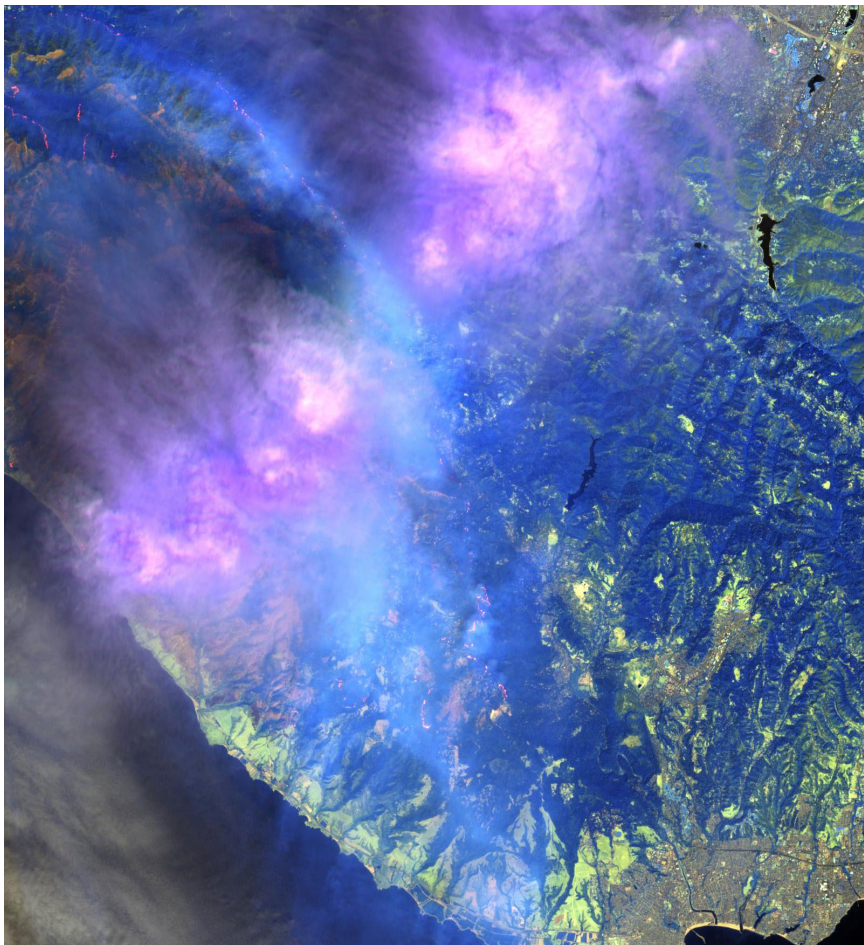


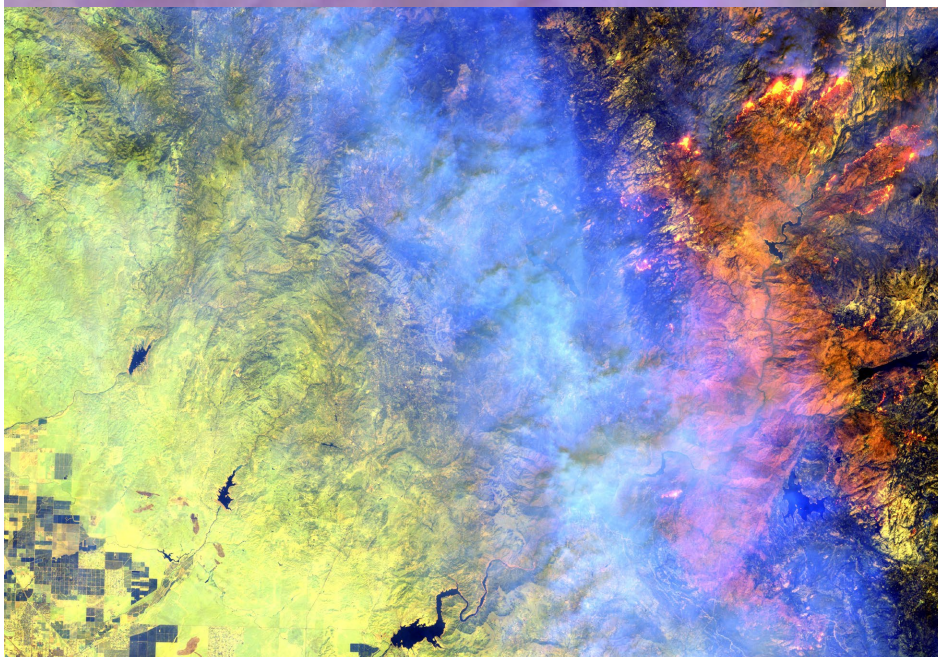
**From:** [Leland Frayseth](#)  
**To:** [Arthur, Samantha@CWC](#); [Makler, Alexandre\(Alex\)@CWC](#); [Curtin, Daniel@CWC](#); [Alvarado, Teresa@CWC](#); [Swanson, Matthew@CWC](#); [Gallagher, Kimberly@CWC](#); [Steiner, Fern@CWC](#); [California Water Commission](#); [Shoemaker, Brianna@DWR](#); [Young, Amy@DWR](#); [Cambra, Paul@CWC](#); [Yun, Joseph@DWR](#); [Klopfenstein, Rachael@DeltaCouncil](#); [Erreca, Erik@DeltaCouncil](#); [John Cunningham](#); [spalmer@zone7water.com](#); [info@dcdca.org](#); [jbuse@biologicaldiversity.org](#); [rmiddlemiss@biologicaldiversity.org](#); [tkeeling@freemanfirm.com](#); [rbm@landwater.com](#); [stephen.sipthoth@cc.cccounty.us](#); [thomas.geiger@cc.cccounty.us](#); [Bob Wright](#); [Obegi, Doug](#); [Daniel Bacher](#); [Scott Anderson](#); [Rachel Murphy](#); [Meyers, Anthony@DWR](#); [julia.kurnik@wwfus.org](#)  
**Subject:** Fwd: Scary tunnel"s exploding carbon footprint  
**Date:** Saturday, May 15, 2021 10:01:22 PM  
**Attachments:** [The Next California Phase 1 Report 02-27-20.pdf](#)  
[002\\_DWR\\_0000000001.0001\\_native.pdf](#)

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Dear Commissioners, Staff, the Public and Ms. Julia Kurnik, WWF Director, Innovation Startups - Markets, Author of [The\\_Next\\_California\\_Phase\\_1\\_Report\\_02-27-20](#)

This is my 40th letter to the California Water Commission (CWC). Please add this comment to the 19 May 2021 agenda item 10 Climate Change and the Delta. I have been fishing, swimming and boating in the Sacramento San Joaquin Delta for forty years. I built a new boat last year during the Covid lockdown so I could go Mokelumne and Sacramento river salmon fishing but I could not leave my house in August and September because the wildfire smoke covering California was so thick it was unhealthy to be outside.





The California wildfires were caused by lightning strikes due to Climate Change, Governor Newsom said that I have the video. Climate Change is caused by carbon dioxide greenhouse gases from burning fossil fuels (natural gas) to make electricity at the Calpine built Tracy power plant that supports the Banks and Jones pumping plants to send Sacramento San Joaquin river water to Central Valley farms and Southern California. Agriculture uses 80% of California's water. We do not have much water due to climate change I believe you caused.



What you have been doing is killing our salmon and steelhead, it is unsustainable, unnecessary and it needs to stop right now.

I saw this story streaming on CBSN <https://youtu.be/B07ADXy7rsk> I downloaded and read the attached PDF by Ms. Julia Kurnik, WWF Director, Innovation Startups - Markets, "The\_Next\_California\_Phase\_1\_Report\_02-27-20". It is well thought out and I believe with the right leadership chosen by Ms. Julia Kurnik and her peers can be implemented immediately through President Biden and Vice President Harris' Infrastructure Bill. If The Next California project cannot attract bipartisan support for the Infrastructure Bill nothing can. I believe making The Next California project a Biden Harris success could flip MO, AR, TN and MS from red to blue states in the midterms and 2024 and save all American consumers of fruits, nuts and vegetables \$1.26 Trillion from environmental risk.

