

SEC member summary report Jan 2021

Stakeholder Engagement Committee is
a community Consultative body
created by Delta Conveyance Design
and Construction Authority

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DCA
DELTA CONVEYANCE DESIGN
& CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT
COMMITTEE (SEC)

Background



- On May 2, 2019 all approvals of California WaterFix were withdrawn and the DWR initiated a new planning and environmental documentation process for a proposed Delta Conveyance Project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

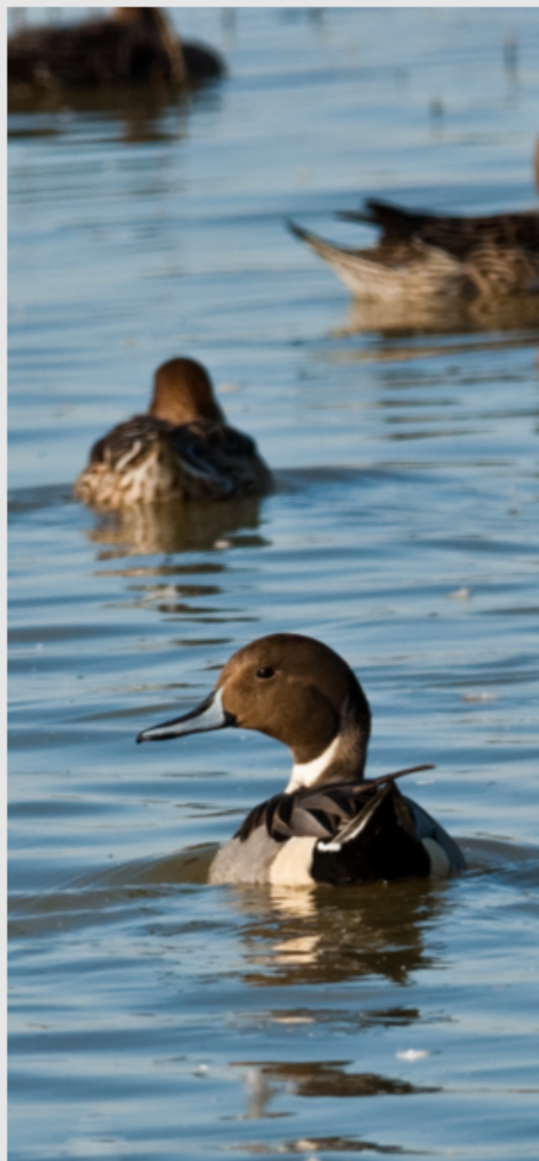


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Environmental Planning Milestones

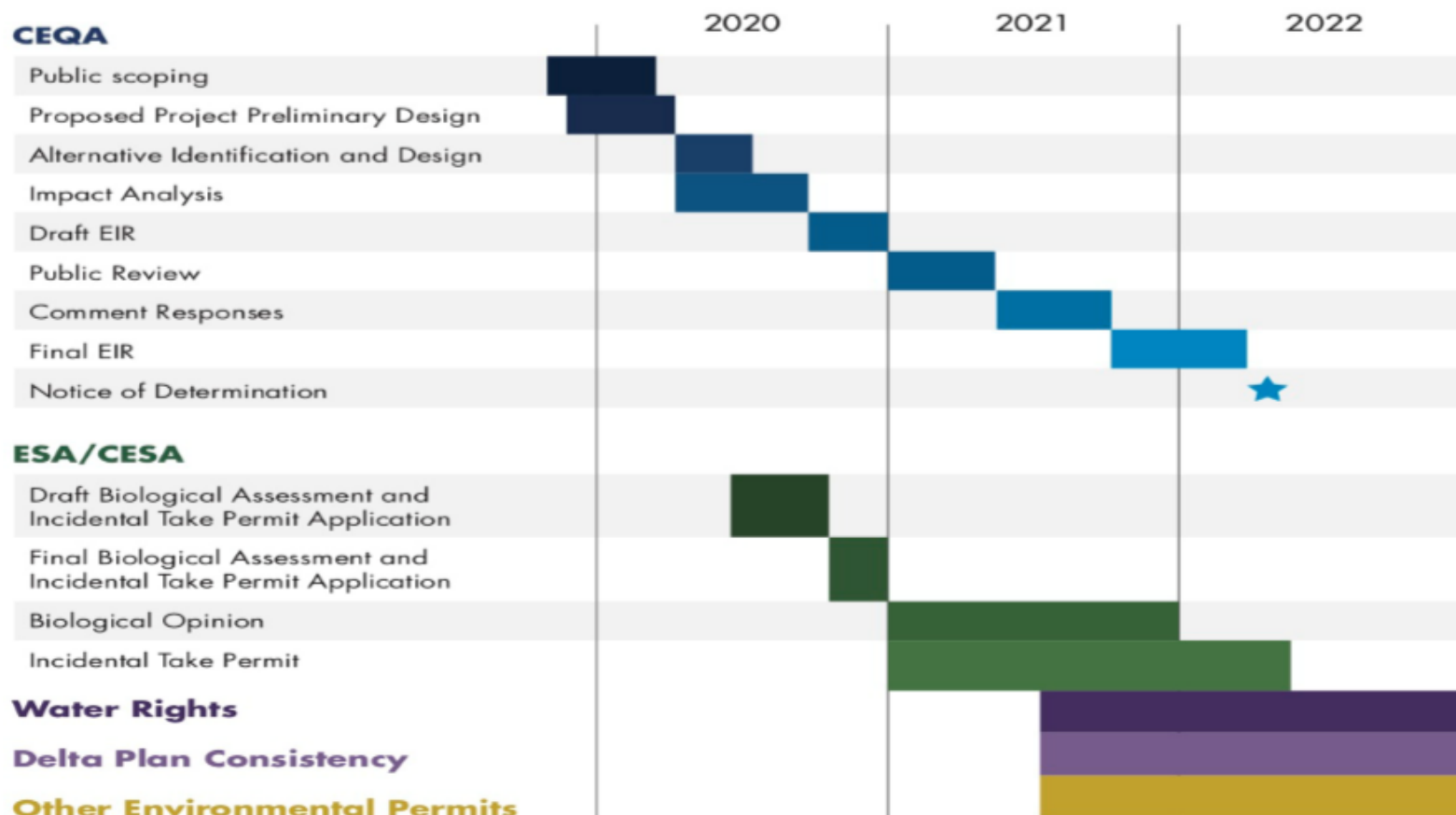
To push through a project of this magnitude, there are environmental planning hurdles. They include California Environmental Quality Act (CEQA), it is a statute passed by the California state in 1970, shortly after the United States federal government passed the National Environmental Policy Act (NEPA), to institute a statewide policy of environmental protection. CEQA does not directly regulate land uses, but instead requires state and local agencies within California to follow a protocol of analysis and public disclosure of environmental impacts of proposed projects and, in departure from NEPA, adopt all feasible measures to mitigate those impacts. CEQA makes environmental protection a mandatory part of every California state and local (public) agency's decision making process. It has also become the basis for numerous lawsuits concerning public and private projects.



