

Periodic Report of SEC member

Stakeholder Engagement Committee under DCA (Delta Conveyance Design & Construction Authority)



It is a fact that the design of the tunnel is moving ahead despite of the prevailing COVID 19 situation. As reluctant as some members of SEC are about attending the 7th SEC meeting postponed to March 22 in the video conference format, many of us understood we could not afford to be left behind and we therefore attended the meeting. Since I will not be meeting you in a physical situation anytime soon, I would therefore take this opportunity to compile a report and share it with you to the best of my knowledge.

In case you want to know more about the nature of SEC and all the relevant bodies, please go directly to the appendix page 12, 13, 14.

- The essence of the present stage is facing the 2 options of tunnel route. Central Corridor which runs parallel to the Sacramento river while the Eastern Corridor runs along the Interstate 5 Freeway. (See Exhibit 1-Tunnel is the blue dotted line.) (Central Corridor Site Plans, All Construction Projects) (See Exhibit 2 – Tunnel is the blue dotted line.) (Eastern Corridor, All Construction Projects)
- There are 3 intakes under consideration, no. 2, 3, and 5. Eventually 2 intakes will be decided upon. (See exhibit 3 and 4.)
- A support site Hood Franklin Park & Ride will be built at the interchange of Interstate 5 and Hood Franklin Rd. These days, I see there are already construction work taking place there. I hope it is not what I think it is because the tunnel project is supposedly not approved yet. (See Exhibit 3 or 4.)
- You can see the 2 white squares connected by the blue dotted line along the Sacramento River. A new north and south haul road will be built, Hood and Franklin Road will be widened. I see that residents and merchants in the neighborhood of Hood will certainly feel the impact. (See Exhibit 3 or 4.)

