capacity that involve -- that improves water security, protects against natural disasters, and keeps water affordable for residents and their businesses. Thank you.

JANET BARBIERI: Thank you.

STEVE ARAKAWA: Good evening. My name is Steve Arakawa, and I'm the manager over Bay Delta activities for the Metropolitan Water District of Southern California.

Thank you for coming to Southern California and hearing from a variety of the interests in our area. Metropolitan will be providing more-detailed input in our written comments to the Department of Water Resources, but we appreciate the opportunity to be here tonight.

Metropolitan has consistently identified a need for dealing with Delta conveyance in its integrated water resources planning, its water supply strategy, that would modernize California's ageing infrastructure, allowing water to more reliably move through the Delta and help manage our water supply through the climate extremes.

Tonight we're here to express our appreciation for Governor Newsom's support for a one-tunnel project -- Governor Newsom being the third executive governor to be committed to address the water delivery system in some manner -- and I want to touch on three points.
First, Metropolitan and other water agencies have invested hundreds of millions of dollars and supported years of analysis and scientific work to determine the best ways to meet the state's goals of water supply reliability and ecosystem restoration.

In terms of the scoping comments, Metropolitan supports a 6,000 cfs tunnel. That's the appropriate size for the proposed project, and that does the most to address climate change, seismic-risk resiliency, protect water quality, support supply reliability, and protect native fish.

Sizing the project flow capacity sufficiently large is necessary to reliably capture storm water flows. Smaller capacities do not proportionately reduce expenses, but they do disproportionately impact this ability to capture important peak storm flows, to plan for sea level rise, and to adjust to outcomes due to earthquakes.

Second, Southern California's $1.6 trillion economy depends on reliable supplies from the State Project as part of its diverse water supply strategy. In an average year, we can get to -- about 30 percent of its water from the State Project, and it's a vital lifeline for homes, businesses, communities, agriculture, and our environment.
Metropolitan and its member agencies are hard at work to develop these types of supplies locally. That includes groundwater/storm water recapture. Obviously, water conservation is the California way of life that we all are committed to, but having that high-quality water from the State Project in the volumes that we have today and protecting that is critical to expanding our local supply. So a modernized State Water Project is really key to our future.

And, last, the State Project not only represents one of our most important sources of water, but also one of the most affordable, particularly for our rate payers that are from disadvantaged communities. I want to thank you again for the opportunity to comment tonight.

JANET BARBIERI: Thanks very much.

Go ahead.

DAN DRUGAN: Good evening. My name is Dan Drugan, and I represent Calleguas Municipal Water District located in Ventura County.

Calleguas is a member agency of the Metropolitan Water District. And through the Metropolitan Water District, we distribute, and Calleguas supplies, about three-quarters of the population that reside in Ventura County.

Virtually all that imported water that we
CALIFORNIA DEPARTMENT OF WATER RESOURCES
DELTA CONVEYANCE PROJECT CEQA PUBLIC SCOPING MEETING

320 WEST FOURTH STREET, LOS ANGELES, CALIFORNIA
WEDNESDAY, FEBRUARY 5, 2020
6:00 P.M.

MICHELE WAGNER
COURT REPORTER
APPEARANCES:

CALIFORNIA DEPARTMENT OF WATER RESOURCES STAFF:
   JANET BARBIERI, FACILITATOR
   CARRIE BUCKMAN, ENVIRONMENTAL PROGRAM MANAGER

PUBLIC SPEAKERS (IN ORDER OF APPEARANCE):
   SARAH WILTFONG, BIZFED
   KEN RAUSH, EL MONTE/SOUTH EL MONTE CHAMBER
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   KENDAL ASUNCION, LA AREA CHAMBER OF COMMERCE
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So I appreciate you taking the time to do this because it's, you know, not a lot of fun to have to listen to all the different perspectives. This will be outlined in the letter that we laid out for you, but I want you to understand that, on a personal level, it's the only fix for all of our friends down here. So thank you. Thank you for your time.

JANET BARBIERI: Thanks very much.

Mr. Milch?

MARIO MILCH: Thank you. I am a physician, having worked at Kaiser Permanente for over 31 years. I am not an expert in water or water quality, but I would like to just throw out some possible alternatives. My understanding is this project would cost at least $100 million -- probably a lot more by the time it's finished.

And I know that the technology has improved greatly to the point where water can be recycled safely. And other alternatives, of course, are better rain -- conservation of the water that could be stored, other, obviously, projects that reduce consumption, and I think there's been a lot of progress in this.

And the other alternative that I wonder if has been considered is to just strengthen the present aqueduct and somehow, you know, make it maybe more
reliable and more likely to survive an earthquake.

So I just wanted to throw out these possible alternatives to -- hopefully they will be studied and considered. Thank you.

JANET BARBIERI: Thanks very much.

I'm going to call the next three people up.

Ron Miller, Luis Portillo, and Robert Hunter.

MARK GREY: Good evening. My name is Mark Grey, and I'm here on behalf of the Building Industry Association of Southern California, representing a thousand members who support homebuilding here in Southern California. I'm also a member of the Southern California Water Coalition, which is a group dedicated to reliable, diverse water supplies here in Southern California.

California water issues are well documented and well known, but chief among them is that we are unable to adequately move water when it's available to us. Every year water is sent out to the sea because as our current infrastructure is unable to move water where it is needed.

We reject the notion that we don't need a modernized conveyance system and that we can solve our water supply issues solely from conservation or developing local water supply sources alone.
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and that the time to move forward is now. The status quo in the Delta is unacceptable both for the Delta environment and the California economy, and we support Governor Newsom's efforts to move forward in the planning process in the manner that achieves the goal of water supply reliability and ecosystem restoration.

With our largest and most affordable water supply at risk, we need the reliability the proposed Delta Conveyance Project will provide. Thank you for the opportunity and for your support. Thank you.

JANET BARBIERI: Thanks very much.

I'm just going to call the next three folks up real quick. Brandon Dawson, Vicki Kirschenbaum, and Marci Stanage.

Please proceed.

ROBERT HUNTER: Good evening. I'm Robert Hunter, the general manager of the Municipal Water District of Orange County. Through 28 member agencies, we provide water to over 2.3 million people.

Thanks for the opportunity tonight to talk about the scope of the EIR. Tonight is talking about the study process, not the decision on the final project, so I'm going to address the process issues.

MWDOC is in full support of the purpose and objectives listed on DWR's NOP fact sheet including:
To assist in the development of a reasonable range of alternatives that would be analyzed in the EIR, the purpose of developing new diversion and conveyance facilities in the Delta necessary to restore and protect the reliability of water deliveries in a cost-effective manner consistent with the State's Water Resilience Portfolio, and the objectives of addressing sea level rise and climate change, minimize water supply distribution due to seismic risk, protect water supply reliability, and provide operational flexibility to improve aquatic conditions in the Delta.

Climate change impacts on water resiliency and the ability to recover are key components of water resource planning. And like climate change responses, the Delta Conveyance Project and EIR should not be based on political beliefs, but on sound science, engineering, and economics.

In the alternatives section of the NOP, you write:

"An EIR need not consider every conceivable alternative to the project. Rather it must consider a reasonable range of potential feasible alternatives."

And further: "DWR is currently considering alternatives with capacities that range from
3,000 to 7,500 cfs."

In this regard you are outside the bounds of
sound science, engineering, and economics.

Over several years, DWR spent $273 million on
an EIR for the Delta WaterFix -- a different project,
as you noted. This effort considered over a hundred
alternatives and formally evaluated 18. The conclusion
of that effort was -- a further alternative was 4A -- a
9,000 cfs alternative.

The proposed range of alternatives does not even
overlap this preferred alternative from the previous
effort. Given your previous analysis, your current range
of alternatives is not a reasonable range, as required
under CEQA.

Trust is an essential component in this effort.
I've heard in Northern California people say, "You can't
trust DWR because they won't enforce export
restrictions." And in Southern California I've heard,
"You can't trust DWR to manage $273 million of other
people's money."

You do not have an easy assignment, but I thank
you for your efforts.

JANET BARBIERI: Thank you.

ROBERT HUNTER: Trust is essential.

JANET BARBIERI: Thanks for your comment.
CALIFORNIA DEPARTMENT OF WATER RESOURCES

DELTA CONVEYANCE PROJECT CEQA PUBLIC SCOPING MEETING

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6:00 P.M.

Michele Wagner

Court Reporter
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County Business Federation, also known as BizFed. We're an alliance of more than 190 business organizations who represent over 400,000 employers with three and a half million employees in Los Angeles County.

Our members consist of a variety of industries including labor, hospitals, education, restaurants, horse facilities, food processors, building industries, refineries, hospitality industries, transportation agencies, and more. We are dependent on them, and all of them are dependent on a clean, steady, and cost-effective flow of water.

We strongly promote storm water capture and reuse, ocean desalination, and other conservation measures, but without the insurance of imported water, we cannot provide the stability and reliability that our $1.6 trillion economy requires.

BizFed strongly supports the one-tunnel Delta Conveyance Project. It is the most cost-effective and reliable solution to work for our water problems. Thank you so much for your time.

JANET BARBIERI: Thank you, Sarah.

Mr. Raush?

KEN RAUSH: Good evening. My name is Ken Raush.

I am the CEO of the El Monte/South El Monte Chamber of Commerce. I am here today to express support for the
6,000 cfs single-tunnel Delta Conveyance Project being advanced by the Department of Water Resources.

The chamber of commerce is the independent advocate for businesses in the cities of El Monte and South El Monte. Our cities have a combined population of 140,000 residents. Our chamber membership exceeds 525 members, equating to thousands of jobs.

The chamber knows that Metropolitan's service area contains close to 20 million inhabitants and that it fuels an annual $1.6 trillion economy. The Delta, where 30 percent of our water supply passes through before being pumped to our businesses, groundwater basins, reservoirs, farms, and homes, is in serious need of investment and upgrades.

Without these investments, the water will continue to decline over the coming years because of continuing environmental deterioration and subsequent restrictions.

The single Delta Conveyance Project is that important investment that will ensure the reliability and quality of water for our communities while helping protect the environment. The single tunnel will create a more flexible system, allowing for water deliveries in a (indiscernible) time and a way to protect fish and prevent cutbacks.
The intended purpose of this tunnel is nothing more than what was originally promised -- assured long-term imported water supply from the north for years and generations to come.

We cannot continue kicking the can down the road. Both conveyance and ecosystems are in serious need of repair. Failure to address each of these will leave fundamental problems unsolved and the environment on the verge of collapse. This decision is a generational one that will literally change our landscapes, hopes, and economic futures for the Californians.

On behalf of the El Monte/South El Monte Chamber of Commerce, I truly support moving forward with Governor Newsom's Administration's work on the planning process of the 6,000 cfs single-tunnel Delta Conveyance Project. Thank you.

JANET BARBIERI: Thank you.

I'm just going to call up the next three speakers -- Steve Arakawa, Dan Drugan, and Clara Karger.

Go ahead.

KENDAL ASUNCION: Good evening. My name is Kendal Asuncion, and I represent the Los Angeles Area Chamber of Commerce. On its behalf, I'd like to express our support for a Delta conveyance tunnel.

The chamber has a long history of supporting
CALIFORNIA DEPARTMENT OF WATER RESOURCES
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move water, restore the Delta ecosystem, and manage our water supply through climate extremes.

We support the new administration's work to move forward in the planning process in a manner that achieves the goals of water supply reliability and ecosystem restoration. With our largest and most affordable supply at risk, we need the reliability the proposed Delta Conveyance Project will provide. Thank you.

JANET BARBIERI: Thank you very much.

I failed to call the next group up, so Derek Ryder, Bruce Campbell, Charley Wilson, and Cathleen Pieroni.

So, Mr. Ryder?

DEREK RYDER: Good evening. My name is Derek Ryder, and thank you for coming to Los Angeles to hear us.

What the Department of Water Resources should consider in their EIR scope: An alternative that increases Delta outflows and reduces exports, i.e., a no-tunnel alternative. The EIR should analyze conservation and efficiency measures that are less harmful than the tunnel alternatives.

It should analyze the cumulative impacts of each alternative, specifically impacts to climate change due to conveyance and the effects of subsidized water on
encouraging sprawl, water quality in the Delta, species viability in the Delta, and it should analyze the financial concepts of the likely budget on Southern California ratepayers versus a no-tunnel alternative.

Why the proposed tunnel, the Sacramento Delta, and So Cal's water supply is important to me: I've lived and worked on both sides of the aqueduct that would carry the additional 6,000 cubic feet per second. I grew up in the foothills above Sacramento and worked as a rafting guide on the American River during college where I saw the value of a healthy river ecosystem and of a jobs-rich tourist industry.

I've also lived and worked in Los Angeles as an architect for most of my adult life and believe we can be better stewards of the extensive water we've already imported into Southern California.

California showed we could conserve water in the last drought, and I think Southern California in particular needs to step up again and cut back on the loans and other wasteful lifestyle, infrastructure, and agriculture choices that we make.

As an architect of custom homes and mixed-use projects, I'm constantly trying to design buildings that minimize our footprint on the earth, whether that's in

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energy consumption or water use.