Key Milestones

Delta Conveyance CEQA Milestones

Environmental Compliance Schedule



In Feb 2019, Gov Newsom in his State of State address, announced he did not support former Gov Brown's California Water Fix – the Twin Tunnel project. But he then initiated the single tunnel – the Delta Conveyance Project.

Twin Tunnel project was dropped because of the following reasons:

The Delta Steward Council found the project violated the Delta Plan.

Bureau of Reclamation backed out as they were caught illegitimately appropriating funding to finance the project.

There are just so many lawsuits against the project.

Since then, proponents of the project are coming back in a stronger force after learning from their past mistakes. Metro Water District with their financial might partnering with other water contractors and the State created DCA, which in turn created the Stakeholder Engagement Committee (SEC) as a consultative body.

The objective of the SEC is spelled very clearly. SEC will not be required to offer opinion whether the project will go ahead, neither will SEC be part of the CEQA process. DCA is to process the information collected from the SEC and DWR will handle the CEQA.

DCA is to handle the issues brought up by SEC. The DCA will then develop engineering means to solve the issues with examples as below:

- Building new haul road to avoid burdening the fragile levee roads and disrupting local traffic.
- Better designed fish screen at the intakes for the protection of fishes.
- At the beginning, we discussed about the handling of the RTM (reusable tunnel material), generated from the tunnel boring activities. Transporting them out will create tremendous footprint on the local road system. Subsequently, DCA engineers worked out the engineering means to use up the RTM for the construction of various facilities in relation to the project.

The creation of SEC is clearly a move to show that DCA, this time around, is conducting consultations with the public. The committee basically consists of 19 representatives from a wide range of backgrounds. From professional engineers in the field of water works to representatives in recreational activities; from leaders of cultural, tribal affair to wildlife preservationist. It is a respectable group which attempts to shed a good light on the DCA. You may call us a decoration to DCA's endeavor but at the same time I believe someone has to voice our constituents' concerns and put them on record. Someone has to attend those meetings and bring that information to the respective constituents.

Operating Data

- The combined capacity of the intakes is 6000 CFS cubic foot per second, which is 66% of the capacity of the previous twin tunnel under California Water Fix. It is not 50% which most people might be led to think.
- The speed of the digging by TBM (Tunnel Boring Machine) is 40 ft/day, it translates to 2 miles per year. Mileage can be improved with the possibility of 2 TBMs working in two opposite directions of the launch shafts
- The entire length of the tunnel is about 40 miles long.
- The estimated construction period is 16 years plus about 4 years of start up work.
- The tunnel is 130 ft below the ground. So most people on the ground will not notice the boring activities underneath.
- The latest cost estimate of the project is \$15.9 billion.

