps getting updates to the map books, is that there is always one more thing that can go on the flash drives. At one point, we decided to provide the references and then DCA will update again in December and then April. The final item is that the librarians requested technical training. The Sacramento County Library was the first to request it and is going though Beta testing. If that goes well, we will do it with other librarians all via Zoom. The training introduces them to the materials they have. Librarians do not provide opinions, the librarians just point people in the direction of information	Julie Spezia	9/22/2021	Responded
18.13	9/22/2021	David Gloski	This has been a valuable process and it is a bit unfortunate it would be ending. If it was valuable early on with the earlier pieces of information flowing back and forth, why would it not be valuable now? What has changed? If the Board votes if it will be ending, it would be great if maybe everyone can get notice of that and maybe we will not even need the December meeting. I do think it is unfortunate, having presented to the DCA Board that there is no member on the DCA Board that has any experience in the Delta. There is no voice there. I think that Ms. Buckman's group going forward has the next big step coming and it is unfortunate because you would be losing this great source of information.	While staff cannot speak for the DCA Board of Directors, the SEC was designed as an advisory body to assist the DCA through its conceptual design work during the planning phase of the project. As the conceptual design phase is completed, the SEC has completed its objectives. The DCA has tremendously valued the input of the SEC and the conceptual designs reflect changes made based on SEC feedback. At this point, the CEQA process is moving into a new phase as DWR prepares the draft EIR and conducts its associated outreach efforts.	Graham Bradner	9/22/2021	Responded

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18.14	9/22/2021	Jim Cox	All throughout these meetings, the fishing community has made comments that they want some protection built around Clifton Court. We kept hearing that it is not part of this project and were told that we would be included in a discussion later on. Now you will sunset the SEC and once again fishermen are not going to get their comments made or get the interest of the fishing community looked over. This whole committee experience has been frustrating. You send me out to get information from fishermen, I get information from fishermen and you do not want to hear it. Disingenuous does not even start for how I feel this whole process has been. I do not even see the value in that. Every time we raise a concern we are told it is not part of the project. I do not see why you even had a person to represent the fishing community on this committee because you have not listened to what I said at all. We keep getting the same answer, that it is not part of this project. When will it be part of something? There has not been one promise kept to the fishing community by the DWR going back 25 years. This to me has been part of that same thing.	The Delta and water in California have many issues affecting people in the Delta in many ways. The SEC has only talked about a small subset of those issues because it is focused on the conceptual design for the Delta Conveyance Project; we understand that it is a frustrating process because there many concerns. DWR understands that there are issues related to Clifton Court Forebay, but making changes at Clifton Court Forebay is not part of the Delta Conveyance Project. Therefore, DWR and the DCA are not planning to discuss the Clifton Court Forebay items in the SEC meetings because it is disconnected from the Delta Conveyance Project.	Carrie Buckman	9/22/2021	Responded