The Delta tunnel EIR should not be limited in scope to tunnel sizes large, extra large, and extra, extra large, but rather include a no-tunnel alternative that takes into account the larger context of the Delta and of water exports to Southern California that may, in fact, not be needed and do more harm than good.

Finally, we should not cover over the business-as-usual practices of agribusiness -- as was just mentioned by a previous speaker, with pistachio farmers in the Central Valley or the developers that I'm more familiar with in the Southern California Inland Empire that are using much too much water on sprawled development -- with a fig leaf of resilience and water quality. Thank you for your time.

JANET BARBIERI: Thanks very much.

Mr. Campbell?

BRUCE CAMPBELL: Good evening. Thanks for being here. I'm Bruce Campbell.

We also agree we need a no-tunnel alternative and not merely a no-project alternative. I understand the current baseline allows excessive water pumping from the Delta related to the Trump Water Plan under bad recent regulations which do not adequately protect threatened and endangered species.
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I'm just going to call the next few folks up real quick. Ken Coate, Mario Milch, and Mark Grey. Queue up and please proceed.

HENRY ROGERS: Thank you very much. My name's Henry Rogers, and I'm here representing the South Bay Association of Chambers of Commerce, also known as SBACC. Our detailed comments were submitted in writing, but I'm here to support the single-tunnel Delta conveyance system. Our members represent the 17 regional chambers from LAX down to Long Beach. We also serve as the voice of advocacy and issues -- for regional issues that we're seeing within the business community.

We are in support of a conveyance tunnel. It's a game changer in the State's infrastructure projects. It's vital to our $1.6 trillion economy, and more importantly, our businesses and residents have consistently voted in support of it, and we should obviously protect those investments. Thank you very much.

JANET BARBIERI: Thank you very much. Mr. Coate?

KEN COATE: Thank you. My name is Ken Coate. I'm the environmental chair of a group called Inland Action.

We represent diverse businesses and education,
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And next up we have Mr. Dawson.

BRANDON DAWSON: Good evening. Brandon Dawson, office of counsel and staff attorney for the Sierra Club of California, here on behalf of our million and a half members and supporters statewide, hundreds of thousands of whom live here in Southern California.

The proposed project and the NOP-mentioned alternatives are not certain to provide water reliability for California. Indeed, it will only worsen environmental health conditions in the Delta to the detriment of that ecosystem and Delta communities and increase costs for many Californians here in Southern California and south of the Delta.

As such, we strongly advise and encourage DWR to assess a no-tunnel alternative. This alternative should be separate from the CEQA-mandated no-project alternative wherein the DWR is only legally obligated to discuss what is reasonably expected to occur in the foreseeable future if the project is not approved.

Instead, the no-tunnel alternative should analyze the State's use of investment, programs, and projects that increase Delta output and produce exports from the Delta.

Projects relating to water conservation and efficiency, storm water capture, and other export
reduction measures that achieve the same water supply reliability goals and targets as the proposed project are both less environmentally destructive, versus what California has done many times in other areas of the environment, and less costly than the proposed project.

Moreover, this alternative is more in alignment with a true water resilience portfolio, which would prioritize and put actions and projects that are environmentally beneficial for both California residents and its environment before considering projects such as this that would do nothing more than extinct Delta fish and wildlife as well as starve Delta communities of fresh water.

Additionally, the State continuously argues that this project will not increase divergence from the Delta. While this project in a vacuum won't increase divergence, we urge you to look at this project holistically, considering both the state and federal proposals relating to operations of their respective systems.

These proposals will increase divergence from an already fragile ecosystem, and the proposed project will facilitate proposed diversions. So unlike the proposed project, a no-tunnel alternative is more consistent with Delta Reform Act's policy of reduced reliance on the Delta as well as restoring the ecosystem of the Delta.
And if the State is truly concerned about water reliability, earthquake damage, and salt water intrusion from sea level rise, we urge the State to invest in and strengthen the existing Delta levees and infrastructure. We don't disagree that they need to be modernized, but we just argue that there doesn't need to be additional ones and increase fresh water flows in the Delta. Both of which are far more efficient and cost-effective ways to ensure water reliability for Californians.

We look forward to working with you. Thank you.

JANET BARBIERI: Thanks very much.

Ms. Kirschenbaum?

VICKI KIRSCHENBAUM: Hi. I'm -- oh, okay.

I'm Vicki Kirschenbaum. As part of the Sustainable Burbank Commission, I did tour the Delta with the Metropolitan Water District, and I saw this rich and fragile ecosystem for myself, and I saw slides about how the tunnel would be built.

This tunnel would be the width of a four-story building resting on its side and would be 35 miles long. Unbelievably destructive, and every major environmental group/organization in this state has already been suing to stop the two tunnels or the one-tunnel project.

Most the people who have spoken here seem to have no idea where the water from this tunnel would go.
CALIFORNIA DEPARTMENT OF WATER RESOURCES
DELTA CONVEYANCE PROJECT CEQA PUBLIC SCOPING MEETING

320 WEST FOURTH STREET, LOS ANGELES, CALIFORNIA
WEDNESDAY, FEBRUARY 5, 2020
6:00 P.M.

MICHELE WAGNER
COURT REPORTER
APPEARANCES:

CALIFORNIA DEPARTMENT OF WATER RESOURCES STAFF:
   JANET BARBIERI, FACILITATOR
   CARRIE BUCKMAN, ENVIRONMENTAL PROGRAM MANAGER

PUBLIC SPEAKERS (IN ORDER OF APPEARANCE):
   SARAH WILTFONG, BIZFED
   KEN RAUSH, EL MONTE/SOUTH EL MONTE CHAMBER
   OF COMMERCE
   KENDAL ASUNCION, LA AREA CHAMBER OF COMMERCE
   STEVE ARAKAWA, METROPOLITAN WATER DISTRICT OF
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   DAN DRUGAN, CALLEGUAS MUNICIPAL WATER DISTRICT
   CLARA KARGER, CENTRAL CITY ASSOCIATION
   RON HASSON, CALIFORNIA STATE CONFERENCE NAACP
   MICHAEL LEWIS, CONSTRUCTION INDUSTRY COALITION
   ON WATER QUALITY
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   CONNER EVERTS, ENVIRONMENTAL WATER CAUCUS
reliable and more likely to survive an earthquake.

So I just wanted to throw out these possible alternatives to -- hopefully they will be studied and considered. Thank you.

JANET BARBIERI: Thanks very much.

I'm going to call the next three people up. Ron Miller, Luis Portillo, and Robert Hunter.

MARK GREY: Good evening. My name is Mark Grey, and I'm here on behalf of the Building Industry Association of Southern California, representing a thousand members who support homebuilding here in Southern California. I'm also a member of the Southern California Water Coalition, which is a group dedicated to reliable, diverse water supplies here in Southern California.

California water issues are well documented and well known, but chief among them is that we are unable to adequately move water when it's available to us. Every year water is sent out to the sea because as our current infrastructure is unable to move water where it is needed.

We reject the notion that we don't need a modernized conveyance system and that we can solve our water supply issues solely from conservation or developing local water supply sources alone.
This is a very strong fundamental tenet of ours. It's not either/or. We need an all-of-the-above portfolio approach to improving the resilience of our water supply. Delta conveyance is central to a rich and comprehensive portfolio approach.

Our cities and farms are doing a great job with water conservation and developing new local water resources, but we still desperately need to invest in our conveyance system. It's the only way to make the local solutions work most effectively and efficiently.

And, finally, we encourage the State to move forward with this project to improve the reliability of our water distribution system, of course, while supporting housing in Southern California. Thank you for the time.

JANET BARBIERI: Thank you very much.

Mr. Miller?

RON MILLER: Good evening. I'm Ron Miller, executive secretary of the LA/Orange County Building Trades, here on behalf of over 140,000 hardworking, skilled, and trained, unionized men and women of the construction workforce in LA and Orange County.

We're pleased to see the State has initiated the environmental review process for this modernized Delta conveyance system. Our current system is aged and in
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MARCI STANAGE: Hi. My name is Marci Stanage, and on behalf of Southern California Partnership For Jobs, an organization that represents 2,750 construction firms and 90,000 union workers, I would like to thank you for allowing us to provide input for the scoping process of the single-tunnel Delta Conveyance Project.

Southern California has a long tradition of investing in water projects. To meet the needs of future generations, these water projects are imperative not only with the need to comply with the Safe Drinking Water Act, but also as we continue to rebuild the great state of California and the critical issues that face our disadvantaged communities.

Southern California Partnership For Jobs, in partnership with California Consulting, has started a program to research, submit, and fund grants for our disadvantaged communities who do not have the time or the means to get many of the much-needed water projects completed. These grant submittals will be done by a professional, and each grant application will be considered extremely competitive.

Modernizing and upgrading our state's aging infrastructure with a single-tunnel properly sized to convey 6,000 cubic foot per second of water supply for the State Water Project will allow us to more efficiently
move water, restore the Delta ecosystem, and manage our water supply through climate extremes.

We support the new administration's work to move forward in the planning process in a manner that achieves the goals of water supply reliability and ecosystem restoration. With our largest and most affordable supply at risk, we need the reliability the proposed Delta Conveyance Project will provide. Thank you.

JANET BARBIERI: Thank you very much.

I failed to call the next group up, so Derek Ryder, Bruce Campbell, Charley Wilson, and Cathleen Pieroni.

So, Mr. Ryder?

DEREK RYDER: Good evening. My name is Derek Ryder, and thank you for coming to Los Angeles to hear us.

What the Department of Water Resources should consider in their EIR scope: An alternative that increases Delta outflows and reduces exports, i.e., a no-tunnel alternative. The EIR should analyze conservation and efficiency measures that are less harmful than the tunnel alternatives.

It should analyze the cumulative impacts of each alternative, specifically impacts to climate change due to conveyance and the effects of subsidized water on
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tunnel and in the Sacramento San Joaquin Delta Region. Please also consider oxygen production in the entire Bay Delta Region in your evaluations.

Seeing that San Joaquin Valley agribis and some water agencies from Santa Clara County and beyond will often get their allotments of water ahead of the MWB -- MWD behemoth, please carefully evaluate each alternative in regards to water security, water quality, and water quantity for Southern California water consumers.

Please evaluate carefully for each alternative how the entire Sacramento San Joaquin Delta food chain would be impacted if there was a major reduction in fresh water reaching the central Delta and San Pablo and San Francisco Bays, such as would occur under the tunnel alternatives.

Obviously, essential to include in your analysis of impact on the whole food chain is the impact on the Delta Smelt and Chinook Salmon already mentioned. If the Delta is deprived of it's fresh water -- and I'll comment more later.

JANET BARBIERI: Yes. Thank you very much.

Mr. Wilson?

CHARLEY WILSON: Thank you, and good evening. As others have mentioned, thank you very much for coming to Southern California. I know too frequently with this
issue we tend to spend a lot of time in one particular town. As you can see, the interest here in an area that represents some 27-plus million people is important to hear from.

My name is Charley Wilson. I'm the executive director of the Southern California Water Coalition. We represent some 200 members and a coalition actually larger of some 300, representing over 27 million individuals from Kern County to the Mexican boarder and out to both state lines.

It is a multifaceted, diverse group of people that I won't go into again today, but we've engaged in this issue for several years including the twin tunnels.

We are encouraged and we applaud Governor Newsom. And to give you all direction within the resiliency portfolio that's modernizing the state's water delivery system is absolutely critical in helping to make a truly functional, broad-based resiliency portfolio possible.

As was mentioned earlier, the climate change impacts from reduce of snowfall, increase flows with rain. It's important how we modernize the system, where we put the intakes, and the size of the facility. All of these things go into serving over half the state's population as well as some of the business interests.
you've heard from today.

The ability to move water when it is abundant is important. I also wanted to make sure that I shared this with the Delta Stewardship Council -- this issue about Southern California and its resiliency. We've been spending, for the past 25 years, on average $2 billion annually around recycling, around storm water, around efficiency, around conservation.

This is not new to Southern California. There are parts of the state that this would be new to, but we've made the investment. We will continue to make additional investments. We will do so.

But the fresh water supply that comes from the project that you are considering is the base supply that makes all of that possible. Without that 30 percent, we have fundamentally changed how we will do things in Southern California at exponentially higher costs.

And since it was mentioned by the previous speaker, I do want to encourage you as we're looking at carbon emissions -- I believe it's part of the CEQA documentation. The evaluation of the current carbon emissions from the deteriorating existing Delta is the single-largest carbon emittance in California. I think that's part of the evaluation so when you're comparing apples to apples, you actually get the apples-to-apples
comparison. Thank you.

JANET BARBIERI: Thanks very much.

And, Ms. Pieroni? Sorry if I'm pronouncing your name incorrectly.

CATHLEEN PIERONI: No. You actually got it.

JANET BARBIERI: Okay.

CATHLEEN PIERONI: So my name is Cathleen Pieroni. I'm the manager of government relations at the Inland Empire Utilities Agency, which is a wholesale water provider in the Inland Empire -- 242 square miles represented by 900,000 people. We import water from the Metropolitan Water District, which we in turn supply to our retail water agencies.

For the sake of brevity, I'll just kind of say "ditto" to Mr. Wilson's comments. They were very good.

But I did want to assure you that from a Northern California perspective that our region really is doing everything we can to just sustain our water supplies.