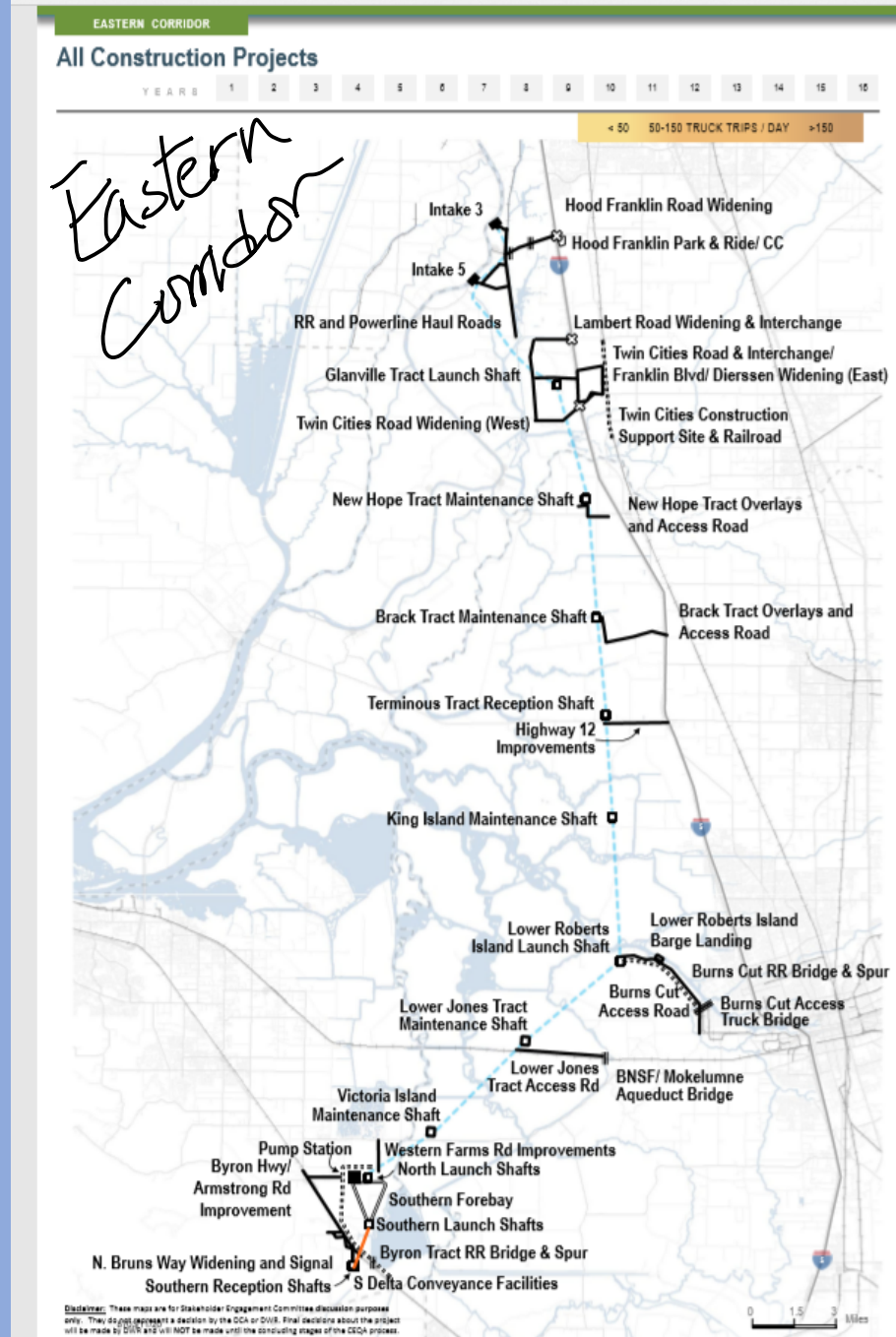
