AUGUST 26, 2020

Stakeholder Engagement Committee Meeting
**Meeting Agenda**

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Item 2.

Roll Call/ Housekeeping
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

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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?**
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.

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

Delta Conveyance Project | www.water.ca.gov/deltaconveyance
# Environmental Planning Update

<table>
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<th>Process</th>
<th>Status</th>
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| 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

**CEQA/NEPA**
- Admin Draft EIR/EIS
- Revise and prepare Public Draft EIR/EIS
- Public review period
- Final EIR/EIS and ROD/NOD

**Other Environmental Processes**
- Biological Assessment and ITP Application
- Biological Opinion
- ITP
- Water Rights
- Delta Plan Consistency
- Other Environmental Permits
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

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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**

<table>
<thead>
<tr>
<th>Capacity Option</th>
<th>Intake 2</th>
<th>Intake 3</th>
<th>Intake 5</th>
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<tbody>
<tr>
<td>3000 cfs</td>
<td>n/a</td>
<td>n/a</td>
<td>3,000 cfs</td>
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<tr>
<td>4500 cfs</td>
<td>n/a</td>
<td>3,000 cfs</td>
<td>1,500 cfs</td>
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<tr>
<td>6000 cfs</td>
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<tr>
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</tbody>
</table>
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**

- Sheet pile cofferdam around all four sides of the in-river intake structure
- Heavy King Piles and “Z” sheet combination wall composition
- Sheets installed with pile drivers
- 2-year construction period due to limitations on in-river work windows
- Enclose both sets of control valves inside the concrete intake structure valves

**Current Plan**

- Sheet pile around 3 sides of the concrete intake structure with changing to a soil-cement wall (DMM) on the backside
- Lighter “Z” sheets and no king piles
- Sheets installed with vibratory methods and limited pile driving
- Soil-cement wall can be constructed in winter – not affected by “fish window” restrictions
- 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
Traffic Reductions

Phil Ryan, DCA Engineering Manager
# Items for Discussion

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<td>2.</td>
<td>Traffic on SR 4 (East Alignment)</td>
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<td>3.</td>
<td>Traffic on SR 4 (Central Alignment)</td>
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<tr>
<td>4.</td>
<td>Traffic on Byron Highway (East and Central Alignment)</td>
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<td>5.</td>
<td>Traffic on SR 12 (Central Alignment)</td>
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AUGUST 26, 2020

**UPDATE ON TRAFFIC VOLUMES**

**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

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**Import of borrow material to build shaft pad**

- **Sum of Trucks (April Data)**
- **Sum of Trucks (August Data)**

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UPDATE ON TRAFFIC VOLUMES

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

Import of borrow material to build shaft pads at Mandeville, Bacon and Byron Tract Shaft pads
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
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**Ups On Traffic Volumes**

**Byron Highway**

<table>
<thead>
<tr>
<th>Month</th>
<th>Sum of Trucks (April Data)</th>
<th>Sum of Trucks (August Data)</th>
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<tbody>
<tr>
<td>Jan..</td>
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<td>Oct..</td>
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**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

Transport of borrow material from excavation at South Delta Control Structure (South of Byron Hwy) to Southern Forebay site (North of Byron Hwy)
Bouldin Island

Import of borrow material to stabilize site, build shaft pad, and barge landing.

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

Shifted from barging to trucking for tunnel liners but widening SR-12 would result in a net improvement in LOS.
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

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**Total Loaded Trucks**

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

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How Bethany Reservoir System Would Work

- **Bethany Reservoir**
- **California Aqueduct**
- **Buried Pipelines**
- **Sloped Hillside**
- **Surge Basin**
- **Reception / Overflow Shaft**
- **Concrete Lining**
- **Tunnel**
- **Bethany Pumping Plant**

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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

- 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.

[Map of current or anticipated conservation easements adjacent to Bethany Reservoir]
Item 4f.

Public Comment on Item 4
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