Through this change California's State Water Project can be cut in half for the water that is now available due to the Climate Change you have brought upon us. You will not need a second or third Calpine built Tracy fossil fuel power plant to support Scary tunnel boring, construction and pumping water back up out of a 60 foot below sea level tunnel. You do not need a Delta Conveyance office, a Jacobs Engineering project office and their nasty carbon footprints. Tony Meyers, PE, Executive Director Delta Conveyance, wrote them to telecommute a year ago (see page 2 of the attached letter I received via a public records request) so the offices have been empty. I hope they didn't heat and cool those empty offices. That would be a waste of energy and an unnecessary dump of carbon to the atmosphere.

**3.03 Payment of Base Rent.** Tenant shall pay the Base Rent with adjustments and in the manner hereinafter set forth:

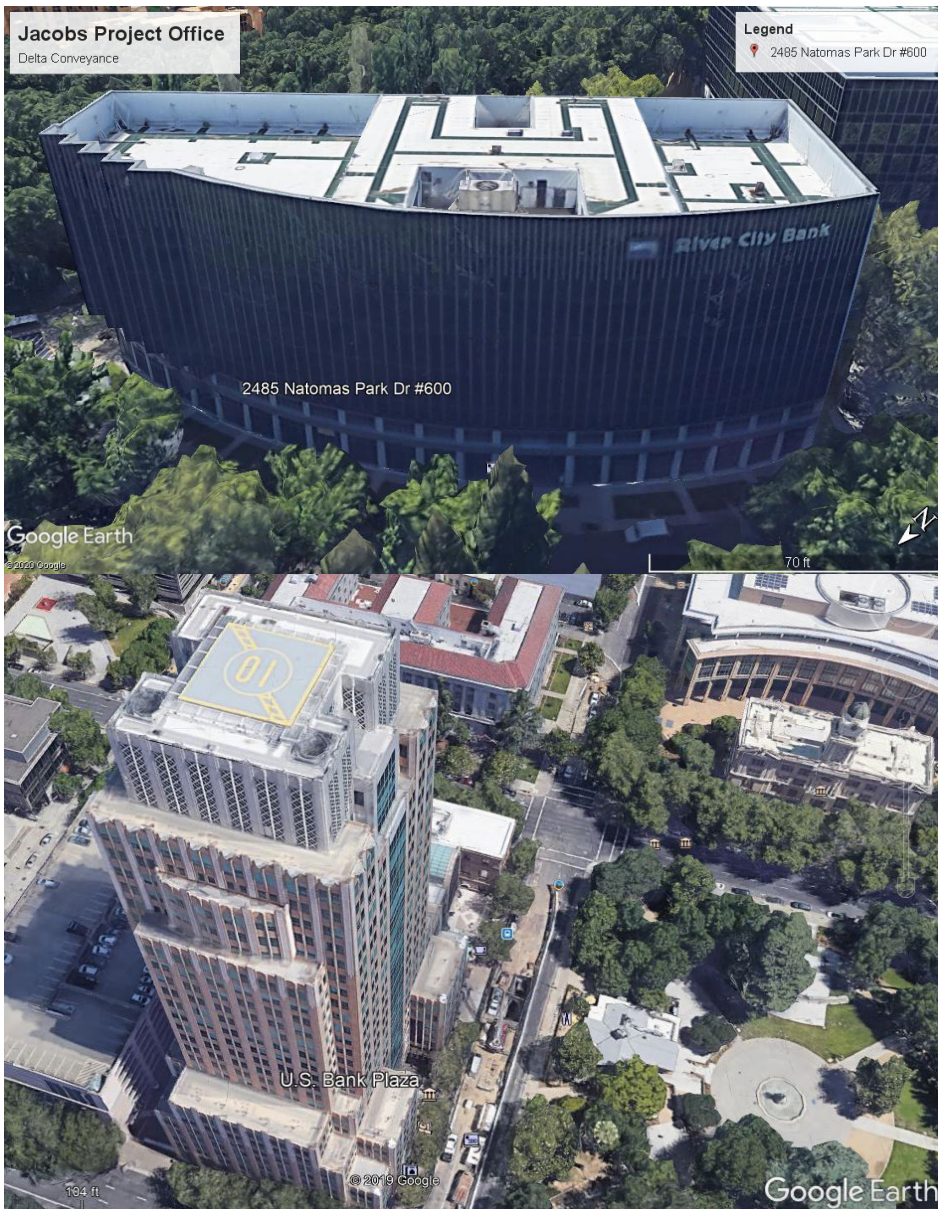
(a) Base Rent shall commence on and as of the Term Commencement Date and shall be payable during the Term at the following rates:

*Security deposit \$847,073*

Lease Months	Annual Rate per Square Foot of Net Rentable Area	Monthly Base Rent
1 through 12	\$40.80	\$89,076.60
13 through 24	\$41.88 (approx.)	\$91,303.52
25 through 36	\$42.84 (approx.)	\$93,586.11
37 through 48	\$43.92 (approx.)	\$95,925.76
49 through 60	\$45.00 (approx.)	\$98,323.90
61 through 72	\$46.20 (approx.)	\$100,782.00
73 through 84	\$47.28 (approx.)	\$103,301.56
85 through 89	\$48.48 (approx.)	\$105,884.09

*7+ years  
26,199 sq ft floors 1, 23, 24  
8  
\$10.2M*

*X 12 months/year*



Thank you for reading these comments. I will be forwarding these comments to President Biden, Vice President Harris and the Governors of MO, AR, TN and MS for their consideration and asking their support implementing the Next California Project.

Leland Frayseth  
Concerned California Citizen, Taxpayer and Fisherman

----- Forwarded message -----

From: **Leland Frayseth** <[leland.frayseth@gmail.com](mailto:leland.frayseth@gmail.com)>

Date: Thu, Jan 9, 2020 at 6:07 AM

Subject: Scary tunnel's exploding carbon footprint

To: <[armando.quintero@cw.ca.gov](mailto:armando.quintero@cw.ca.gov)>, <[carol.baker@cw.ca.gov](mailto:carol.baker@cw.ca.gov)>, <[andrew.ball@cw.ca.gov](mailto:andrew.ball@cw.ca.gov)>, <[joseph.byrne@cw.ca.gov](mailto:joseph.byrne@cw.ca.gov)>, <[daniel.curtin@cw.ca.gov](mailto:daniel.curtin@cw.ca.gov)>, <[maria.herrera@cw.ca.gov](mailto:maria.herrera@cw.ca.gov)>, <[Teresa.Alvarado@cw.ca.gov](mailto:Teresa.Alvarado@cw.ca.gov)>, <[Matthew.Swanson@cw.ca.gov](mailto:Matthew.Swanson@cw.ca.gov)>, <[cwc@water.ca.gov](mailto:cwc@water.ca.gov)>, Shoemaker, Brianna@DWR