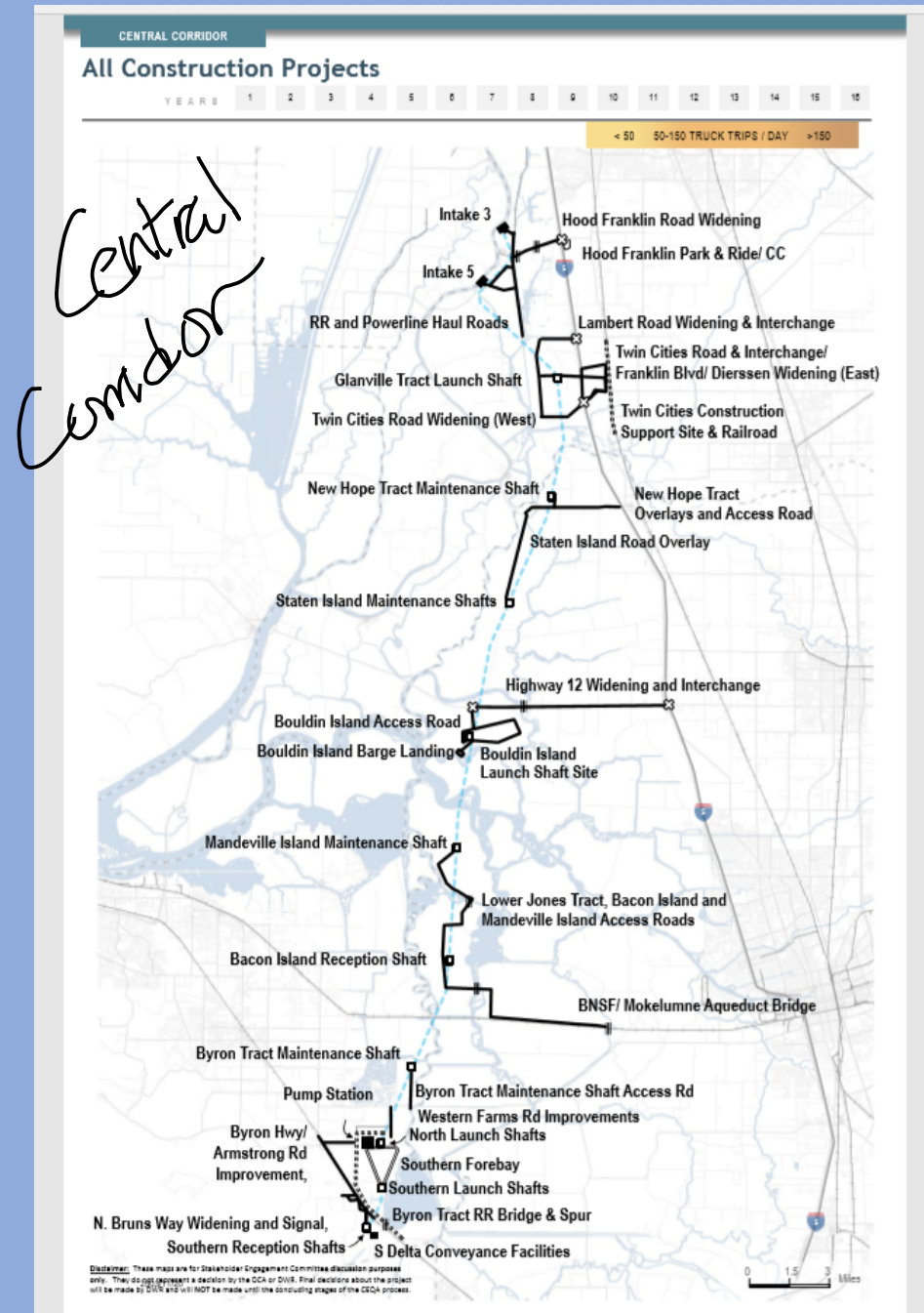