My agency takes a hundred percent of the waste water that comes to us, and we recycle it. So we use that tertiary treated groundwater, recycled water, to recharge the groundwater supplies at the Chino Basin that we must maintain in a sustainable manner because it is adjudicated. We also have requirements to replenish the
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And if the State is truly concerned about water reliability, earthquake damage, and salt water intrusion from sea level rise, we urge the State to invest in and strengthen the existing Delta levees and infrastructure. We don't disagree that they need to be modernized, but we just argue that there doesn't need to be additional ones and increase fresh water flows in the Delta. Both of which are far more efficient and cost-effective ways to ensure water reliability for Californians.

We look forward to working with you. Thank you.

JANET BARBIERI: Thanks very much.

Ms. Kirschenbaum?

VICKI KIRSCHENBAUM: Hi. I'm -- oh, okay.

I'm Vicki Kirschenbaum. As part of the Sustainable Burbank Commission, I did tour the Delta with the Metropolitan Water District, and I saw this rich and fragile ecosystem for myself, and I saw slides about how the tunnel would be built.

This tunnel would be the width of a four-story building resting on its side and would be 35 miles long. Unbelievably destructive, and every major environmental group/organization in this state has already been suing to stop the two tunnels or the one-tunnel project.

Most the people who have spoken here seem to have no idea where the water from this tunnel would go.
It would not come here to Southern California. It goes to corporate agribusinesses in the South Western Central Valley. They want to get more taxpayer-subsidized water at our expense.

The tunnel would funnel massive amounts of water to Beverly Hills billionaire Stewart Resnick's agribusiness empire whose business uses more water every year than all the homes in LA combined.

And the Resnick's, owners of the Wonderful Company, and their agribusiness associates have gained the state's water system to grow excessive amounts of pistachios and almonds in the desert. And now they want ratepayers to pay for a multibillion dollar tunnel to keep this thing going?

These agribusiness companies already receive the majority of water from the Delta. They would continue to receive the majority of water from the Delta. We would like the $30 billion, instead of for a tunnel, to go to local resilience, to go to storm water capture, to go to conservation and recycling.

Voters have been fighting this project since 1982, when we voted it down, and it should be buried once and for all.

JANET BARBIERI: Thank you.

Ms. Stanage?
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we get into comments?

(No audible response.)

JANET BARBIERI: Okay. We'll go ahead and start the comments. So I have all the comment cards. If anyone has one they haven't turned in, just let me know and I can come get it. I think what I'll do is I will call you up -- thank you. I'll call you up in threes. So you can just queue up here if you want.

And I just wanted to mention I do have quite a few cards. I would like to try to get through everybody in the time we have allotted, and so there is a timer here. Everyone has three minutes to make their comments. Please note that the yellow will start to blink when you have 30 more seconds. So that's just a little visual queue. We'll go ahead and get started.

And then, also, just as a reminder, these are your comments to us, and so Carrie and Marcus and I will be listening to your comments, but we're not doing Q&A anymore. So this is your opportunity to give us comments.

So we'll start with Sarah Wiltfong, Ken Raush, and Kendal Asuncion. If you guys can come up, that would be great, and just begin when you're ready.

SARAH WILTFONG: Good evening. My name is Sarah Wiltfong, and I'm here on behalf of Los Angeles
County Business Federation, also known as BizFed. We're an alliance of more than 190 business organizations who represent over 400,000 employers with three and a half million employees in Los Angeles County.

Our members consist of a variety of industries including labor, hospitals, education, restaurants, horse facilities, food processors, building industries, refineries, hospitality industries, transportation agencies, and more. We are dependent on them, and all of them are dependent on a clean, steady, and cost-effective flow of water.

We strongly promote storm water capture and reuse, ocean desalination, and other conservation measures, but without the insurance of imported water, we cannot provide the stability and reliability that our $1.6 trillion economy requires.

BizFed strongly supports the one-tunnel Delta Conveyance Project. It is the most cost-effective and reliable solution to work for our water problems. Thank you so much for your time.

JANET BARBIERI: Thank you, Sarah.

Mr. Raush?

KEN RAUSH: Good evening. My name is Ken Raush. I am the CEO of the El Monte/South El Monte Chamber of Commerce. I am here today to express support for the
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CONNER EVERTS, ENVIRONMENTAL WATER CAUCUS
Good evening,

Please find attached a comment letter from Audubon California regarding the notice of preparation for the environmental impact report for the Delta conveyance.

If you have any questions or concerns, please do not hesitate to contact me.

Thank you,
Mike Lynes

Director of Public Policy
Audubon California
455 Capitol Mall, Suite 415
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ca.audubon.org
March 20, 2020

VIA Email
NOP of EIR for Delta Conveyance
P.O. Box 942836 Sacramento, CA 94236
DeltaConveyanceScoping@water.ca.gov

Re: Notice of Preparation for the Delta Conveyance EIR
To Renee Rodriguez:

Audubon California (Audubon) submits these comments regarding the Notice of Preparation (NOP) of Environmental Impact Report (EIR) for the Delta Conveyance Project (“Project”) in the hope of ensuring that any efforts to address the significant challenges of the Sacramento-San Joaquin Delta (“Delta”) derive from the best available science and comprehensive consideration of the project’s impacts, mitigation measures, and uncertainties. The ecological value of the Delta cannot be overstated and a project of this size and complexity must proceed to carefully and fully assess environmental impacts and avoid, minimize, and mitigate for them to the fullest extent feasible.

Audubon has long been concerned with the fate of the Delta, as it is home to a strong community of inhabitants, provides a substantial amount of habitat for birds and other wildlife, and serves as a principal conduit of water from northern California to the people, farms, and wildlife refuges south. We understand that the status quo in the Delta is not sustainable and the California’s water security depends on improving conditions there. In an Audubon comment letter addressing the Recirculated Draft Environmental Impact Report / Supplemental Draft Environmental Impact Statement (RDEIR/SDEIS) for the Bay Delta Conservation Plan (BDCP) / California WaterFix from October 30, 2015, we stated our concerns that the State did not provide adequate assurances that impacts from the WaterFix were fully mitigated. We remain concerned that these issues will be carried over to the Delta Conveyance project. More importantly, in these previous processes the State did not provide adequate assurances that the wildlife habitat, water quality, and human inhabitants in the Delta would be properly attended to once those proposed conveyance projects were constructed; many harbor the reasonable concern that once water conveyance infrastructure is complete, promises of habitat restoration and other benefits to the Delta community will be left unfulfilled.

It is reasonable to assert that past concerns as stated in the following text are relevant to the current Project and therefore should be addressed at this early stage of Project development.
In its letters of July 23, 2012 and May 24, 2013, the Central Valley Joint Venture ("CVJV"), of which Audubon is a member, stated that the BDCP should improve—not compromise—efforts to conserve wildlife and habitat in and around the Delta. In its May 24, 2013 letter, the CVJV recommended that “all Delta-related planning efforts, including BDCP...adopt a goal to contribute to the attainment of the acreage, water and bird population goals set forth by the Central Valley Joint Venture Implementation Plan.”

Audubon is also part of the Migratory Bird Conservation Partnership (MBCP) with Point Blue Conservation Science and the Nature Conservancy. On July 29, 2014, the MBCP provided a comment letter on the BDCP and set forth the following principles that we believe are relevant to the current proposed Project:

- **PRINCIPLE 1:** Avoid Detrimental Impacts to Wetland Water Supply
- **PRINCIPLE 2:** Mitigate for Impacts to Brackish and Freshwater Wetland-associated Birds and Bird Habitat.
- **PRINCIPLE 3:** Use Adaptive Management to Improve Mitigation Outcomes.

The MBCP letter expressed concern about the many uncertainties in the DEIS/DEIR’s assessment of impacts, planned conservation measures, and vaguely defined adaptive management measures. Given the similarities between projects it is imperative that these concerns also be considered under the currently proposed Project. Specifically, we expressed concern and provided recommendations regarding the following:

- the DEIS/DEIR’s overly-narrowed focus on threatened and endangered species, which missed opportunities to slightly adjust conservation measures in order to provide benefits to a broader array of species that would suffer impacts arising from the projects;
- the importance of post-harvest management as a boon for habitat quality and the recommendation that post-harvest, wildlife-friendly agricultural practices be included among conservation measures;
- the incomplete consideration of the conservation benefits of improved water management and vulnerabilities arising from climate change impacts to water delivery in areas where restoration may occur;
- the DEIS/DEIR’s failure to include as a stated goal the maintenance or improvement of water deliveries to wildlife refuges, which will suffer direct and indirect impacts arising from the project;
- the overall failure to account for impacts of climate change on habitat restoration and protection activities and the failure to apply “climate-smart” principles in the planning effort;
- the lack of monitoring for shorebirds, waterfowl, and riparian songbirds, which, if remedied, would provide for an effective monitoring tool for ongoing restoration and effects arising from the project; and
- the lack of an adequate adaptive management plan, informed by ongoing monitoring and reinforced by specific benchmarks, triggers, and actions that would be taken if impacts or mitigation measures had unanticipated results.
While Audubon was pleased to see several improvements during the BDCP/WaterFix process, we noted that all of the above referenced concerns remained in the RDEIR/SDEIS for that project, and therefore these concerns remain for the currently proposed Project.

Specifically, we are most concerned about the following not appropriately being included in a draft EIR for the proposed project:

1. A failure to address impacts to water supplies for private, state, and federal wildlife refuges, particularly those south of the Delta.
2. Impacts on non-listed wildlife having a narrow focus.
3. Failure to include sufficiently robust monitoring and adaptive management plans.

Audubon appreciates the opportunity to submit these comments and the amount of work the State continues to invest in attempting to provide a comprehensive environmental review document. We understand that while no document will be perfect, there are specific consideration that can be made to the Project and the EIR to provide the public and decision makers with the best and most complete information to understand the Project and provide assurances that its adverse environmental impacts will be mitigated.

Perhaps most importantly, these considerations in the EIR’s assessment of environmental impacts, including the development of an adaptive management framework, and strong environmental commitments will provide the Delta community and conservation organizations with more assurance that their concerns will not wash out with the tide once the tunnel is constructed and water is flowing freely from north to south.

If you would like to discuss these comments further, please do not hesitate to contact me at mike.lynes@audubon.org or (916) 737-5707 ext. 102.

Respectfully submitted,

Michael Lynes
Director of Public Policy
Audubon California
To Whom it May Concern:

I think it is time that California stop looking for more ways to send northern California's water south. Conservation is something we all learned to do a few years ago and can further hone -- including San Joaquin Valley agribusiness that appears to have drummed up the DCP and to be filling the governor's campaign coffers (I know the published amounts donated by more than one multimillionaire and one billionaire agribusiness owner. Moreover, at least a couple among those already use the Sacramento Delta water they procure from the State Water Project system of canals to refill natural groundwater reservoirs or banks that they pump up to water their crops -- sources that they seem to have acquired at taxpayer expense). This project reeks of potential corruption and unquestionable immorality.

The governor argues that it is needed, a kind of insurance in anticipation of rising sea levels. Everyone knows that water flows to the lowest point so this argument does not stand on any reasonable logical grounds. If you divert Delta water in such large quantities as the DCP is planned to be capable of, due to the consequently much weakened force from the Sacramento current running into San Pablo Bay, salt water will naturally extend further into the Delta! Most importantly, NO one put this concern with the DCP into my mind. Upon hearing of it, I was appalled by the very idea. From an environmental management perspective California already allows too much of Northern California’s water to be brought south.

Since first hearing of it, I began studying this situation, and I've concluded that most Californians and particularly those who think this DCP is a good idea, do not even remotely appreciate the current and especially the long term importance of salmon for our state, and particularly but not only the importance of Chinook. I also suggest that this lack of appreciation is from many different perspectives that, when we examine them, make the DCP look like a very bad idea.

Among other things, the DCP is not just likely to further endanger the Sacramento River watershed Chinook runs, it's super difficult to dispute the evidence that the DCP will definitely result in the almost immediate extinction of the already endangered Chinook winter run and that the "threatened" and "of concern" fall and spring runs will follow in the winter run's footsteps within the lives of some of us (read on before you tell me that hatcheries can prevent that).

Besides our existing and financially very significant Chinook and other Sacramento watershed fishing industry that will be harmed and gradually destroyed if the DCP is built, and that, with no DCP, good management and a slew of appropriate protections, could be enhanced, we benefit from Chinook in other ways that are less obvious and more fundamental. For example, nearly all of Northern and Central California's rich agricultural soils, including all those in the valleys of the Sacramento watershed are built of decomposed salmon bodies. Millions of Chinook bodies have decomposed seasonally over the millennia as a result of running up their natal streams to spawn and then to die. It is estimated that there were two million Chinook per run per year, so a total of eight million annually (small Chinook weight >30 pounds, so do the math) that swam up into the Sacramento watershed with nutrients from the sea. So all the soils and all those Sacramento, Pajaro, Klamath, Russian River and other ecosystems are also built on the basis of northern and central California's keystone species, and particularly on the basis of the Chinook or King salmon, because they are so large.