Exhibit 1

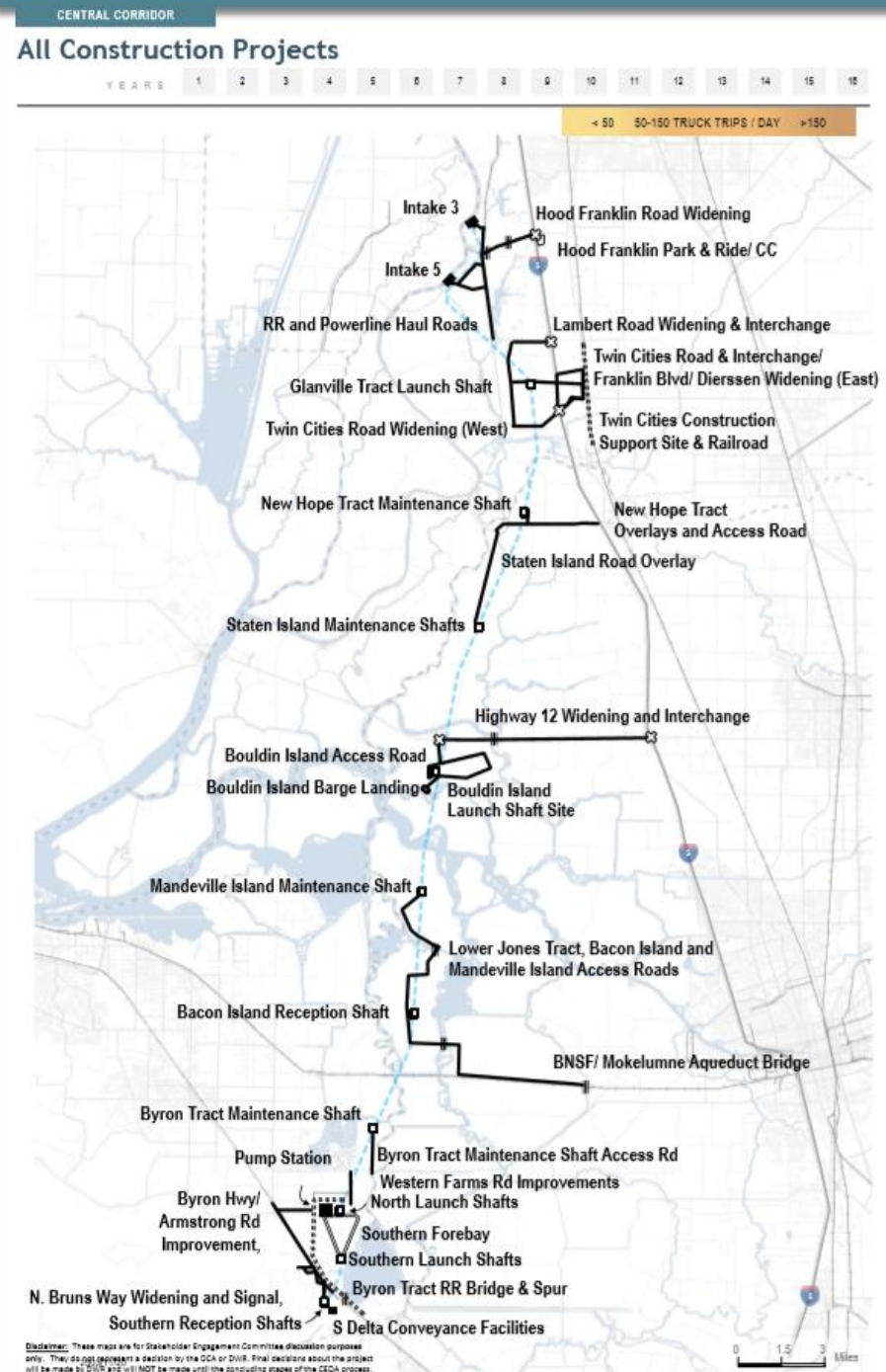