Illustration 1

Intakes, Central Corridor and Eastern Corridor

- The Waterfix earmarked 5 intakes, then DCA later decided to use only 2 intakes, no. 3 and 5. They are illustrated on the top of illustration 1.
- In February 2020, DCA introduced two options; Central Corridor or Eastern Corridor. On the left of the illustration, the blue vertical line bearing west closer to the river represents the Central Corridor. The graph on the right, it is the Eastern Corridor hugging closer towards the Interstate 5. Most of the SEC members prefer because it is further away from the River. By the end of 2020, the eastern alignment is found to align better with the Bethany alternative – the forebay at the end of the tunnel.
- ITR (Independent Technical Review), a group of independent engineers came out and they also strongly recommend Eastern Alignment for various technical reasons,

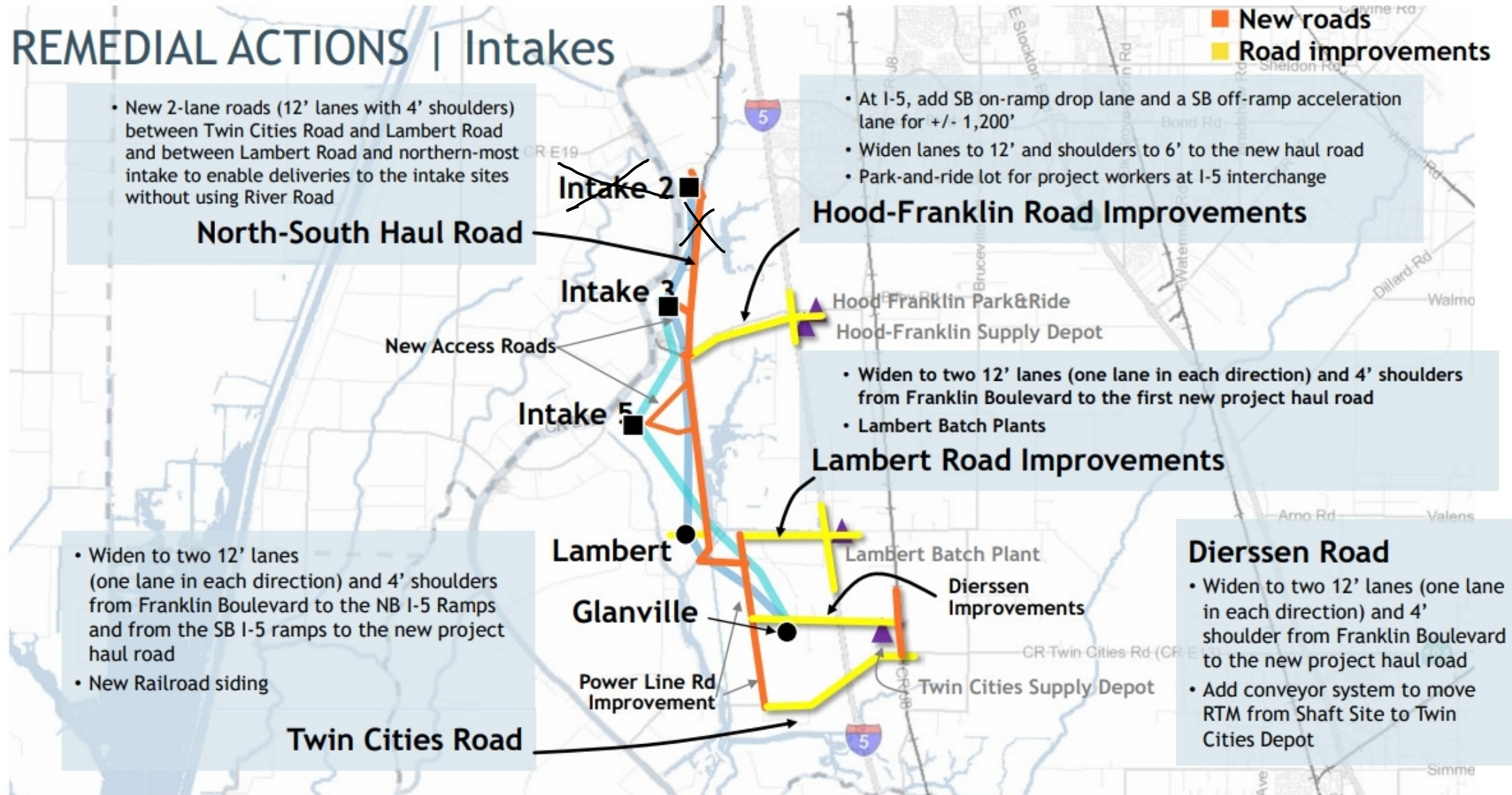
CENTRAL & EASTERN ALIGNMENTS

REMEDIAL ACTIONS | Intakes

NORTH

MIDDLE

SOUTH



New haul road and road widening for the construction

- To avoid burdening the River Road and the adjacent legacy communities, DCA showed us there will be 4 stretches of new haul roads to be built parallel to the River Road; illustrated by the orange line.
- The first stretch will connect the two intakes, no. 3 and no. 5 to the Hood Franklin Rd illustrated in yellow line which will be widened to accommodate the increased traffic. It will end at the east side of the Interstate 5 where a support site will be built. It will accommodate storage of equipment, deliveries, employee parking because they plan to have workers bused to the worksites from there in the name of reducing traffic. The north/south railroad parallel to the Interstate 5 will be utilized extensively for the logistics. The location of the stretch remains the same for both corridors.
- The 2nd stretch of north/south haul road will connect to Lambert Rd serving Glanville Tract Launch Shaft Site. Lambert Rd will be widened and connected to Interstate 5 through a new interchange. The location for the eastern corridor will bear east closer to the Interstate 5, from this point onward, the two alignments begin to bear away from each other.
- 3rd stretch of haul road is to connect Lambert Rd to Twin City Road