Moreover, salmon are the inescapably irrefutable link between California's agricultural riches.
and the biodiversity that contributes (in the governor’s economic terms) to California's recreational economy. Besides having created our rich soils, over a hundred species eat salmon, and people come to see the worlds that all these species inhabit. I can name over thirty salmon devouring animals quickly off the top of my head, and I'm not even in the sciences, let alone a environmental sciences specialization. Because of the destruction of salmon spawning grounds during the nineteenth century's gold rush and the twentieth century's obsession with dams, some of those beings who eat salmon are probably now endangered and some smaller ones entirely forgotten and extinct. It’s very likely the reason wolverines no longer live in our forests and fishers are so rare. So it’s no longer morally or even long-term economically responsible to let what happened to Chinook as a consequence of the gold rush and the dam building eras occur in some new way. This DCP threatens to be such a new way. It threatens to be at least as destructive to our Chinook as was the gold rush and all of the dams we’ve built on northern California rivers. Moreover, while well-managed hatcheries may be possible, they are not the solution! Even the Nimbus Fish Hatchery management's fish ladder docents tell people that for salmon to survive, let alone thrive, wild populations are critical. Moreover, hatcheries themselves have seriously endangered some salmon populations. This is a photo of a wild black bear who is salmon deprived, and hence starving. This bear lives in the Broughton Archipelago in British Columbia, and it's ribs are sticking out in the fall when the bears are usually fat and need to be fattening for the pending winter. It is starving because in 2019 one tenth of one percent of salmon returned last year. Why so few? Because of fish lice and an east coast fish virus that are thriving in the nearby hatcheries and have infected the wild population. So it's time you get it.

California's rich biodiversity, which contributes enormously to its recreational economy, and its immense agricultural wealth is largely due to two sources that are both nearly gone. The San Joaquin Valley the soils are rich because of millennia of decomposed animal and plant bodies that accumulated in the valley’s former seasonal marshlands, marshes that were once rife with amphibians, steelhead trout, birds, and reeds. Likewise, from the Delta north, soils are rich due to the accumulation over the millennia of decomposing salmon bodies, deposits of carnivore-digested salmon bodies, and of herbivore-digested salmon-fed grasses. Besides the lucrative Chinook industry, which could easily be fostered and enlarged (Chinook are known to be super-resilient species), humans' and over a hundreds other beings’ long term food security can be ensured if we protect the Chinook. Our food security is not ensured by means of the DCP plan that is being advocated by the governor. He seems to be lured by the money that some excessively-wealthy water-hog San Joaquin valley agribusiness owners bring into his coffers. The governor and his supporters are likely to counter this last truth saying that such agribusiness-persons are massive contributors to the state's economy. Yes, perhaps, and at what cost? The cost of the biodiversity of California's environment, the cost of those
beings whose bodies created the soils upon which the agribusiness owners farms depend, and even the cost of California taxpayer. I don't hear the agribusiness owners offering to pay higher taxes, or in some cases even their share of taxes, nor do I hear them offering to pay for the DCP that they want the state taxpayers to build. The rich soils their businesses depend on are largely no-longer being replenished remnants of California's former, dying, and suffering ecosystems. Moreover, on the basis of these business persons’ own greed for more water to sustain long-term unsustainable mono-cropping practices, it’s clear that those who favor this project do not appreciate California’s indigenous ecosystems. Massive water-heavy mono-cropping practices do not ensure long term food security. Respect for the biodiversity of the ecosystems that have given us our agricultural wealth does. We have a moral obligation to our grandchildren to live sustainably, and what's unsustainable for such species as the Chinook is, in the long term, unsustainable for humans.

Best wishes,

Elephant seal, Orca, Racoon, Black bear, Water shrew, Wolverine, Grizzly bear, Great white shark, Golden mantled ground squirrel, Stellar Sealion, Bald eagle, Ringtail, Bobcat, Striped skunk, North American River Otter, and California Sea lion (we all eat Chinook, but we're just here to represent our eighty-five to a hundred other relatives -- our human friend edited something previously written and gave it to us to send).
Good Afternoon,

Please find attached District comment letter on the Delta Conveyance Notice of Preparation project. Let me know if you have any questions.

Thank you,

Cherie Clark  
Air Quality Specialist II  
Permits  
San Joaquin Valley APCD  
1990 E. Gettysburg Ave.  
Fresno, CA 93726  
559-230-5940

Service*Teamwork*Attitude*Respect
March 20, 2020

Renee Rodriguez  
Department of Water Resources  
P.O. Box 942836  
Sacramento, CA 94236

Project: Notice of Preparation for the Delta Conveyance Project

District CEQA Reference No: 20200061

Dear Ms. Rodriguez:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Notice of Preparation (NOP) for an Environmental Impact Report (EIR) for the Delta Conveyance Project. The proposed project consists of construction and operation of new conveyance facilities in the Delta that would add to the existing State Water Project (SWP) infrastructure (Project). The new conveyance facilities would be located in the north Delta along the Sacramento River between Freeport and the confluence with Sutter Slough, encompassing approximately 2,455 acres. The Project would include a tunnel to convey water from new intakes to the existing Banks Pumping Plant and potentially the federal Jones Pumping Plant in the south Delta. In addition to the tunnel and new intake facilities, other ancillary facilities may be constructed to support construction of the conveyance facilities including, but not limited to, access roads, barge unloading facilities, concrete batch plants, fuel stations, mitigation areas, and power transmission and/or distribution lines. The District offers the following comments:

1) Emissions Analysis

Given the size of the Project identified, the District’s initial review of the Project concludes that emissions resulting from construction and/or operation of the Project may exceed the following thresholds of significance: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).
At the federal level for the National Ambient Air Quality Standards (NAAQS), the District is currently designated as extreme nonattainment for the 8-hour ozone standards; nonattainment for the PM2.5 standards; and attainment for the 1-Hour ozone, PM10 and CO standards. At the state level, the District is currently designated as nonattainment for the 8-hour ozone, PM10, and PM2.5 California Ambient Air Quality Standards (CAAQS).

2) Project Emissions Quantification: Construction related emissions

Construction emissions are short-term emissions and should be evaluated separately from operational emissions. For reference, the District’s annual criteria thresholds of significance for construction are: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

The District recommends the cleanest reasonably available off-road construction fleets, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations be used to reduce Project related impacts from construction related exhaust emissions.

The District also recommends the Project related criteria pollutant emissions from construction be identified and quantified. Emissions analysis should be performed using CalEEMod (California Emission Estimator Model), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com

3) Project Emissions Quantification: Operational Emissions: Permitted (stationary)

The District typically analyzes the emissions associated with permitted equipment. The District permitting process typically ensures that emissions of criteria pollutants from permitted equipment and activities at stationary sources are reduced or mitigated to below the District’s thresholds of significance.

Although permitted equipment or activities located at stationary sources will generally have a less than significant impact on air quality, to meet the standards of adequacy for disclosure of potential environmental impacts, the Department of Water Resources should include a discussion of the analysis of criteria pollutant emissions from permitted sources and activities for the purposes of determining significance.
Project related criteria pollutant emissions from construction and operation non-permitted (limited to equipment not subject to District permits) should be identified and quantified. Emissions analysis should be performed using CalEEMod (California Emission Estimator Model), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.


Mobile sources should be analyzed separately from construction and permitted sources. For reference, the annual criteria thresholds of significance for operation of non-permitted sources each are: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

The District recommends that the Department of Water Resources include mitigation measures to reduce project related operational impacts through incorporation of design elements, for example, increased energy efficiency, reducing vehicle miles traveled, etc. More information on mitigation measures can be found at: http://www.valleyair.org/transportation/ceqa_idx.htm.

5) Voluntary Emission Reduction Agreement (VERA)

The Project would potentially have a significant impact on regional air quality. As such, the District recommends the EIR also include a discussion on the feasibility of implementing a VERA for this project. A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District’s incentives programs). The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-specific regional impacts on air quality can be fully mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of old farm tractors.
In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the lead agency that the mitigation is completed, providing the lead agency with an enforceable mitigation measure demonstrating that project-specific regional emissions have been mitigated to less than significant. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

6) Nuisance Odors

The Project should be evaluated to determine the likelihood that the Project would result in nuisance odors. Nuisance orders are subjective, thus the District has not established thresholds of significance for nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration of Project design elements and proximity to off-site receptors that potentially would be exposed objectionable odors.

7) Health Risk Screening/Assessment

a. A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TAC’s) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. TAC’s are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) (https://www.arb.ca.gov/toxics/healthval/healthval.htm) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources.

The District recommends the Project be evaluated for potential health impacts to surrounding receptors (on-site and off-site) resulting from operational and multi-year construction TAC emissions.

b. The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using CAPCOA’s updated methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed. For your convenience, the District’s prioritization calculator can be found at:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS.
c. The District recommends a refined HRA for projects that result in a prioritization score of 10 or greater. Prior to performing an HRA, it is recommended that the Project proponent contact the District to review the proposed modeling protocol. The Project would be considered to have a significant health risk if the HRA demonstrates that the Project related health impacts would exceed the Districts significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices, and would trigger all feasible mitigation measures. The District recommends that Projects that result in a significant health risk not be approved.

For HRA submittals, please provide the following information electronically to the District for review:

- HRA AERMOD model files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodology.

More information on toxic emission factors, prioritizations and HRAs can be obtained by:

- E-Mailing inquiries to: hramodeler@valleyair.org; or
- The District can be contacted at (559) 230-6000 for assistance; or

8) Ambient Air Quality Analysis (AAQA)

An AAQA uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of the ambient air quality standards. The District recommends that an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

If an AAQA is performed, the analysis should include emissions from both Project specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis. Specific information for assessing significance, including screening tools and modeling guidance is available online at the District's website www.valleyair.org/ceqa.
9) **Project Modeling and Design**

In addition to the discussions on potential impacts identified above, the District recommends the EIR also include the following discussions:

a. A discussion of the methodology, model assumptions, inputs and results used in characterizing the Project’s impact on air quality. To comply with CEQA requirements for full disclosure, the District recommends that the modeling outputs be provided as appendices to the EIR. The District further recommends that the District be provided with an electronic copy of all input and output files for all modeling.

b. A discussion of the components and phases of the Project and the associated emission projections, including ongoing emissions from each previous phase.

c. A discussion of Project design elements and mitigation measures, including characterization of the effectiveness of each mitigation measure incorporated into the Project.

i) The following policies/mitigation measures are recommended to reduce or mitigate impacts from criteria pollutant emissions:

   (1) For projects exceeding the applicability thresholds identified in Section 2.0 of District Rule 9510, a condition of Project approval requiring demonstration of compliance with Rule 9510, prior to the issuance of grading and/or building permits.

   (2) For projects subject to District permitting requirements, demonstration of compliance with District Rule 2201, such as a copy of the Authority to Construct (ATC), before issuance of the first building permit, be made a condition of project approval.

ii) The following policies/mitigation measures are recommended to mitigate potential health impacts of individual projects:

   (1) Development projects resulting in toxic air contaminant emissions will be located an adequate distance from residential areas and other sensitive receptors in accordance to ARB’s *Air Quality and Land Use Handbook: A Community Health Perspective*.

   (2) A health risk screening and/or assessment will be performed to assess potential risks to sensitive receptors for the following projects:
(3) Projects whose proposed locations are within the established buffer distances identified in ARB’s handbook;

(4) Projects whose land uses are not specifically identified in ARB’s handbook (such as shopping centers), but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants; and

(5) Projects that would otherwise appear to be exempt from CEQA requirements, but there is sufficient information to reasonably conclude that sensitive receptors would be exposed to significant sources of toxic air contaminants, such as industrial use projects allowed by right.

iii) A discussion of whether the Project would result in a cumulatively considerable net increase of any criteria pollutant or precursor for which the San Joaquin Valley Air Basin is in non-attainment. More information on the District’s attainment status can be found online by visiting the District’s website at: http://valleyair.org/aqinfo/attainment.htm.

a. As required by the recent decision in Sierra Club v. County of Fresno (2018) 6 Cal.4th 502, a reasonable effort to discuss relevant specifics regarding the connection between potential adverse air quality impacts from the Project with the likely nature and magnitude of potential health impacts. If the potential health impacts from the Project cannot be specifically correlated, explain what is known and why, given scientific constraints, potential health impacts cannot be translated.

10) District Rules and Regulation

a. The proposed Project may be subject to District rules and regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

b. This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and require District permits. Prior to construction, if the Project is subject to District permits, the Project proponent should submit to the District an application for an Authority to Construct
(ATC). For further information or assistance, the project proponent may contact the District’s Small Business Assistance (SBA) Office at (209) 557-6446.

c. The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

Accordingly, this Project is subject to District Rule 9510 as it exceeds 9,000 square feet of space. When subject to the rule, an Air Impact Assessment (AIA) application is required prior to applying for project-level approval from a public agency. In this case, if not already done, please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510.

An AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval. Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

District staff is available to provide assistance and can be reached by phone at (559) 230-6000 or by email at ISR@valleyair.org.

d. The Project may be subject to District Rule 9410 (Employer Based Trip Reduction) if the Project would result in employment of 100 or more “eligible” employees. District Rule 9410 requires employers with 100 or more “eligible” employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees. Information about how District Rule 9410 can be found online at: www.valleyair.org/tripreduction.htm. For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org
e. The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District’s Small Business Assistance (SBA) Office at (209) 557-6446. Current District rules can be found online at the District’s website at: www.valleyair.org/rules/1ruleslist.htm.