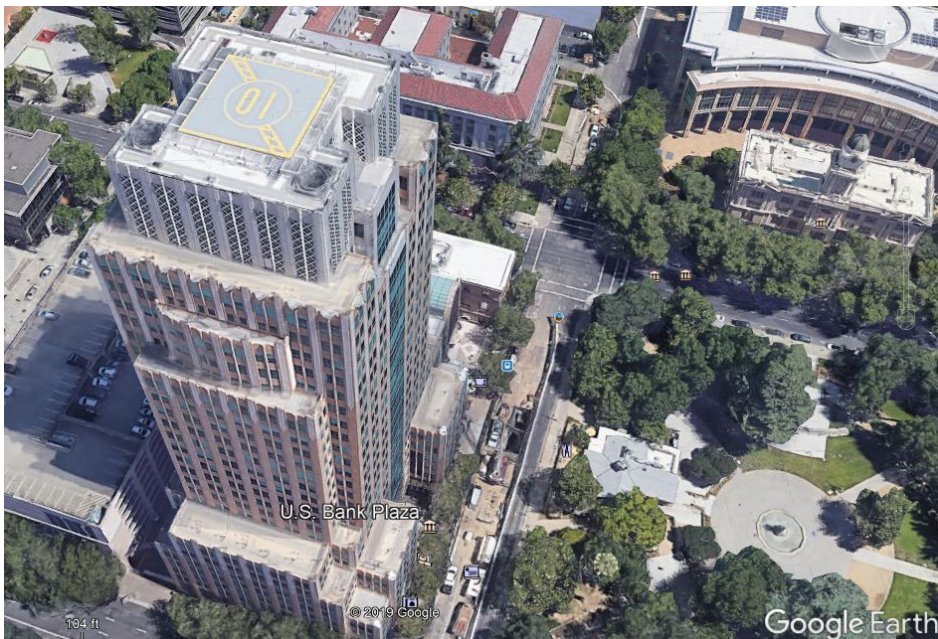


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<[input@waterresilience.ca.gov](mailto:input@waterresilience.ca.gov)>, <[Nancy.Vogel@resources.ca.gov](mailto:Nancy.Vogel@resources.ca.gov)>, Klopfenstein,  
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<[erik.erreca@deltacouncil.ca.gov](mailto:erik.erreca@deltacouncil.ca.gov)>, John Cunningham <[john.cunningham@dcd.cccounty.us](mailto:john.cunningham@dcd.cccounty.us)>  
Cc: <[spalmer@zone7water.com](mailto:spalmer@zone7water.com)>, Janet Barbieri <[janet@jb-comm.com](mailto:janet@jb-comm.com)>, <[info@dcdca.org](mailto:info@dcdca.org)>,  
<[Jessica.Boyt@water.ca.gov](mailto:Jessica.Boyt@water.ca.gov)>, <[Sarah.Sugar@waterboards.ca.gov](mailto:Sarah.Sugar@waterboards.ca.gov)>,  
<[Paige.Uttley@wildlife.ca.gov](mailto:Paige.Uttley@wildlife.ca.gov)>, <[Michael.Mierzwa@water.ca.gov](mailto:Michael.Mierzwa@water.ca.gov)>, Rainger, Lisa  
<[LRainger@usbr.gov](mailto:LRainger@usbr.gov)>, <[rwoodley@usbr.gov](mailto:rwoodley@usbr.gov)>

Dear California Water Commission (CWC) Commissioners Quintero, Baker, Ball, Byrne, Curtin, Herrera, Alvarado, Swanson, staff and the public.

This is my 27th letter over the past 3 years to the CWC. Please accept my following public comment in response to agenda item #10 "State Water Project (SWP) Greenhouse Gas Reduction Update" at the 15 Jan 2020 CWC meeting.

The new Delta Conveyance Design and Construction office building at 980 9th Street Sacramento adds a helicopter pad and 65 parking spaces in a 7+ year lease to SWP's carbon footprint. Why can't employees, contractors, consultants and directors use CalTrain and bicycles like the rest of us? Why can't the construction office be located in a trailer at the jobsite in the Delta bringing project management closer to its customers like every other construction project in the world?



Delta Conveyance's construction power demand of 242 mega-volt amperes (MVA) and operating demand of 60 MVA will require an additional natural gas fired power plant. The existing Tracy Combined Cycle Plant that supports Jones and Banks pumping plants emits 390,233 metric tons of CO<sub>2</sub>e annually. The Scary tunnel will double that component of the SWP carbon footprint. Please reference my previous Scary tunnel video comment <https://youtu.be/rvm7r4hYcWs>

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Released November 4, 2019

California Air Resources Board

Annual Summary of GHG Mandatory Reporting  
Non-Confidential Data for Calendar Year 2018

See the "Introduction" tab and the "Column Descriptions" tab for important information about the data shown.