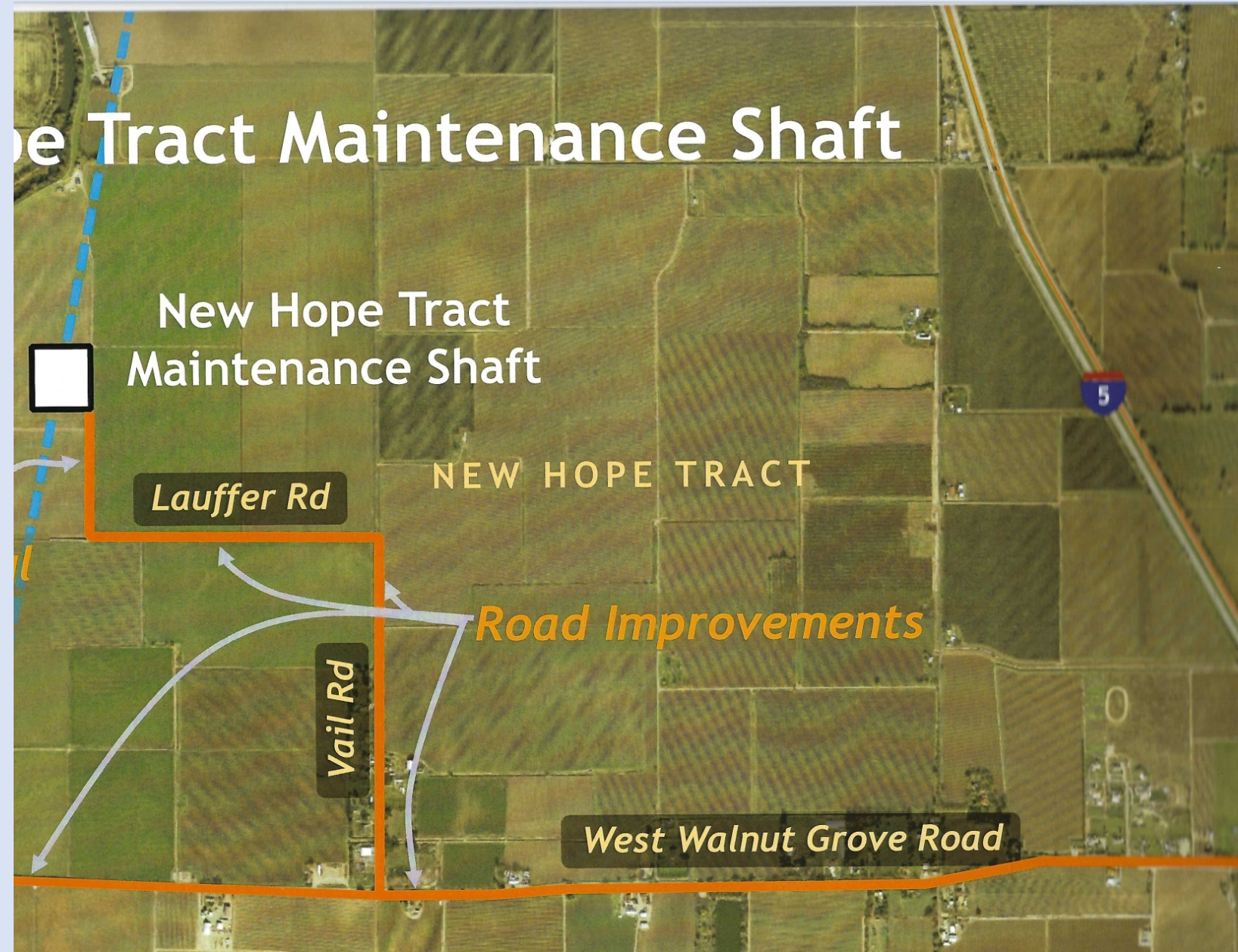
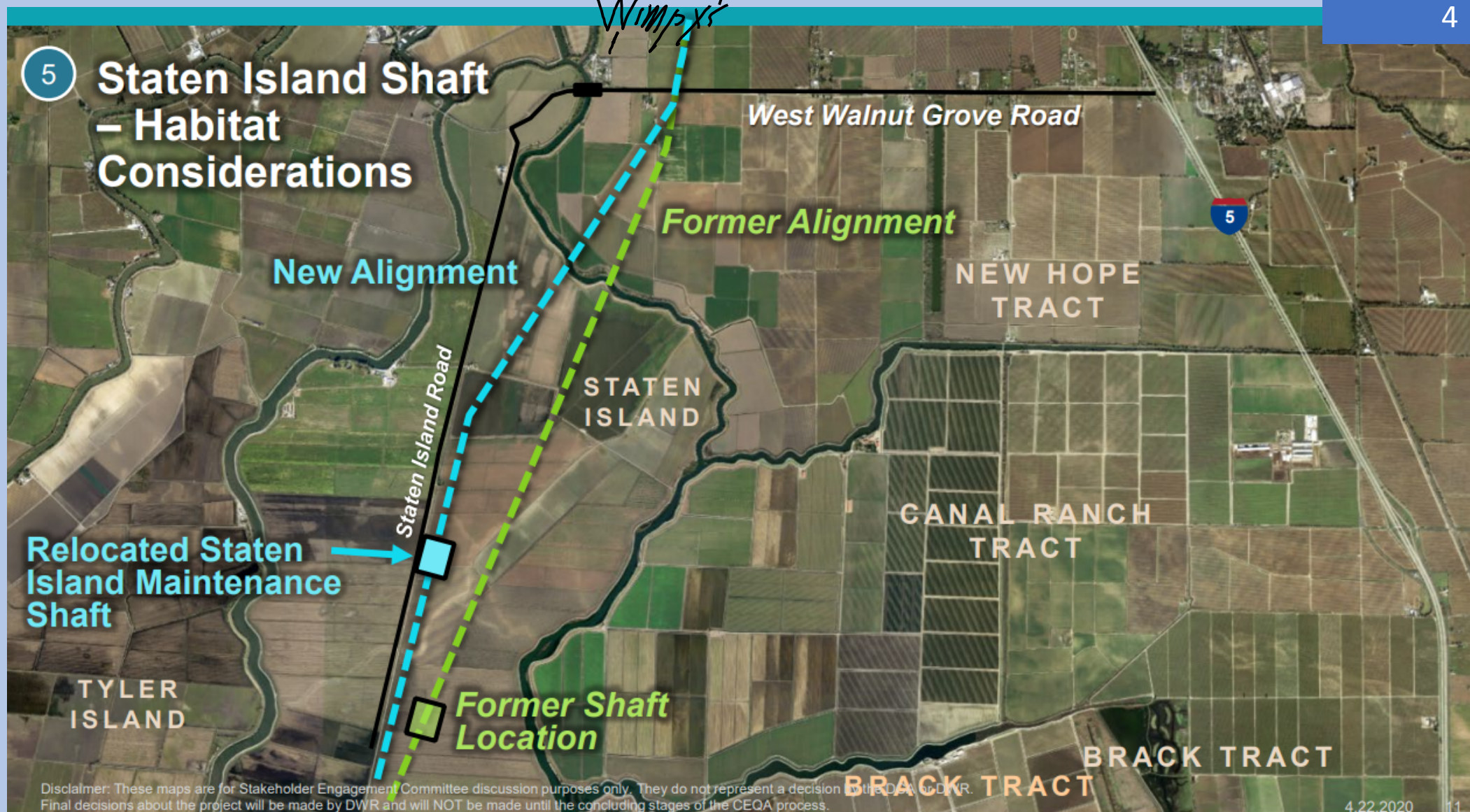