The District recommends that a copy of the District’s comments be provided to the Project proponent. If you have any questions or require further information, please call Cherie Clark at (559) 230-5940.

Sincerely,

Arnaud Marjollet
Director of Permit Services

For:
Robert Gilles
Program Manager

AM: cc
Renee Rodriguez-

Attached please find EMWD’s comment letter, supporting the scoping process on the single-tunnel Delta Conveyance project currently being advanced by the Department of Water Resources.

Please let me know if we can provide any other information.

Thank you,
Jolene
March 20, 2020

VIA EMAIL: DeltaConveyanceScoping@water.ca.gov

Delta Conveyance Scoping Comments
Attention: Renee Rodriguez
California Department of Water Resources
P.O. Box 942836
Sacramento, CA 94236

On behalf of Eastern Municipal Water District (EMWD) and its Board of Directors, we are pleased to provide comments on the scoping process of the single-tunnel Delta conveyance project currently being advanced by the Department of Water Resources. We appreciate Governor Newsom’s initiative and willingness to pursue the Delta Conveyance project as it would help ensure, safe, affordable and reliable water supplies to many California residents.

EMWD is a water, wastewater, and recycled water service provider to more than 839,000 residents living throughout a 555-square mile service area in arid western Riverside County. EMWD has made great strides to develop local supplies, and reduce its dependence on water supply from the Sacramento-San Joaquin Bay Delta (Bay Delta). EMWD receives a blend of imported water — from the Bay Delta and Colorado River — from the Metropolitan Water District of Southern California. In 1990, while serving a total population of 358,000 people, EMWD was about 65 percent dependent on imported supplies. In 2019, even though its population grew to 839,000, EMWD effectively reduced dependence on imported supplies to 49 percent. This speaks to the investments EMWD has made in water use efficiency, and developing local, sustainable supplies like recycled water, and brackish groundwater desalination. However, despite EMWD’s best efforts to develop local supplies, our region will always be partially reliant on water from the Bay Delta. In addition, the low salinity water from the Delta makes our recycled water programs more sustainable.
Water from the Sierra Nevada Mountains that flows through the Bay Delta provides the backbone water supply for millions of Southern Californian’s, our $1.6 trillion economy, farms and our environment. Modernizing and upgrading our state’s aging infrastructure with a single tunnel, properly sized to convey 6,000 cubic-feet-per-second of water supply through the State Water Project will allow us to more efficiently move water, restore the Delta ecosystem and manage our water supply through our increasingly variable climate.

There is widespread support for the Delta Conveyance project in Southern California and throughout the state from diverse and prominent interests, ranging from labor and business to public agencies, nonprofits and agriculture. We all recognize that a severe water shortage caused by a levee failure or other natural disaster in the Bay Delta would come with enormous economic consequences, hence the time to move forward on the project is now.

We understand Delta Conveyance is just one of many steps that need to be taken to ensure water resiliency in California, and EMWD and other agencies in Southern California have already invested heavily in development of local sustainable supplies, and continue to invest in such projects. Ensuring Southern California has a reliable water supply in the future requires a diverse portfolio including both imported and local supplies, and conservation. Despite the significant progress and investments being made on local projects and water use efficiency, the Delta conveyance project remains vitally important, for agencies like EMWD where the high quality, low salinity water supply is essential for the sustainability of local programs like water recycling. Everyton of salt imported in the water supply, must ultimately be removed and exported, which is resource and energy intensive.

EMWD supports the Newsom Administration’s work to advance the planning process in a manner that achieves the goals of water supply reliability and ecosystem restoration. With California’s largest and most affordable supply at risk, we need the reliability the proposed Delta Conveyance project will provide. If EMWD can be a resource or provide additional information, please contact me at 951-928-6130, or by email at jonesp@emwd.org.

Sincerely,

Ronald W. Sullivan
President, Board of Directors

Paul D. Jones II, P.E.
General Manager
To all concerned. I am a grad student in a University of California department that is still in finals week, and I'm a teaching assistant, so under the current conditions, I've not written until now because I've been working to complete all the final essays and other project I have due while attempting to assist seventy students make decisions about a novel their primary professor has given them with respect to finals given that they've all been asked, if possible to go home.

I can write an extended essay on why I think that the Delta Conveyance Project is a very bad idea. However your deadline for comments, according to what I've heard, is today. So, here I'm going to spill out that essay in a brief one.

I am from both Southern California and the extended SF Bay area, and I think it is time that California stop looking for more ways to send northern California's water south. Conservation is something we all learned to do a few years ago and can learn to do better -- including San Joaquin Valley agribusiness that appears to have drummed up this project and to be filling the governor's campaign coffers (I know the amounts donated by more than one multimillionaire and billionaire agribusiness owner, at least one one of whom already uses the Sacramento Delta water he procures from the State Water Project system of canals to refill natural groundwater reservoirs or banks that he uses to water his crops -- sources that he seems to have acquired at taxpayer expense). This project reeks with potential corruption and unquestionable immorality.

The governor argues that it is needed, a kind of insurance in anticipation of rising sea levels. Everyone knows that water flows to the lowest point so this argument does not stand on any reasonable logical grounds. If you divert Delta water in such large quantities as the DCP is planned to do, with a much weakened force of the Sacramento current running into San Pablo Bay, sea water will naturally extend in towards the delta!

Most importantly. NO one put these ideas into my mind.

I've been studying this situation, and I've concluded that most Californians and particularly those who think this DCP is a good idea, do not even remotely appreciate the current and especially the long term importance of salmon, and particularly but not only the importance of Chinook, for our state. I also suggest that this lack of appreciation is from many different perspectives which if we would examine them, make the DCP look like a very bad idea. Among other things, the DCP is not just likely to further endanger the Sacramento River watershed Chinook runs, it's super difficult to dispute the evidence that the DCP will definitely result in the almost immediate extinction of the already endangered Chinook winter run and the "threatened" and "of concern" fall and spring runs following in those footsteps within the lives of some of us (read on before you tell me that hatcheries can prevent that). Besides our existing financially very significant Chinook and other fish industry that will be harmed and in some cases destroyed by the DCP (but with no DCP, good management and a slew of appropriate protections, could be enhanced), we benefit from Chinook in other ways that are less obvious and more fundamental. For example, nearly all of Northern and Central California's rich agricultural soils,
including all those in the valleys of the Sacramento watershed are built of decomposed salmon bodies, millions of them decomposing seasonally over the millennia as a result of dying after running up their natal streams to spawn. It is estimated that there were two million Chinook per run per year, so a total of eight million (do the math, small Chinook weight >30 pounds) coming into the Sacramento watershed. So all the soils and all those Sacramento, Klamath, Russian River and other ecosystems are also built on the basis of California's keystone or umbrella salmon species, and particularly on the basis of the Chinook or King salmon, because they are so large.

Moreover, salmon are the inescapably irrefutable link between California's agricultural riches and the biodiversity that contributes (in your economic terms) to California's recreational economy. Besides having created our rich soils, over a hundred species eat salmon. I can name over thirty off the top of my head, and I'm not even in the sciences, let alone an environmental sciences specialization. Because of the destruction of salmon spawning grounds during the nineteenth century's gold rush and the twentieth century's obsession with dams, some of those beings who eat salmon are probably now endangered and some smaller ones probably forgotten and extinct. It's no longer morally or even long-term economically responsible to let what happened to Chinook as a consequence of the gold rush and the dam building eras to happen in some new way.

This DCP threatens to be such a new way. It will be at least as destructive to our Chinook as was the gold rush and all of the dams on northern California rivers, and while well-managed hatcheries may be possible, they are not the solution! Even the hatchery management's hired docents tell people that for salmon to survive, let alone thrive, the wild populations are critical. Moreover, hatcheries themselves have seriously endangered salmon populations. I'm pasting below a photo of a salmon deprived, and hence starving, wild black bear from the Broughton Archipelago in Canada. This bear's ribs are sticking out in the fall when the bear needs to be fat and fattening for the pending winter. It is starving because in 2019 one tenth of one percent of salmon returned last year. Why so few? Because of fish lice and an east coast virus that is thriving in hatcheries and has infected the wild population. So it's time you get it.

California's rich biodiversity, which contributes enormously to its recreational economy, and its immense agricultural wealth is largely due to two sources that are both near extinction: for the San Joaquin Valley, the animal and plant bodies of former seasonal marshlands that were once rife with amphibians, fish, birds, and reeds, and for the whole of the state from the Delta north, millennia of decomposed salmon bodies.

Besides the lucrative Chinook industry, which could be fostered and enlarged -- they are known to be super-resilient species -- humans' and over a hundreds other beings long term food security can be ensured if we protect the Chinook. Our food security is not ensured by means of the DCP plan that the governor, lured by the money the that excessively-wealthy water-hog San Joaquin valley agribusiness owners bring into his coffers. I imagine the governor and his supporters will attempt to counter this last truth saying that such agribusinessmen are massive contributors to the state's economy, but at what cost? The cost of the biodiversity of California's environment, the cost of those beings whose bodies created the soils upon which their farms depend, and even the cost of California taxpayer. I don't hear the agribusiness
owners offering to pay higher taxes or in some cases even their share, and I don't hear them offering to pay for the DCP that they want the state to build either. The rich soils their businesses depend on are there because of California's former, dying, and suffering ecosystems, and it's clear by their own greed for more water to sustain long-term unsustainable mono-cropping practices that those who favor this project do not appreciate these ecosystems. Massive water-heavy mono-cropping practices do not ensure long term food security. Respect for the biodiversity of the ecosystems that have given us our agricultural wealth does. We have a moral obligation to our grandchildren to live sustainably, and what's unsustainable for such species as the Chinook is, in the long term unsustainable for humans.

Best wishes,
Julie Bongers
To All Who are Concerned:

Here's the photo of the bear, mentioned in the comment I just emailed, who probably died this winter because last fall (2019) only one tenth of one percent of salmon returned to the Broughton Archipelago (British Columbia), so he could not find enough food:

Inline image

His or her ribs are not hard to see.
Best wishes,
Julie
1/10th of 1% of salmon return to Broughton Archipelago in 2019, and bears are suffering. We can avoid or
Although I had specifically requested an extension which was not responded to, the following was circulated on 031720:
https://water.ca.gov/News/Blog/2020/March/March-17-2020-Update-From-Delta-Conveyance-Project

The nature of the COVID-19 pandemic is rapidly evolving. As individuals, organizations and local governments are focusing their attention on the safety of their communities in response to this health emergency, the Department of Water Resources (DWR) will be extending the scoping period for the Delta Conveyance Project by four weeks. The new deadline for public comment will be at 5:00 p.m. on Friday, April 17, 2020.

Thank you for the extension.

Dr Tom Williams
The primary purpose of the scoping process is to identify important issues raised by the public and responsible and trustee public agencies related to the issuance of regulatory permits and authorizations and natural environment and resources protection. Public scoping comments are focused on:

- Public accessible and understanding,
- Significant Environmental Impacts,
- Mitigation/Compensation of SEI, and
- Alternatives

Comments:

Requested extension of the 032020 deadline which was not responded to or given.

See attached for other comments.
Unfortunately I have not been able to attend any of the meetings held so far so am delighted there is this option available.

I am very opposed to the tunnel being built to remove water from the Delta as I believe there are a number of other options available which are more cost effective and don’t degrade a very important ecological area and the food bowl of America.

I originally come from Australia where the debate of taking water from one area to give to another was held a number of years ago. It was found to not be the best solution and so was not implemented. What was done instead were a number of things:  
- water tanks were retro fitted under eave spaces and used to capture roof run off
- new developments are required to include underground tanks to collect roof water to be used for toilet flushing/laundry and hose use
- more smaller dams were built
- watering during droughts was restricted to odd street number/odd watering day with fines introduced for violations and changed as required ...during this last drought leading up to the fires watering with a watering can was allowed 2x a day for 15 mins a day between certain hours.

These things don’t sound much in themselves but all make an enormous difference.

A Desalination plant was also built which has been very effective. So much so that they are looking to build a second one. This was more cost effective, meant water was produced close to where it was needed and didn’t degrade another ecosystem. The area of sea around the desalination plant has been closely monitored since its construction and they have found that the higher salt concentration has actually increased the sea life in that area.

Removing water from the Delta will turn a Food Bowl into a Dust Bowl. There are lots of alternatives out there with much better outcomes. Please be open to looking at creative solutions that won’t have the negative impact removing water from the Delta will.

Thank you for your time,

Adrienne

Sent from my iPhone
Attached please find our letter of support.

Should you have any questions, please do not hesitate to contact me.

Christina V. Davis
President/CEO
LAX Coastal Chamber of Commerce
9100 S. Sepulveda Blvd., Ste. 210
Los Angeles, CA 90045
P: 310.645.5151 C: 310.529.7331
www.laxcoastal.com
March 20, 2020

Ms. Renee Rodriguez  
California Department of Water Resources  
Post Office Box 942836  
Sacramento, California 94236  

RE: Delta Conveyance Scoping Comments  

Dear Ms. Rodriguez:

On behalf of LAX Coastal Chamber of Commerce (LAXCC) Board of Directors, I am pleased to provide input for the scoping process of the single-tunnel Delta conveyance project being advanced by the California Department of Water Resources. We appreciate Governor Newsom’s leadership to help ensure, safe, affordable and reliable water supplies to much of California.