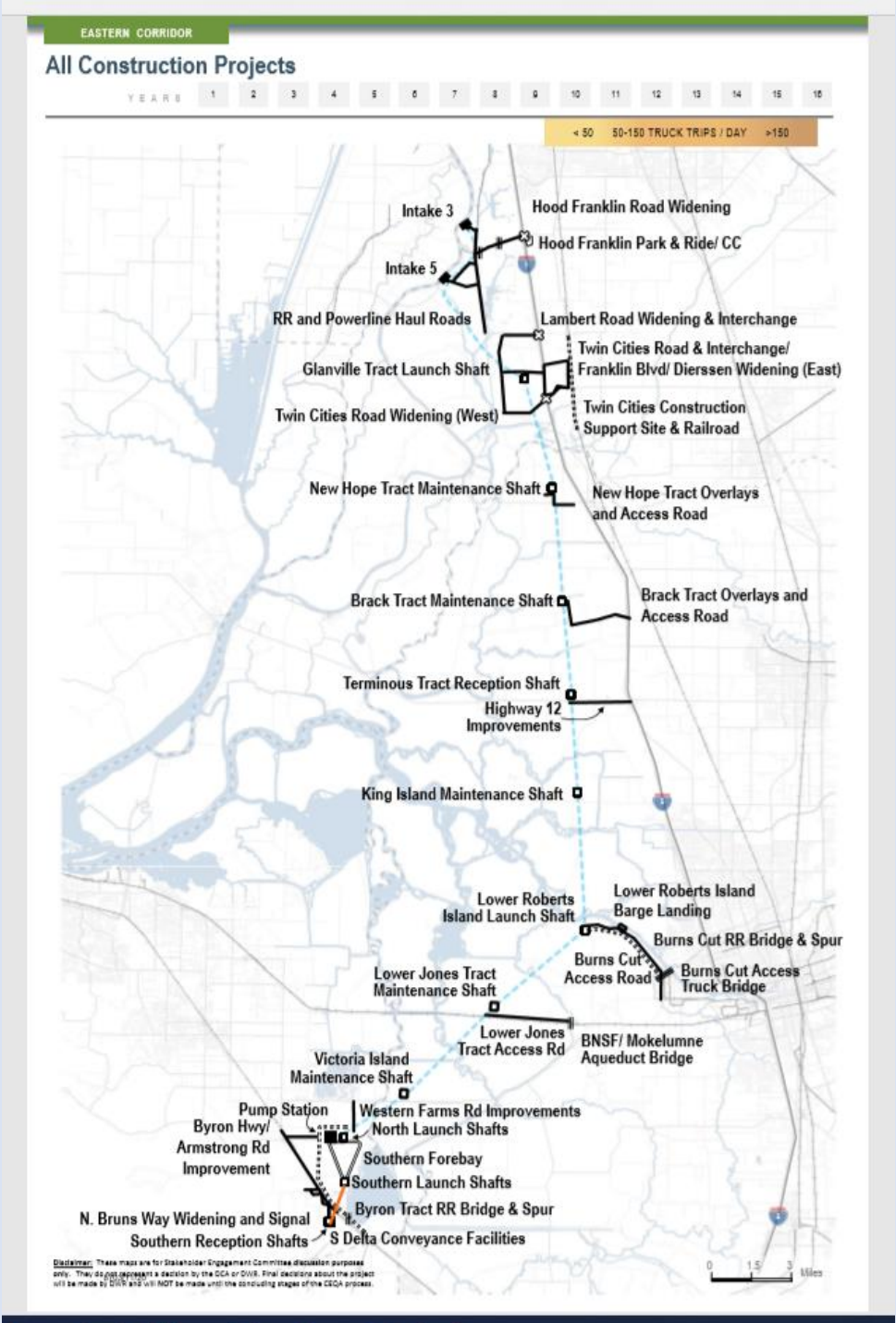
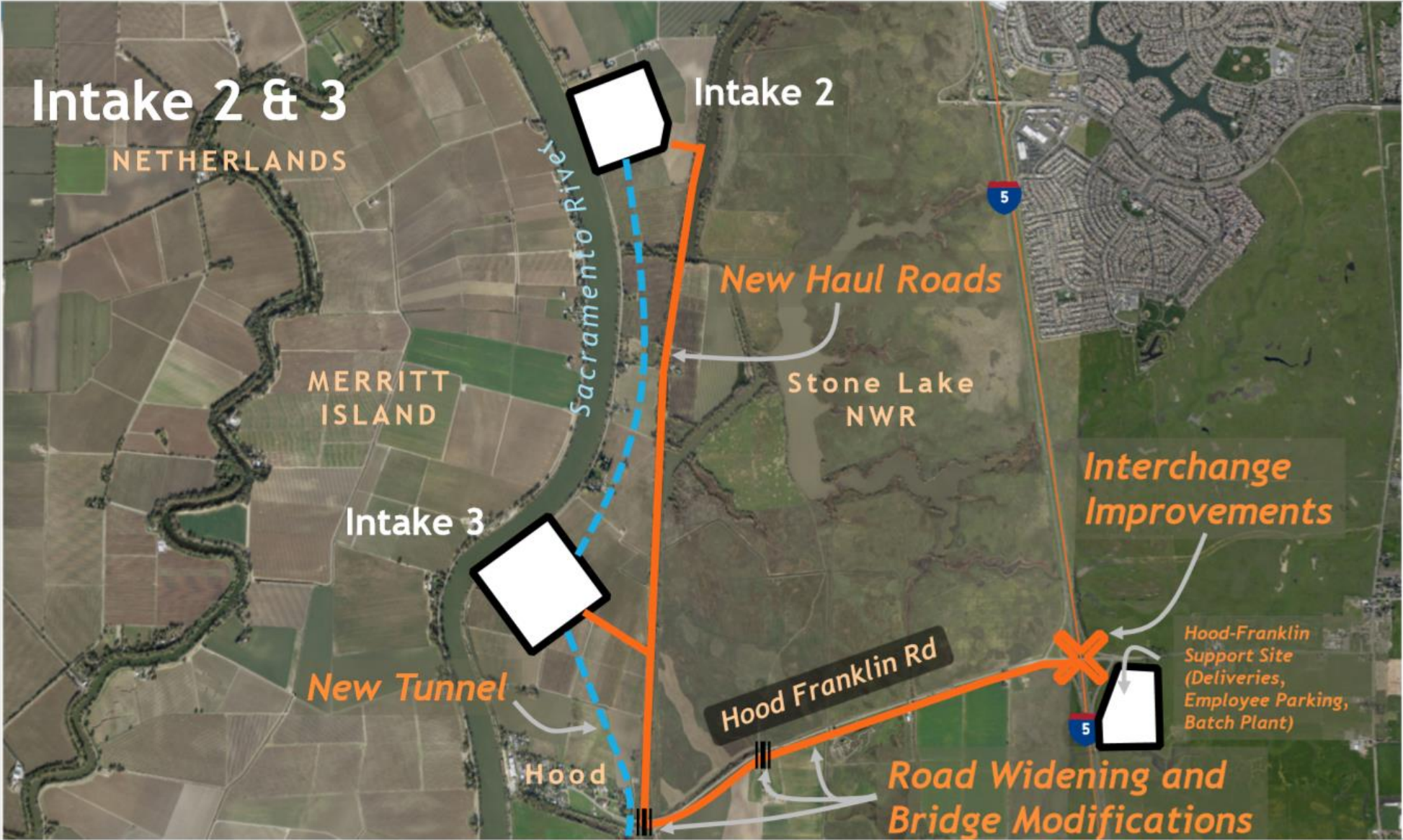