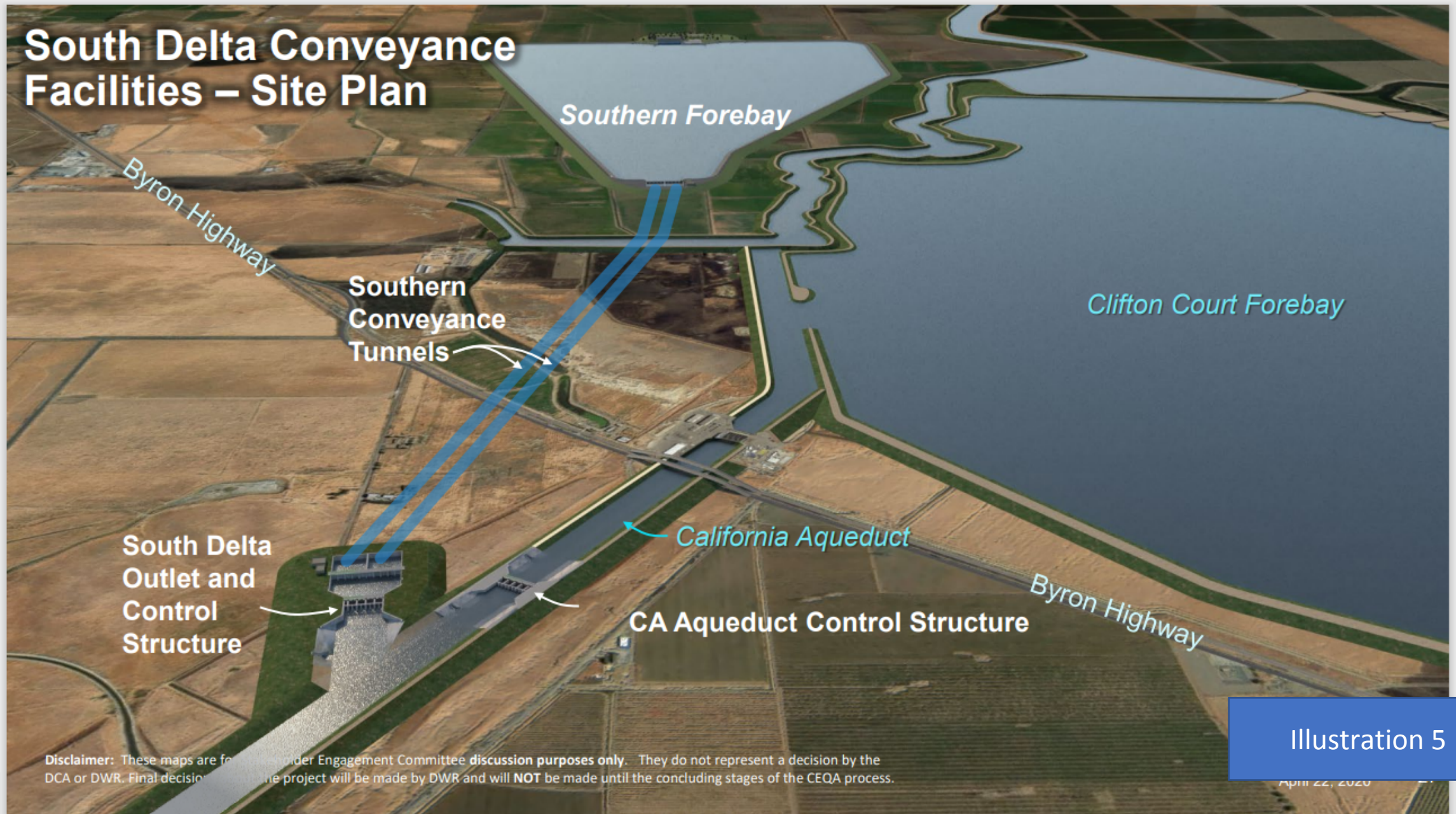
Illustration 3



New haul road and road widening for the construction

- The 4th stretch of haul road is to connect New Hope Tract Maintenance Shaft to the West Walnut Grove Rd. From there, an improved West Walnut Grove Rd continues eastbound to connect to Interstate 5.
- In the case of Central Corridor, the improved West Walnut Grove Rd goes the other direction, westward and meets Staten Island Rd that heads south. The intersection of the two roads is actually less than a mile west of Wimpy's while the tunnel goes unnoticeably underground is less than 1 mile east of Wimpy's.
- The location of this north/south stretch of the tunnel was adjusted towards the Staten Island road for the wildlife habitat consideration with the advice of SEC member representing Sierra Club. This is the southernmost road improvement ending at the Staten Island serving Staten Island Maintenance shaft.
- The Central tunnel veers south away from the Eastern Corridor. The next haul road will be Highway 12 which they will be widened for improvement.
- I remember I used to attend DWR town hall meetings protesting that the rumbling tunnel construction traffic would shake down the entire town of Locke. I cannot use that reason anymore.