ARB ID		Facility Name	Total Emissions (metric tons CO <sub>2</sub> e)		Emitter CO <sub>2</sub> e from Non-Biogenic Sources and CH <sub>4</sub> and N <sub>2</sub> O from Biogenic Fuels
			Total CO <sub>2</sub> e (combustion, process, vented, and supplier)	A EL	
749	100217	Torrance Refinery	3,049,473	No	3,049,473
750	104476	Torrance Refining Company LLC - Fuel Supplier	10,565,995	No	0
751	100358	Tracy Combined Cycle Plant	390,233	No	390,233
752	2312	TransAlta Energy Marketing (US), Inc.	182,004	No	0
753	104230	TransCanada Energy Sales Ltd.	135,571	No	0
754	104760	Transwestern - Topock	0	No	0

Introduction Column Descriptions 2018 GHG Data

CWC approved and Water Storage Investment Program (WSIP) and Water Infrastructure Improvement for the Nation (WIIN) funded off stream reservoirs Los Vaqueros, Sites and Del Puerto Canyon (seeking WIIN funding) require pumping water up 500 feet dumping megatons of carbon into the atmosphere. The water remains stagnant in the reservoir, is in a toxic algal bloom incubator and would be much safer in underground storage away from sunlight algae requires to grow and there is no water loss due to evaporation.

As Department of Water Resources (DWR) public facing entity the CWC has a responsibility to reign in the exploding carbon footprint of these proposed projects to protect our planet and future generations of Californians.

Regards.  
Leland Frayseth  
Concerned Citizen


References used in this comment.



DELTA Conveyance Design and C
+

← → ↻ 🏠 dcdca.org/#docs

Apps Bookmarks


**Delta Conveyance Design And Construction Authority**  
Delta Conveyance Finance Authority

Home Board of Directors Documents Calendar News Business

## Joint Exercise of Powers Agreement (JEPA)

- Exhibit A
- Exhibit B
- Exhibit C
- Exhibit D
- Exhibit E
- Exhibit F
- 2017 Final Mitigation Monitoring and Reporting Program
- 2015 Conceptual Engineering Report

### SECTION 19.0

## Power Supply and Grid Connections

Electrical power is required for the construction and operation of the conveyance system, and electrical transmission corridors are required to transport that electrical power to both permanent and temporary (construction) sites.

### 19.1 Power Demand

The total peak construction electrical load is approximately 242 MVA. The peak intake pumping demand during operation of the system is estimated at approximately 60 megavolt-amperes (MVA). The construction electrical power demand for the main dual-bore tunnel system includes four dual-bore drive shafts (47+ MVA each), two intermediate shaft sites (2.2 MVA each), and a reception shaft (3.4 MVA). For the North Tunnel system between IF and Intakes No. 2, 3, and 5, the construction electrical power demand is at the IF drive shafts (12 MVA and 23.7 MVA for two single-bore drives of 28 and 40 feet diameter tunnels respectively), the Intake No. 2 drive shaft (10.5 MVA), two intermediate/vent shafts (1.1 MVA each), and a junction structure (2.0 MVA).

The tunnel alignment and loads for both the North Tunnels and Main Tunnels (and various shaft locations) are illustrated in Figure 19-1. Table 19-1 summarizes the peak construction power electrical loads.

Table 19-1: Peak Construction Power Requirements

MPTO/CCO Component	MVA
Main Tunnel Drive Shaft Reach 4 (– IF - Staten)	47.7
Main Tunnel Drive Shaft Reach 5 (–Bouldin - Staten)	41.8
Main Tunnel Drive Shaft Reach 6 (Bouldin - Bacon)	47.1
Main Tunnel Drive Shaft Reach 7 (CCF - Bacon)	47.1
Main Intermediate/Vent Shaft E/W (Mandeville)	2.2
Main Intermediate/vent Shaft E/W (Victoria)	2.2
Main Reception Shaft (Bacon)	3.4
North Tunnel Drive Shaft Reach 1 (Intake No.2 – Junction Structure)	10.5
North Tunnel Drive Shaft Reach 2 (IF – Junction Structure)	23.7
North Tunnel Drive Shaft Reach 3 (IF - Intake No. 5)	12.0
North Tunnels (28' and 20')Intermediate/Vent Shafts	2.2
North Tunnel Junction Structure	2.0
<b>Total</b>	<b>242.0</b>

Notes: Refer to Section 11, Figure 11-1 for Reach designations.

CCF/IF = Clifton Court Forebay/Intermediate Forebay

E/W = East Tunnel Bore/West Tunnel Bore

MVA = megavolt-amperes