Exhibit 2

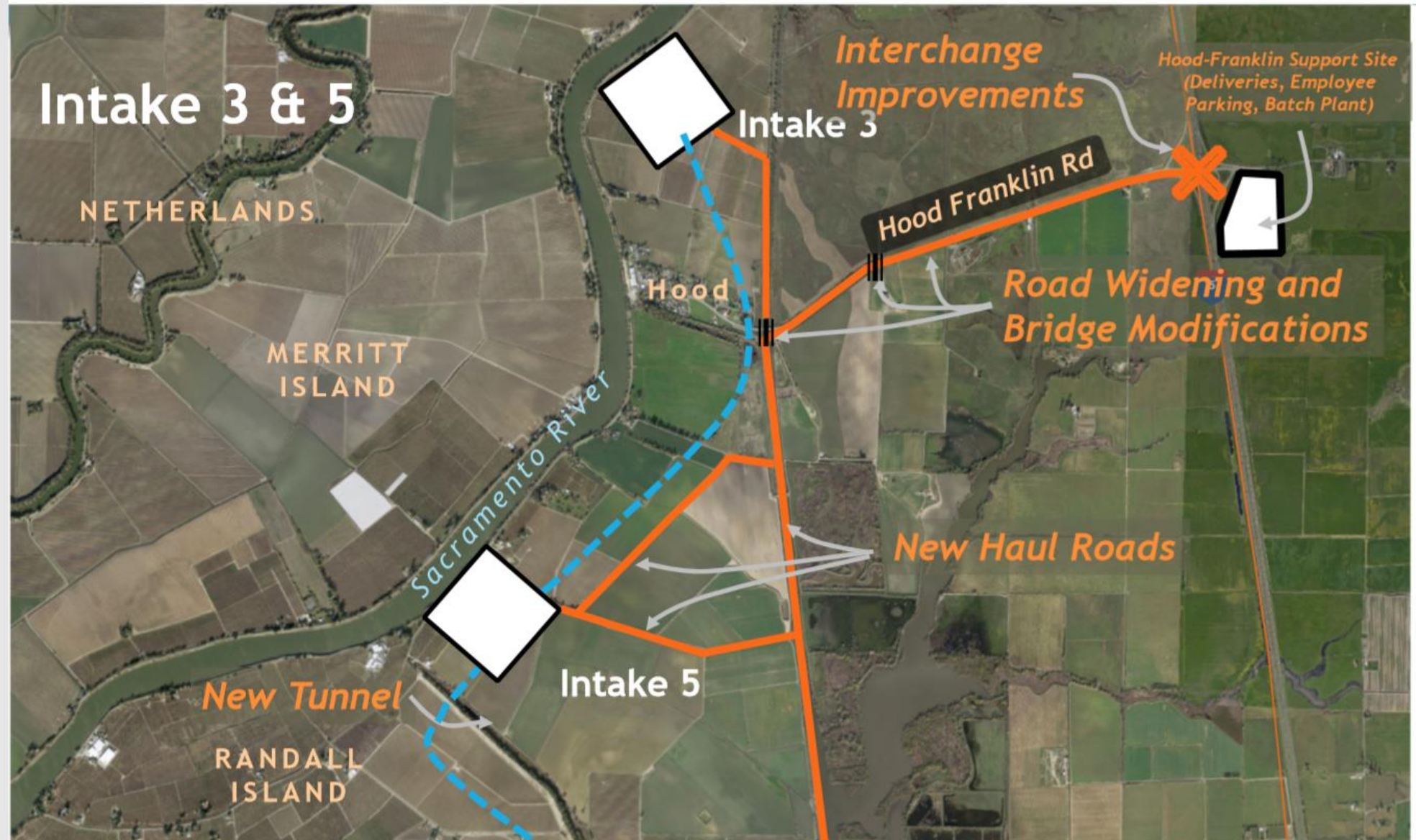
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Disclaimer: These maps are for Stakeholder Engagement Committee discussion purposes only. They do not represent a decision by the