South Delta Conveyance Facilities – Site Plan



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

Illustration 5

April 22, 2020

Forebay and California Aqueduct

- As you know the tunnel ends next to the Clifton Forebay. The water will be held in a forebay, from which it will be transported to the California Aqueduct.
- After the result of the alternate feasibility study, they are now considering changing from Southern Forebay to Bethany Island for easier engineering and less footprint. I always remember I asked an uneducated question, “is Bethany Island solution more cost effective?” The reply was, costing is not a factor.

Refer to illustration

EIR requires public agencies to study feasible alternatives to the Project

1. Congressman Garamendi proposal; To take water from the Deep water shipping Channel
2. Pyke proposal; Western Delta Intake Concept, using Sherman Island as forebay.
3. No Tunnel; Improve conservation, desalination and existing facilities.
4. Bethany Alternative; the forebay at the end of the tunnel

I think if DCA has set their eyes on the present plan, it is easy for them to shoot down these alternatives since there is nobody defending these alternatives. They have nevertheless adopted Bethany Alternative which I mentioned earlier, that is to replace the Southern Forebay at the end of the tunnel.

DCA keep stressing that the alternatives are weak in seismic resiliency. I would like to ask them how good is DCA's seismic resiliency.



Survey of Delta Environmental Justice Communities

1. Learn about the places and resources important to people

- A robust understanding of these baseline values will improve the CEQA analysis of disproportionate impacts to Disadvantaged Communities in the Delta.

2. Identify potential project-related impacts and benefits for the Delta's diverse communities

- Goal is to identify ways in which the project may affect these places and resources and consider options to reduce these impacts or benefit Disadvantaged Communities in the Delta.



Environmental Justice Communities Survey

In Sept, the DCA conducted an Environmental Justice Communities Survey, a survey sent out to the public. Some of you might have seen it or even participated in the survey. The survey is well thought out. I know because I was involved in the Chinese translation part. I just hope the result of the survey will actually make a difference on the DCA's planning.

Community Benefit Program

Illustration 6

BACKGROUND

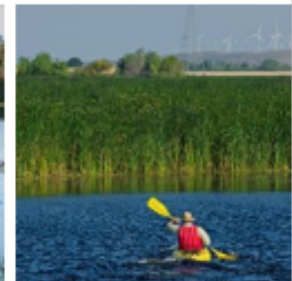
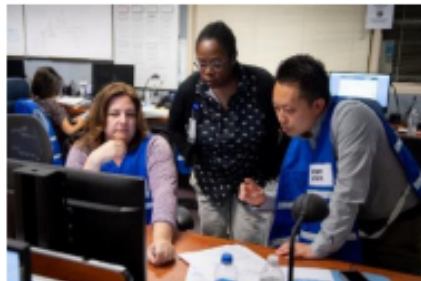
Conceptual Categories of Benefits

Delta As Place Fund

- Community driven framework for fund management that empowers local community
- Focus fund on those projects that can help protect, enhance, and sustain the unique cultural, historical, recreational, agricultural, and economic values of the Delta as an evolving place, consistent with the co-equal goals.

Project Implementation Commitments

- Jobs, training and labor
- Business, economy
- Construction partnerships
- Multipurpose Facilities



Community Benefit Program

- In December 2020, DCA introduced a community benefit program. The concept is explained in the illustration 6. SEC and DCA will work out a mechanism for the Delta community to identify opportunities for local benefits.
- They cited example of LAX which was an airport expansion project where a community benefit program was introduced. For which, they implemented the below benefits:
 - Job training funds for airport and aviation -related jobs
 - Local hiring program lowfor income and special needs individuals
 - Replacing diesel equipment with electric equipment at the airport to improve air quality around.
 - Funds for studying health impacts of airport operations.

Community Benefits Program

So this opportunity is extended to the Delta community. The Delta community will hear more about the program from DCA soon. We should think about how to organize ourselves. A seasoned water work engineer told me recently that the existing resistance among us against the tunnel is like a guerilla resistance against a formidable professional fighting force. So, I think people in the Delta should start thinking about organizing ourselves better. To continue to resist or start thinking about the benefit program. Either case, we have to organize ourselves better.

Make it a condition

- The idea of the program reminded me that since so many of levees around us is below FEMA's 100 years flood protection. I would ask DCA to shore up the 40 miles of levees between Sacramento and Antioch to the 100 year FEMA standard as a condition for a concrete community benefit
- I hope this report will bring some insight of the tunnel project to my community members. In case you have any questions or comments, please send me an email.