

December 4, 2020

Delta Conveyance Design and Construction Authority
Stakeholder Engagement Committee Members

Subject: ***Materials for the December 9, 2020 Regular Committee Meeting***

Members of the Stakeholder Engagement Committee:

The fourteenth regular meeting of the Delta Conveyance Design and Construction Authority (DCA) Stakeholder Engagement Committee is scheduled for a remote video conference on **Wednesday, December 9, 2020 at 3:00 p.m.**

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

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

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

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

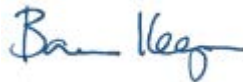
- **Meeting Agenda**
- **Meeting Minutes**- November 5, 2020 Regular SEC Meeting

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

Regards,



Sarah Palmer, DCA Board Member
Stakeholder Engagement Committee Chair



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



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

Wednesday, 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.**



DCA
DELTA CONVEYANCE DESIGN
& CONSTRUCTION AUTHORITY

**STAKEHOLDER ENGAGEMENT
COMMITTEE (SEC)**

Memo

Contact: Valerie Martinez, SEC Facilitator

Date: December 9, 2020 SEC Meeting

Item No. 3

Subject: Meeting Minutes

The meeting minutes from SEC Meeting 13 (November 5, 2020) are attached for your review. Please send any edits to hannahflanagan@dcdca.org by **noon Tuesday, December 8, 2020**. Since the SEC is not a voting group, this process will facilitate the review process and allow us to efficiently address the minutes at the meeting.

STAKEHOLDER ENGAGEMENT COMMITTEE

MINUTES

REGULAR MEETING

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. Giacomina 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 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 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 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 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 realities 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 agendaized, 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.