Exhibit 4



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- Next along the river will be the Glanville Tract Launch Shaft Site, this will be the major site that launches the Tunnel Boring Machine (TBM).
- After which will be New Hope Tract maintenance shaft, (exhibit 5) its footprint will be closest to Walnut Grove because they will widen the West Walnut Grove Rd up to Staten Island Rd, probably affecting the marina adjacent to Wimpy's Diner and Giusti's Place, wider road means a lot more rumbling truck traffic.

But if one looks at the Eastern Corridor option, (exhibit 6) you will find the footprint upon Walnut Grove will lessen. The new haul road will intersect West Walnut Grove Rd from Vail Road and moves west towards the Interstate 5.

Exhibit 5





- As you can see, the impact will be felt mostly in north Delta near Clarksburg, Hood and south Delta, the future site of the Southern Forebay adjacent to the present Clifton Forebay. There will be massive construction of intakes, widening of roads in the north and pumping station, forebay in the south.

- The tunnel is designed to be 40 miles long, at the boring rate of 40 ft a day, 2 miles a year. It is a 20 years of work in process. There have been numerous versions of cost estimate I don't even know which one to adopt.

If we have to choose the lesser of the 2 evils. I will advocate the Eastern Corridor. It reduces the footprint of the construction and truck traffic by keeping most of the activities between east side of the Delta and Interstate 5. There is a railroad readily available for the construction's use and it is very much recommended by other independent engineering bodies such as ITR (Independent Technical Review committee.)

The report below is a very much simplified version. In case you are interested to know more, please feel free to contact me. douglashsia@gmail.com I can arrange ZOOM meeting or town hall meeting if condition allows in the near future.

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.

Roles & Responsibilities: DWR & DCA

An Introduction

DWR/DCA Team Organization

Roles & Responsibilities for Delta Conveyance

DCA Board of Directors

- Protects the fiduciary integrity of the DCA
- Ensures that the DCA conforms to legal requirements, including those of the Joint Powers Act and the Brown Act
- Provides an added beneficial forum for public participation via its board and committee meetings

DCA

Under over sight of DWR, DCA:

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

DWR Director

DWR

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

- Leads the environmental review and planning effort, including CEQA and coordination with the Bureau of Reclamation
- Leads public outreach, public participation and stakeholder engagement activities
- Ensures transparency
- Responsible for managing the planning budget and planning schedule
- Reports on progress to the State Legislature and others
- Directs and oversees the work of the DCA

Direction and Oversight

Work Products

Informs

Informs

Public Water Agencies

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

PWA Board Members

General Purpose

Stakeholder Engagement Committee (SEC) under DCA



Technical/Engineering Feedback

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

Discuss Measures to Offset Effects

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

Connect to Community Groups

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



DCA
DELTA CONVEYANCE DESIGN
& CONSTRUCTION AUTHORITY

STAKEHOLDER ENGAGEMENT
COMMITTEE (SEC)