

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

At the sixth meeting of the Stakeholder Engagement Committee (SEC), held March 11:

- In response to SEC member suggestions, DCA engineering staff provided SEC Members with a map book containing systemwide conceptual project siting within the two corridors defined in DWR's Notice of Preparation and a preliminary year-by-year estimate of construction traffic.
 - Members provided specific feedback on the proposed placement, possible end uses and potential effects that might be associated with potential sites.
- The meeting video, agenda, presentation and supplemental materials are available for review on the dcdca.org website.

HIGHLIGHTS TO SHARE

- **Integrated Project Siting:** DCA provided a map book for each corridor option that showed conceptual placement of the facilities and access routes needed for the proposed project and preliminary estimates of truck traffic during each year of construction.
- **Refinements to Maintenance Shaft Placement:** DCA reiterated that maintenance shaft site placement is relatively flexible in comparison to other project components, such as intakes and the southern forebay, and encouraged members to provide feedback based on their respective specializations (emergency services, terrestrial species, recreational boaters, etc.).
- **Integrated Logistics:** Proposed road, barge and rail access routes to each construction site were discussed and members provided information about high traffic times, challenges and opportunities.
- **Post-Construction Land Uses:** Several members asked about possible post-construction use of the proposed project construction sites and related support components such as roads, parking lots, etc. Discussion would likely take place at a future meeting.
- **Potential Community Collateral:** Ms. Buckman explained that the CEQA environmental analysis will identify significant effects of the project and later in the CEQA process DWR will consider efforts to reduce, avoid or offset those effects with projects in the Delta. She clarified that current projects occurring in the Delta are not associated with the proposed Delta Conveyance Project's anticipated effects.

COMMITTEE FEEDBACK:

Siting Considerations

- Mr. Wirth offered to further discuss the placement of the Central Corridor Staten Island Maintenance Shaft in consideration of the roosting and foraging areas of the Greater Sandhill Crane.
- Mr. Tarango and Ms. Tayaba said tribal concerns, particularly the sanctity of their ancestral grounds, should be given at least the same consideration as consideration given for nature and recreational purposes.

Rail Logistics

- Mr. Merlo mentioned current at-grade railroad crossings in low-income areas of Stockton create traffic bottlenecks that should be considered if increased rail traffic is anticipated due to the project.
- Mr. Wallace stated a preference for not leaving a proposed rail depot as a permanent feature, instead removing it after construction.

Barge Logistics

- Mr. Gloski and Mr. Robertson mentioned the siting of a proposed new barge landing in Potato Slough close to "the bedrooms" near south Bouldin Island should consider maintaining the aesthetics of the area and restricting barge traffic on weekends and holidays.
- Mr. Robertson noted concerns about street traffic at bridges if barging is used as a primary logistics route for Reusable Tunnel Material (RTM) transport. Meanwhile, Mr. Hardesty expressed barges could be valuable to transport RTM for levee improvements, as opposed to rail, which only have single points of delivery.

- Mr. Cosio recommended weekday RTM storage transport from a new barge landing to Reclamation Districts.
- Mr. Hsia recommended not using barges if it requires bridges to be raised because of the impacts to local Delta traffic.