We are not alone in our support. There is widespread backing for the project in Southern California and throughout the state from diverse and prominent interests, ranging from labor and business to public agencies, nonprofits and agriculture. We all recognize that a severe water shortage would come with an enormous economic cost and the time to move forward is now.

This project is not the only step we must take to ensure water resiliency. Ensuring Southern California has a reliable water supply in the future requires a diverse portfolio of both imported and local supplies and conservation. Much progress and significant investments are being made on a wide range of local projects and water efficiency, but the Delta conveyance project remains vitally important.

We support the Newsom administration’s work to move forward in the planning process in a manner that achieves the goals of water supply reliability and ecosystem restoration. With our largest and most affordable supply at risk, we need the reliability the proposed Delta conveyance project will provide.

Sincerely,

Christina V. Davis  
President/CEO  

www.laxcoastal.com  
www.facebook.com/laxcoastal  
# laxcoastal
poverty. With this project, wouldn't we just be further proving their point and deteriorating our children's lives? It would be a shame, and I would be disappointed--disappointed for real if this project were to move forward. Environmental racism and injustice has made its dent in Stockton, our motherland, for far too long. I am not just a statistic to play with. We're here fighting for our lives. We are nature defending nature, and that's what it is.

GLORIA ALONSO: My name is Gloria Alonso, I am a nineteen-year-old woman, a Mexican woman immigrant. Coming from the south side of Stockton, I am here today as a community member to share my concerns regarding the impacts that the tunnel would have on the city that I call home. I am here to share with you, not the numbers, but to remind you that they impact historically marginalized
communities. As a daughter of Latino farmworkers who work in the central valley and who face language barriers, I am a representation of environmental justice communities, those who bear the proportionate environmental impacts and risk from new developments like the tunnel. I am a Delta region resident. I am a person of color and low income student and family member. I am one of those who live in the quantifiable distressed areas, those who you can identify with a zip code 95206. Those who suffer from air pollution and water quality and water pollution, sorry -- water quality, we don't have that. But I, once again, did not come to tell you how my life is shaped by the numbers. I came to demand that you show us that you care. I came to demand that you show us and show my community democratic access. But more than that, to show us that you actually care about the
nature in which we're living, to show us that the decision making process, that it's impacting the geographical area which I call home, has a way to achieve this development with an equitable approach. Because the lack of -- and going back to the history, because the lack of participatory design has showed us that it has the power to marginalize communities through the red lining policies. Because today we're here to prevent you from forgetting that without community input, public policy and urban and environmental design has the potential to neglect communities and prevent their access to public spaces. They already lack the access to recreational spaces such as the Delta, makes the life in the south side an interesting area. But guess what? We know why it is this way. As I already said, we're standing here as the youth that lives and has survived formally the conditions and
formally the red line neighbors.
We're here surviving the
environmental repercussions of the
public policies that destroy our
communities, which is how we know --
how I know that we are not
constructing just the tunnel, but
constructing the future of the
environment and the future of
historically marginalized
populations.

PROGRAM MANAGER: Thank you. Before you start though,
I am going to call the next three up.
You can go ahead. Tifani Lee, Bill Wells, and Roger Kelly, if you can
get prepared.
And please proceed.

JEFF BALMORES: Good evening, council. I am Jeff Balmores, a seventeen year old,
Little Manila After-School Program.
I am here to discuss the consequences of approving the Delta Tunnel Project. Personally, I have concerns
with how this project will affect the
youth of our city, how it revolves
formally the red line neighbors.

We're here surviving the environmental repercussions of the public policies that destroy our communities, which is how we know how I know that we are not constructing just the tunnel, but constructing the future of the environment and the future of historically marginalized populations.

PROGRAM MANAGER: Thank you. Before you start though, I am going to call the next three up. You can go ahead. Tifani Lee, Bill Wells, and Roger Kelly, if you can get prepared. And please proceed.

JEFF BALMORES: Good evening, council. I am Jeff Balmores, a seventeen year old, Little Manila After-School Program. I am here to discuss the consequences of approving the Delta Tunnel Project. Personally, I have concerns with how this project will affect the youth of our city, how it revolves
around how the Delta Tunnel Project will negatively impact our air and water quality and the health of our youth. The Delta Tunnel Project detrimentally affects our air quality due to variables such as construction sites, causing more bacteria and the HABs bacteria in our waterways. The construction increases the emission of carbon dioxide and other pollutants. The bacterium is airborne and detrimental to our bodies. This project also affects our water quality due to the dumping of polluted sledge soil such as borons and mercury, which is immoral. These toxins will bioaccumulate in many of the wildlife in the Delta and affect the area's residents' rights to have access to the waterways and disallow them to have a form of recreation, which is granted under the California Constitution. As a result, our health is affected. Our life expectancy, which is 78.6 years,
which is short, considering that most
of us will retire in our sixties.
For air pollution, we can easily
breathe in toxins and have respiratory
problems such as asthma. As for
water pollution, the toxins can be
transmitted to those who come in
contact with the Delta water,
drinking tap water, and through
seafood that they're eating, such as
the fisherman eating the fish in the
Delta, and cause illnesses such as
diarrhea, cholera, and hepatitis.
You should be ashamed if you allow
this project to move on. I know that
we have family that live near the
Delta. And if this project is
approved, they will become ill. Many
of our water sources come from the
Delta. How would we know that the
water we drink is safe if this
project moves forward? My generation
and the generations that come after
me will be affected. We won't be
able to live as long as we want to
live. The generations that come after us will not live that long. We won't be healthy anymore. We'll soon become a city of sick people. We don't want to become the next Flint, Michigan. How is poisoning our people benefiting us? Who does this project really benefit? As far as I can see, this project does not benefit us. So, therefore, I conclude this speech: Whenever you see water, whether you drink, swim, shower, whenever you go outside, think about how this project will affect you and your loved one's health. Thank you.

PROGRAM MANAGER: Thank you.

TAFARI LEE: Hi, my name is Tafari Lee. And I'm sure you heard tonight, you heard all of the statistics, and you heard the impacts and the things that can happen. So what I'm going to do is I'm going to talk to you about some possibilities that appeal to your
toxins they were never meant to
encounter and shouldn't have to
overcome. Our water though never
perfect progressively worsens Delta
sloughs. Made home to algae left
unchecked to fester and ferment.
What goes unseen shall rise like
another body face down and ferment
algal blooms to damage and sabotage,
not only the green community, but the
lower income areas you won't give a
second thought to. We choke on the
failure you promised to dump upon us.
And our firm opinion, some things
just don't need to be touched. This
place is not yours to destroy. I end
with a question, what makes you think
we deserve our water served like
poison in a dirty glass?"

PROGRAM MANAGER: Before you go, I'm going to call the
next three up.
Tama Brisbane, Sharon Jarvis, and
Phillip Merlo.
Please proceed.
MINIYA JO BRISBANE: Good evening. My name is Miniya
Jo Brisbane. I am a nineteen-year-old African-American woman, old enough to vote and tall enough to stare down environmental racism. The fact that I have to stand here again tells me that you didn't hear me the first time. Last I stood before a water board was to raise my voice against the dumping of more polluted water into the Delta, and my voice was lost to the silent but deadly PowerPoint presentation decorated with dishonesty and decimals. So here I am, dressed differently, but still having to address the same issue. Maybe you are too busy analyzing the data that you missed the simple point that we don't need any more poison in our water. So maybe if you won't hear my voice, you'll hear me wheezing as I'm struggling to breath. The air quality on its own is already bad enough, and you want to try to add
bacteria from toxic algal blooms to the mix? Are you serious? To you all, it must sound like an angry teenager coming to yell at adults. But as someone who spent the first seven years of my life on inhalers and nebulizers, this is something I just can't stay silent on. I want to believe that you made this time to truly listen to the voices of the central valley and the Delta. Because I'd hate to leave here thinking that I wasted my breath.

TAMA BRISBANE: Good evening and welcome to Stockton. I'm Tama Brisbane, Executive Director, With Our Words, a nonprofit that engages youth and young adults with their environment through literary and performing arts. Their words have come to matter nationally. I really hope their words about the Delta matter tonight. Two words we've been hearing quite a bit, "Delta Conveyance." That's a cute linguistic filler. A more honest
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PUBLIC MEETING
STOCKTON, CALIFORNIA
THURSDAY, FEBRUARY 13, 2020

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REPORTED BY: MARY GONZALEZ CORBITT, CSR NO. 6696
FILE NO.: AE014C7

Public Meeting
February 13, 2020
more people come and more people would visit, we have another thing to do in Stockton, something big, something we can be proud of, something that we can show off, and not some waterway that is being drained off to SoCal. Thank you.

PROGRAM MANAGER: Thank you.

Next, Mr. Wells.

BILL WELLS: Thank you very much. I appreciate being here. My name is Bill Wells. I'm with the California Delta Chamber and Admissions Bureau. We've been around for about 51 years in the Delta here. I'd like to direct your attention to your own documents down here. Item number two, the last sentence says, "The infrastructure that enables the conveyance or movement of California's water supply is critical to the health of local communities." I totally agree. It's critical to Stockton, Isleton, Walnut Grove and all of the other little towns on to the Sacramento River. So
I think protecting that would be a very -- very good thing to do.

Item number three, "Why is this project needed?" With the intakes in the southern Delta are only three feet above today's sea level, okay, I've been involved in this process for at least 15 years since Arnold Schwartzenegger announced his plan to divert the Sacramento River around the Delta, which he said would cost 55 billion dollars. The original -- and I sat on the BDCP public panel for two and a half years, and I've testified countless times. I can't even -- I have no recollection of that. But, anyway, when it started, they wanted to divert the river because they thought earthquakes were going to destroy the Delta. Well, we spent a few years debunking that totally. And then Jerry Merrell, (ph) decided that the Delta is going to be destroyed by an arch storm, atmospheric river storm. So we
debunked that too. So this whole thing, I question the sea level rise. If it's going to happen, then we need to build a dam in Carquinez Straits or the Golden Gate to prevent that, or increase the water coming down the river to make sure it flushes out the saltwater.

Item number four, "How is the current environmental review process different than before?" I don't think it is. It looks quite similar to the last one. Here's what somebody else testified in -- a taxpayer in one of the earlier meetings: Extensive evidentiary showings in the prior State Water Resources Control Board hearings and Delta stewardship council hearings show that neither of these agencies can approve intakes in these locations, i.e, Hood and where they plan to put them in, because it would not be consistent with the Public Trust Doctrine or the Delta
Reform Act from the Delta Stewardship Council.

Okay. I know quite a bit about that, because I was the one who testified that Hood would be a bad location to put the intakes. And the water board agreed, so here we are, right, deja vu all over again with the same thing.

So one of the things we ask over and over is give us a few examples where something like this has worked. And there are plenty where it hasn't. I direct your attention to the Colorado River Delta, Mono Lake, Tulare Lake, Buena Vista Lake, all destroyed by water diversions.

So if I can just add one thing, Wade Crowfoot, the Natural Resource Secretary, can't let his -- have his daughter wear a gas mask because the California air is unfit to breath --

PROGRAM MANAGER: Thank you. Thanks for your comment.

Okay. Before you start, I'm going to call the next three. Orian Camero,
already over exceeded its level. The time is done. We need new solutions. This one has got to get scrapped.

Thank you.

PROGRAM MANAGER: Thank You.

ORION CAMERO: People and camera, if you can hear me, say Yay. Shouts out. Okay. Hi everybody. My name is Orion Camero. I'm a visual storytelling educator and arts organizer that works at the intersection of social economic and ecological issues. So that's why I'm here today. And I have been at this work for over -- a little less than a decade. And I decided to bring forward a visual compliment. So this is a mural that we worked on for the last four years. It talks about social and economic and ecological issues in California. And, actually, if you can -- let me point to this. This is actually the Delta Conveyance Project. It has a corporate frog shaking hands with a public official.
That's actually the Metropolitan. Water District in a vest. So they're making a deal, and the conveyance project is sucking up water from our river. So that's really cute. It's a little sample. But, yeah, I will get my notes out because I'm a little nervous.

Okay. I only have two minutes. Okay. So, for years in my organized work, I've spoken out against the Bay Delta Conservation Plan, the California WaterFix, and now here to oppose the Delta Conveyance Project in its current form. As a delegate that represented California at the UN Climate Negotiations for four years, I see our local issues as globally significant and also influential nationally. And so what the means is addressing this crises means fundamentally shifting away that we relate to our burdened waterways. The solutions that secure water resources need to reduce reliance on
the Delta. The Delta Reform Act explicitly says so. And so this whole project essentially is a -- as I see, is a total failure. Mainly, because time and time again, we've seen it with the peripheral tunnel, the peripheral canal in the '80s, the many other water construction projects. A tunnel and diversion is not going to work. What we need to do is invest in regional water technologies and avoid the massive redirection and extraction of fragile rivers that are already on the precipice of destruction. And the environmental justice issues, this project would aggravate air quality by truck emissions for construction, as I mentioned, increase algal blooms, that would severely harm the waterways irreparably and directly complicate the local water supply in the Delta region. At the end of the day, the estuary is at risk. And its beauty and importance to the entire
state needs to be preserved and
stewarded for future generations, not
rapidly deteriorated as a public
resource for the benefiting water
contractors of this project.
Now, I've -- as you can hear from
everyone that has spoken, I feel like
everyone said a piece of this massive
beautiful mosaic of this community
that says no to this project, and
that you actually listened to folks
that are directly impacted for us to
create the solutions. Thanks.