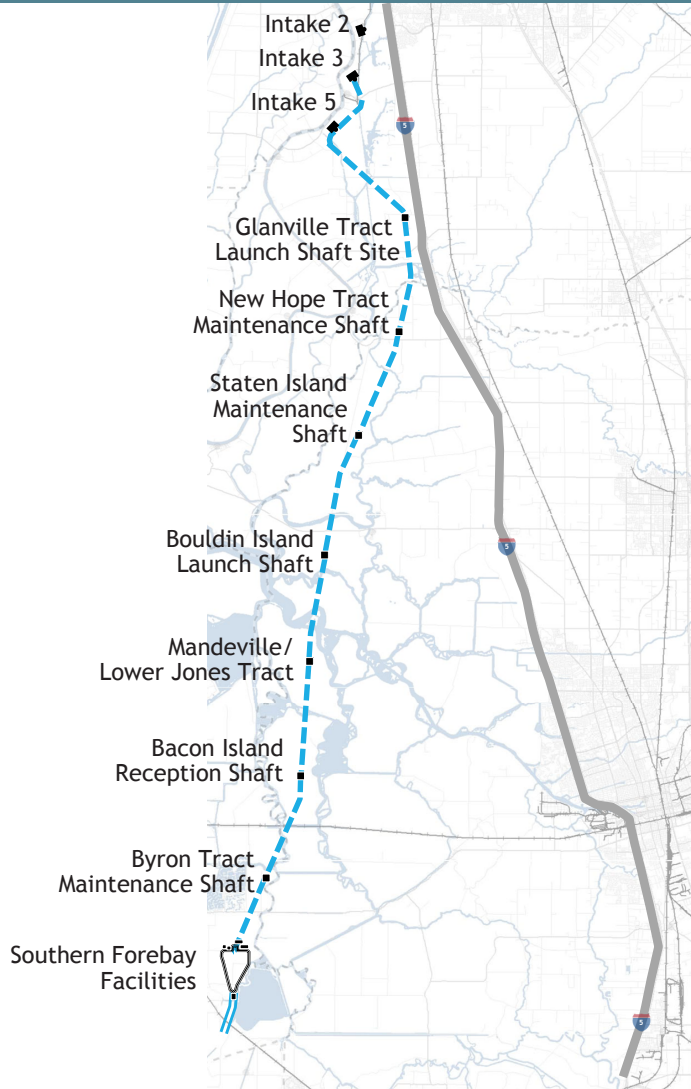
Roads Logistics

- Ms. Giacomini said construction traffic may require new roads in order to prevent a worsening of the existing public safety access difficulties in the Delta.
- Mr. Wallace said road widening may be needed on Hood-Franklin Road to Franklin Boulevard east of I-5 in order to prevent a traffic bottleneck leading to Franklin Elementary School.
- Beyond Construction: Dual-Benefits, Mitigations and Post-Construction Operations
- Mr. Merlo noted that "goodwill" projects should be identified sooner than later because of significant effects.
- Mr. Moran asked DCA to make public the sequence of when project mitigation and Community Collateral discussions will take place so that interested counties and other jurisdictions are aware.
- Ms. Swenson asked for maps and estimates for truck traffic and noise during operations.

SEC Informational Tours

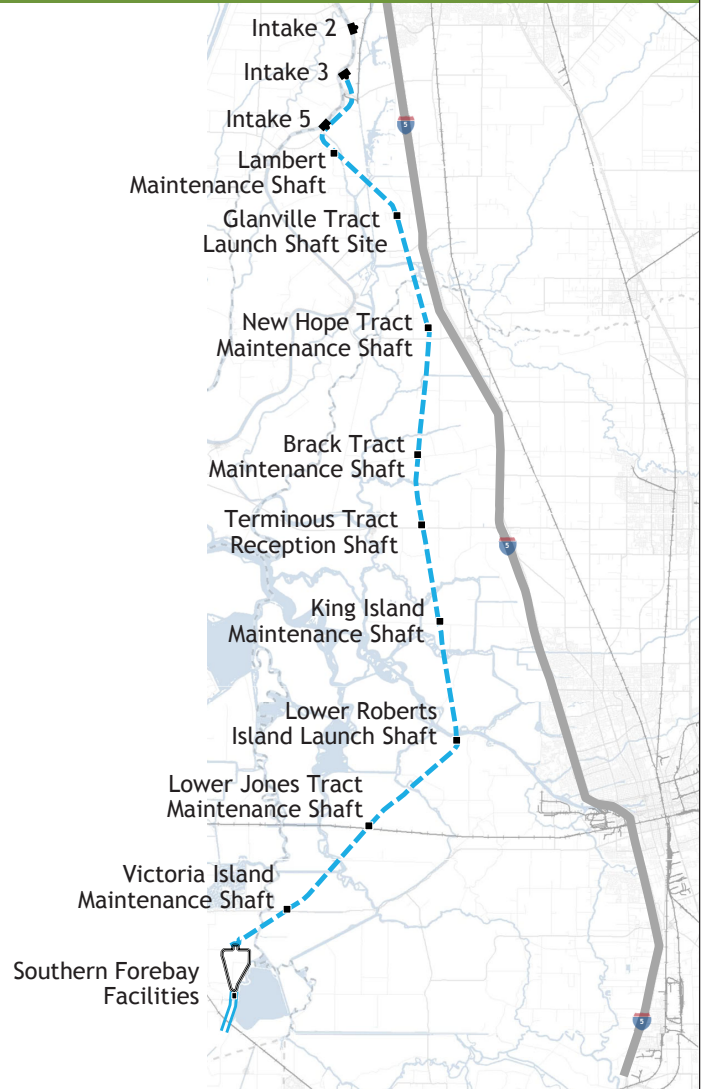
In consideration of current public health recommendations, DCA is postponing all SEC member tours until further notice.

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.

EASTERN CORRIDOR SITE PLANS



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NEXT MEETING*

DATE:
March 25, 2020

TIME:
3-6 p.m.

LOCATION:
Belle Vie Vineyards 19900 Sherman Island Cross Rd., Rio Vista, CA 94571

PURPOSE:
South Delta Facilities Siting and Design

**DCA will comply with public health recommendations regarding public meetings and social distancing efforts. Any meeting changes or cancellation will be communicated to members.*