PROGRAM MANAGER: Thank you.
Niria Alicia -- I'm sorry. I
probably butchered that. Go ahead.

NIRIA ALICIA GARCIA: So I just want to start by
acknowledging the ancestors,
indigenous ancestors on whose land
we're gathered here today. I want to
give a shout-out to Chief Caleen Sisk
of the Winnemem Wintu Tribe who have
been tireless advocates in protecting
their water.

I am Niria Alicia Garcia. I am one
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FILE NO.: AE014C7
JASMINE DELAFROST: She said she wasn't a great speaker, and that was amazing.

My name is Jasmine Delafrost. Today, I'm here to speak really briefly and also to recognize that I am here to learn and understand more about this process as it develops to ensure that we all do that here in Stockton.

I'm a community organizer that works directly with young people around educational equity, juvenile justice work, and other intersectional issues that have pressed our communities for decades.

We recognize that through this process, we wanted to be more equitable. I'm here to talk about the collateral damages when we make decisions without understanding the full impacts it can have on our people here in Stockton.

And this is not an isolated issue. We understand that. We also know
that there are deeply other impacts
of quality of life, particularly,
families in south Stockton and in
Stockton. The tunnel fails to
address that climate change is
surrounding these communities.
My question to you is do you want to
create an additional layer of
barriers for youth that I work with
everyday who face -- who contribute
to life expectancies and around
health outcomes and more?
I'm asking that this plan ensures
there's equity in the plan that
creates, otherwise -- I'm asking that
this plan ensures there's more equity
in the plan. Otherwise, our
community pays the price, both
environmentally and economically.
And, lastly, can this all be
mitigated?
Can all of these challenges that the
tunnel proposal be included in this
process? If not, we run the risk of
making this final plan a disaster.
We run the risk of a disaster. And although I may not understand climate change or, like, do this work by myself, I understand that when I work with young people, these are consequences that impact them every single day of our lives. And that when you fail to address young people and all that they're facing, the consequences can be damaging and unreparable [sic]. So I'm opposed to this whole plan, that we must find other alternative ways. And I hope that we can also -- like if we look around this room, there's a lot of young people and other people who are not here today, and that we do come back to make sure that those who live in our communities and those who are most impacted are in the part of the conversations. I know that you're here today, obviously, to do that. But that we do it again to meet with
more folks. And there's people in the room who want to ensure that young people and families that aren't represented in this room today are here at this conversation.

PROGRAM MANAGER: Thank you very much.

MARGO PRAUS: My name is Margo Praus. And I'm here, I'm a member of the Sierra Club, and I came with their email in mind, as well as Restore the Delta. I really appreciate the speakers' comments about the irreparable damage you're doing.

For years, California has had a long history of redistributing water in the valley. Our waterways and our groundwater have been heavily impacted. And we see this constant like surface water that has been over allocated. Doesn't matter what the voluntary agreement says. It's been over allocated, and groundwater has been depleted. The valley always seem to be on the end of receiving the leftovers, the
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FILE NO.: AE014C7
state needs to be preserved and stewed for future generations, not rapidly deteriorated as a public resource for the benefiting water contractors of this project. Now, I've -- as you can hear from everyone that has spoken, I feel like everyone said a piece of this massive beautiful mosaic of this community that says no to this project, and that you actually listened to folks that are directly impacted for us to create the solutions. Thanks. PROGRAM MANAGER: Thank you.

NIRIA ALICIA GARCIA: So I just want to start by acknowledging the ancestors, indigenous ancestors on whose land we're gathered here today. I want to give a shout-out to Chief Caleen Sisk of the Winnemem Wintu Tribe who have been tireless advocates in protecting their water. I am Niria Alicia Garcia. I am one
of the organizers of the Run4Salmon Prayerful Run, and I've been on that river for the past five years praying and praying for that water and seeing all of the pollution that goes into there. I'm the great-granddaughter of Maximiliano Miranda who was probably out here with your grandparents harvesting tomatoes here in Stockton, so it's a pleasure to be back here on these lands. And it's very sad that water continues to be stolen from the northern watersheds for the benefit of big GMO farmers and oil companies that continue to frack. And I have some alternatives for you guys actually. Why don't you end all fossil fuel projects that are very water intensive down in the Southern part of California? Why don't you stop growing GMO crops and actually grow crops that are for that land, you know. And if we could all just be a little more humble, and by all, I mean, the corporations and the
big farmers that are so arrogant, think they can just come into this landscape and destroy it and change it for profit. I mean, who grows water intensive crops in the desert? Let's not be fooled. This project is a money-making project. There's so much lingo in there about climate change. I want to see the scientific analysis and the scientific studies that prove that this is actually a climate change because our language from our climate justice movement has been incredibly co-opted, and we're not going to be fooled. Period. And I want everyone in this room to look to your left and look to your right, because this project is not going to happen. And we're sending that message. There's too many people in this room that care about our water and care about our children. I'm an aspiring mother -- and I know you guys have children. What are you going to tell your children and your
grandchildren when they say, oh, why
do I have to learn about salmon next
to dinosaur bones? Why do I have to
learn about the Delta smell in
museums? What were you doing when
they were selling our water? And I'm
not going to be -- I'm not going
to -- I'm going to say, you know
what? I was standing with hundreds
of people that were saying no with
thousands of people, because there's
thousands of people that couldn't
make it out here tonight.
And so I want us to take this
opportunity to meet each other,
because we're going to be out there.
We're not going to let this project
go through. Am I right? And,
lastly, I want to sing a song because
this is how we stay strong in this
movement to protect our mother earth.
And I want you to sing it with me.
(Singing.)
When your daughter's thirsty and the
river's dry, and there's no blue left
in the sacred sky. It will be too late to try, when you're on the wrong side. Now's the time to turn the tide. Now's the time to turn the tide.

PROGRAM MANAGER: If you can hand over the mic, that will be great. Thank you.

Kathleen? Kathleen? No Kathleen Gapusan? Okay. Kathleen changes her mind. I will leave that over there. The next three are Darvis Waiters, Anthony Orosco, and Miniya Brisbane. You can come up.

I'm just trying to keep track of time here.

DARIUS WAITERS: I just wanted to share my thoughts on the tunnels with a little poem I wrote:

"And yet again, the Delta and its people have been overlooked, disregarded, stepped upon from people that don't even care to know who they're stealing from. Tunnels take so much from my community, Youth from schools and..."
by the water contractors that may receive water.

DAVID FRIES: Thank you.

PROGRAM MANAGER: Other questions?

Okay. Okay. So I think we'll go ahead and move into comments.

And what I think I will do, I will call you up three at a time, which is what I've been doing at other meetings. That seems to work really well. And you can either sit in one of these front things, or you can cue up here were Annie is, and just stand here and use the mic that way. As these ladies were suggesting, put the mic real close, project, so that they can hear and our court reporter can hear.

So we'll do three at a time. So I have Nicholas Hatten, Martha Valdez and David Scatena. And I apologize now if right there -- I apologize now if I mispronounce your name. Sorry, and this will be your timer.

So hello, I'm Nicholas Hatten. I'm
the Founder and Principal of LGBT Social Justice Initiative. Yeah, I'm a big pop culture fanatic. This past weekend was a big day for pop culture with the Oscar show airing on Sunday. The show was a little boring. Something happened towards the end of that show. First, Bong Joon-ho, I hope I said that right, won Best Director. And then Parasite became the first non-English speaking film to win Best Picture.

Well, look at Stockton and as the -- as the "Parasite" of cities. You see, our history, just like in Hollywood, is rich with stories and legacies by people of color and our LGBT community. But just like in Hollywood, those stories went ignored.

For instance, if you happen to know that one of the first transgender public figures lived in Stockton. His name was Jack Bee Garland, and he
was a reporter for the precursor to the record and was breathed by this community in the early 1900s.

PROGRAM MANAGER: Keep the mic up.

NICHOLAS HATTEN: That story was ignored for many years. But just like policy and legislation that will elevate our marginalized people, when ignored, these today we're facing once again. Well, unlike those times, we're here to say "Enough." You know, and unlike the members of the academy, we have science as a tool to guide us through this process. Please be mindful that the direction that we go to or go through has greater impact for people of color and our LGBT people and the people of south Stockton. We already know that these population's quality of life are less than Stockton, and that their actual life expectancy is even less than their peers throughout the State of California.
We know the challenges we have with our levees, the threat of climate change, and the ever returning poisonous algae issue, none of which this proposal addresses yet.

And what do we have to say about the impact this proposal will have on our quality of air, which is already rated the fourth worse in our nation?

The story of Parasite is how South Korea is quickly becoming a class of two system -- or a two-class system. Let's fix this process so the end result, there's equity. Mediate, appoint a receiver, do whatever you have to do to make this equitable.

If you don't, our very own director will be making a movie about Stockton and the Delta region and how it's at the receiving end of California's new two-class system.

Thank you.

PROGRAM MANAGER: Thank you.

DAVID SCATENA: I'm Dave Scatena, and I belong to a number of organizations. And I want
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FILE NO.:  AE014C7
communities of color. So I hope you haven't come here with a mind that's only half way open, is already made up, and with empty hands and pockets. Tell us what you are prepared to do to offer, tell us what kinds of funding you're prepared to allocate to help Stockton alleviate this environmental injustice; but don't you dare keep telling us, "Oh, well.

PROGRAM MANAGER: Sharon Jarvis.

SHARON JARVIS: My name is Sharon Jarvis. I'm a resident of Stockton. I live on the Smith Canal, and I moved here about 17 years ago to live on the water. Well, I wouldn't want you to eat any fish that swim in the Smith Canal. My chief concern is about the water for Stockton. And, particularly, for our underserved community, south Stockton, where people are already swimming in the sloughs with the toxic green algae. If this project goes through, we're going to have more of that algae.
We're going to have more of that algae dust in the air that we're all going to be breathing. It will be even worse in south Stockton. I'm sure it will get to the Smith Canal and all of the other canals that we have in this area. We're going to have peat dust from the construction. This is not going to go away. It's going to get worse.

And I just think that I agree with everybody here. I feel like fraud has been perpetrated on us. Oh, we were going to have the twin tunnels. I spent a lot of time writing a comment about that. Oh, well, now, just change it, and we'll just have one tunnel, and now we'll all be fine. I don't think so.

I'm concerned about the impact of the increased water diversion, that it will cause damage to our local groundwater and our wells, and the diversion will divert fresh water from our Stockton water system and
make it even more expensive and more
difficult for people in our community
to have clean water. Thank you.

PROGRAM MANAGER: Thank you.

PHILLIP MERLO: Thanks. My name is Phillip Merlo,
and I'm the Director of Education at
the San Joaquin Historical Museum in
Stockton and Lodi. And my training
is in history and education, which I
feel are two fields that the
Department of Water Resources and
Delta Conveyance Authority would
benefit from studying.

According to the Notice of
Preparation and the DWR, this project
is needed because the existing water
system is not prepared for a future
with climate change and the rising
sea levels. And, furthermore, new
diversions in the northern Delta will
promote a more resilient and flexible
state water project in the face of
unfavorable conditions.

Again, the DWR states in section two,
what is the importance of Delta
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the cumulative impacts are.

This community must see an in-depth analysis of potential for increased algal blooms as a result of changes in hydrology for construction and operations.

We at Restore the Delta oppose the project. We do not believe that you can't mitigate all the negative consequences.

But I will stress what my friends and colleagues have said here. The community, if you are going to do this, should be made better. And I don't think you can do it. But you can't start by leaving it behind.

PROGRAM MANAGER: Thank you.


Hello, my name is Sal Jobrack. I'm a Stockton City Council Member. So I'm one of those people that's a policy maker that's connected to this. I'm not a water expert, but my whole life, I've lived here in Stockton on
the Delta. I title my speech, "Stockton is Going to be a Tough Place to Get By." I think looking around the room, you're going to have a hard time getting anybody to come up and speak in favor of this. I deal with a lot of policy makers in the area, and I haven't met one around here that says I'm really excited about any water being diverted.

I know you guys are in a tough place. I often sit on your side and have to hear the public and how angry they can be at some of the decisions we have to make. But we often see people supporting and not supporting. I have a hard time thinking ya'll are going to get support for this project in this region.

Growing up in the Delta, I've fished it, I've boated on it, I've hunted it. So I have a lot of experience being on these waterways and the beauties that they offer.
One of the things of being on the council, we often have to make tough decisions. And I served four years on the Planning Commission. And during my time on the Planning Commission, we had to redo our general plan. A lot of that was because of due to poor planning. So we ended up having to be the ones that cleaned up the messes of the past. And I try to take that and those feelings into my role as a council member in the decisions I make today. Those past decisions have current impacts.

We recently adopted a new groundwater sustainability plan. And one of my immediate concerns is what's the impact on that. Like I said, I'm not a water expert, but something tells me if you divert water away, and I looked at that map, it completely avoids Stockton. Water surface water and groundwater are connected. So if you're diverting water away from our
ground basin water which we rely on for farming, and in the event of a drought, we're relying on that water to support our communities. What's going to happen to those basins? Are we going to have to change our groundwater sustainability plan now because we have to divert water?

I often take the ACE train to the Bay area. People are very familiar with that. One of the places that you go through is the salt water plains that are out there. And I would often talk to old timers that had a lot of experience out there, and they tell me how great it used to be a long time ago with all the hunting, the wildlife and everything that went out there. And if you look at what policy makers are having to do out there now is they're having to make drastic and expensive changes. They're trying to fix the side effects of what happened with all the saltwater intrusion. So if
that were to happen here, are we
going to look like what it looks like
out there? That's not a community I
want to live in.
One of the things that I really pride
myself in as a council member, I'm
not a forever politician. What I
really want to do is leave a legacy
that the next council member doesn't
have to make the tough decisions I
have to make, whether that be
financial or environmental, which is
a lot of reasons that people are here
right now. And what I don't want to
do is leave that legacy where 20 or
30 years from now, somebody is
cleaning up my mess. I have one year
on the council, three to go. I will
never support this. And, God
willing, I have four more years after
that, so seven years of no votes that
you're going to get from at least one
of the council members. Thank you.

PROGRAM MANAGER: Thank you.

Mr. Jones.
Hello, my name is Earl Jones. And I'm here because -- well, you say that you'll be addressing -- well, partly, that this project is intended to address climate change. I don't think you're considering it adequately. I further don't think that you're able to consider it adequately at this point, because climate change is an ongoing thing; and we have no idea how far and in what directions it will take us until we see what the planet does or does not decide to do about it. And this tunnel project is going to be a big deal. It's going to cost a lot. It's going to have construction impacts. It's going to damage things as it's built through, and it does no good whatsoever unless it's used; and beyond that, used to a substantial amount of its capacity. And we don't know right now whether that water is going to be there and whether it's most efficient -- whether the most
efficient use of the water that is there is for wasteful agricultural practices and/or wasteful residential use.

There is one and only one source of water which can be considered reliable at this point. It's called the Pacific Ocean. And when people are ready to face up to the need for large scaled desalinization, ready to open their wallets for it, that's when we can get something useful done about water supply.

Right now, we're pouring sand on the riptide. It's -- I want to see alternatives that are not just no action alternatives. I want to see alternatives that are no diversion alternatives.

PROGRAM MANAGER: Thank you.

CLARENCE KOOI: I'm Clarence Kooi, and I would like to propose an alternative to the twin pipes. And to do that, I'll go over to this map.

PROGRAM MANAGER: Make sure you speak into the mic.
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Stockton, California
Thursday, February 13, 2020

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Reported by: Mary Gonzalez Corbett, CSR No. 6696
File No.: AE014C7
Niria Alicia, and Kathleen Capusan, if you can get yourselves ready.

And please proceed.

ROGER KELLY: My name is Roger Kelly. I'm a life-long resident of Stockton who lives on the Calaveras River. I recreate and volunteer to help improve the quality of the Delta. I oppose any Delta tunnel proposal. We need water from the Sac to help flush out the Delta. The water quality is getting worse every day. We can't afford to give up any more water. When I recreate out there, there's many areas we can't even go to because of the toxic algae. They have to put signs out. The people who don't have the ability to be out on a boat and maybe get the better quality water, small children down there swimming downtown, they're going to become sick. We need the water to flush this stuff out. There's other problems that contribute.
But I also do water testing for the California Water Quality Board, and the equali level in many parts of Stockton including the Calaveras River is at the highest recordable levels. And it's only going to get worse if we start taking all of the water from Sacramento, and then we're going to start stretching out the water from the Hogan and different reservoirs; and the water quality is going to become — we're going to have a toxic cesspool out there, and the salt intrusion. What about our farmers? What about this water that I'm talking about that — the algae bloom, the equali, when it spreads out into the main channel and we're irrigating our crops? Why is it fair to rob Peter to pay Paul? We're just as important. And there's not enough water to give. They need do decel — we need to come up with other solutions. We can't keep pilfering from a source that's
already over exceeded its level. The
time is done. We need new solutions.
This one has got to get scrapped.
Thank you.

PROGRAM MANAGER: Thank You.

ORION CAMERO: People and camera, if you can hear
me, say Yay. Shouts out. Okay.
Hi everybody. My name is Orion
Camero. I'm a visual storytelling
educator and arts organizer that
works at the intersection of social
economic and ecological issues. So
that's why I'm here today.
And I have been at this work for
over -- a little less than a decade.
And I decided to bring forward a
visual compliment. So this is a
mural that we worked on for the last
four years. It talks about social
and economic and ecological issues in
California. And, actually, if you
can -- let me point to this. This is
actually the Delta Conveyance
Project. It has a corporate frog
shaking hands with a public official.
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efficient use of the water that is there is for wasteful agricultural practices and/or wasteful residential use.

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PROGRAM MANAGER: Thank you.

CLARENCE KOOI: I'm Clarence Kooi, and I would like to propose an alternative to the twin pipes. And to do that, I'll go over to this map.

PROGRAM MANAGER: Make sure you speak into the mic.
CLARENCE KOOI: At the present time, a lot of the water from the San Joaquin River flows over to the pumping plants through other channels instead of going down the river. This is the San Joaquin River. Okay. This is the San Joaquin River. A lot of the water goes over here to these pumping plants which are right down here from the San Joaquin River. So my proposal is to block out those entries here and all along, block them off so water flows down the river. That way, the salmon follow the river, instead of getting lost in here.

And then, of course, the Sacramento River would be -- flow as it does now. What's wrong -- and then to these back channels, the water would flow to the pumping stations. What's wrong with that? Well, saltwater intrusion. When you have the water flowing back down to the pump, you have saltwater intrusion. So then we...
use a saltwater barrier way down here in the Carquinez Straits. This was proposed in 1929, but not built because it was considered that the flushing action of the rivers would be sufficient to keep the saltwater at bay. Well, it isn't anymore. So we put in the saltwater barrier, and we have all the water flowing down the rivers to this point, and then flow back here without saltwater intrusion. And that's perfectly feasible.

And, as a matter of fact, in bulletin 22, 27 of the Department of Water Resources, this has all been worked out. And we evidently have forgotten that. At that time, it wasn't built because the flow from the -- in the rivers was considered sufficient to keep the saltwater at bay.

So my proposal is to cut off these exits from the river. Let the water flow back to the pumps through these various channels, like right here --
and saltwater barrier.

CLARENCE KOOI: Thank you.

Mr. Saunders.

JACK SAUNDERS: Yes.

PROGRAM MANAGER: Okay.

JACK SAUNDERS: Thank you. And I am appreciative that you're here today. And I hope that this particular process will help you get to a conclusion that doesn't include a tunnel.

A little bit of history: We're talking about the San Joaquin River. Really, the San Joaquin River is -- river, in name only. The San Joaquin River actually runs south down the valley. And over the years, beginning in the Gold Rush, water has been diverted just about every place you can imagine. And in doing so, we've created a situation where we've become so dependent on water that we don't have, because we're in drought a third of the time, we've become to depend on it, and we've gotten into wars. And you're certainly all
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construction starts. And then full transparency for the project and planning construction and operation must be observed. This includes financial costs, as well as monitoring and adaptive management events. And monitoring of adaptive management must include members of all concerned persons.

PROGRAM MANAGER: Thank you.

Thank you, Ms. Wagner-Tyack.

JANE WAGNER-TYACK: Thank you. I'm Jane Wagner-Tyack. I'm a board member of the Legal Women Voters of San Joaquin County. I'm also Water Program Codirector for the League of Women Voters of California. The League of California has long-standing policies supporting nonstructural alternatives for water supply in California. With respect to the Delta, these policies align with principles established by the 2009 Delta Reform Act that are now part of the California Water Code and the Public
Resources Code. Earlier iterations of the Delta Conveyance Plan beginning with BDCP and WaterFix failed to meet the League's criteria for supporting new conveyance infrastructure of the Delta and to conform to established law. Despite the substitution of a single tunnel for two tunnels, we do not see important changes in the conveyance plan since 2015. Specifically, we do not see that real limits have been placed on the amount of water to be exported. In recognition of the fact that the state has approved at least five acre feet of consumptive water rights claims for every acre foot of unimpaired flow in the Sacramento and San Joaquin River basins, under these circumstances, protecting existing supplies consistent with existing water rates -- water rights is not a sustainable strategy. We do not see that strategy such as water conservation and waste water
reclamation have been employed at the fullest extent possible by export users to minimize reliance on the Delta as required by the Delta Reform Act. We do not see that high water quality standards will be protected in the Delta and the estuary, or that strong binding environmental safeguards will protect all in-stream uses. We do not see that the full economic social and environmental costs and benefits of the project have been fully assessed for areas of water origin. It is significant that no public hearings or scoping meetings have been scheduled until just now, north of the Delta in the Trinity, Klamath, and Sacramento River watersheds. And, as Ms. Barrigan clearly pointed out, the Trinity and Klamath watersheds are not necessarily all that close to Redding. Finally, the League of Women Voters of California has not seen any good faith effort on the
part of those promoting Delta conveyance to consider alternatives to conveyance for meeting the state's 21st Century water challenges. We hope you're serious about considering real alternatives to conveyance.

PROGRAM MANAGER: Before you start, I'm going to call the next three folks up. Margie Fries, James McCraw, and Elaine Baret. Please proceed.

DAN NOMELLINI, JR: Dan Nomellini, Jr. I'm with the Central Water Agency. We will be preparing detailed comments, but I'm going to just wing it tonight. We are absolutely opposed to the preferred project. Under no circumstances will we tolerate that. I wanted to highlight some of the most disturbing things that I see. And the first is a predetermination. I believe you need to have your head -- your head has been in the sand if you think the decision has not already been made to build a
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live. The generations that come after us will not live that long. We won't be healthy anymore. We'll soon become a city of sick people. We don't want to become the next Flint, Michigan. How is poisoning our people benefiting us? Who does this project really benefit? As far as I can see, this project does not benefit us. So, therefore, I conclude this speech: Whenever you see water, whether you drink, swim, shower, whenever you go outside, think about how this project will affect you and your loved one's health. Thank you.

PROGRAM MANAGER: Thank you.

TAFARI LEE: Hi, my name is Tafari Lee. And I'm sure you heard tonight, you heard all of the statistics, and you heard the impacts and the things that can happen. So what I'm going to do is I'm going to talk to you about some possibilities that appeal to your
So I actually visited Lodi Lake for the first time in maybe two or three years last weekend. I had found that it was completely dried out. The trees in the area were dying and the grass was starting to dry out. And that is the last thing that I want to happen to the Delta. This is the last thing I want for Stockton. And with a project like this, as people have told you, no, you're not going to find many people that are going to want to back it. And I personally believe that this -- the money that we're going to use for this and the resources that are going to be put into this can actually be put into something that can help us and benefit us more locally, rather than something that's going to help the people down in L.A. and not actually help the people of Stockton.

And another thing I wanted to address was what's going on with the people
from the south side and the people --
like the people who live in the
areas, the people who's ancestors
help to create these waterways, the
people who are -- the people who are
not going to benefit from this at all
are the people who should be
benefiting from it the most. They're
the people who their ancestors helped
create this waterway. They are the
people who are the reason that this
waterway exists, and it's being
drained away from them. If anything,
this isn't going to help them. It's
going to make it worse for them.
It's going to make it harder for them
to acquire clean water, and it's
going to make it hard for them to
acquire water in general.
And another possibility, something I
want to talk about, how come we never
see people going out onto the Delta,
you know? The first time I went onto
the Delta was probably a few years
ago. And I was scared to get into
the water because I thought it was
going to be dirty. I thought it was
going to be polluted and stuff. And
while it wasn't as bad as I thought
it would be, if this is the direction
that we're going in, it might end up
being as bad as I thought it would
be. We're going to start seeing less
people going onto the Delta boating,
less people fishing. And the people
who are fishing are going to be
getting fish from contaminated waters
and possibly eating -- possibly
eating contaminated meat. The people
who rely on fishing, the people who
can't really afford to go out and
just buy fancy foods, the people who
need to fish the most are going to be
hurting from this tremendously. So
if we were to take like the money and
the resources that we were to use for
this instead of putting it into
something that would maybe help clean
up the Delta to make it more
appealable to people, so that way,
more people come and more people
would visit, we have another thing to
do in Stockton, something big,
something we can be proud of,
something that we can show off, and
not some waterway that is being
drained off to SoCal. Thank you.

PROGRAM MANAGER: Thank you.

Next, Mr. Wells.

BILL WELLS: Thank you very much. I appreciate
being here. My name is Bill Wells.

I'm with the California Delta Chamber
and Admissions Bureau. We've been
around for about 51 years in the
Delta here. I'd like to direct your
attention to your own documents down
here. Item number two, the last
sentence says, "The infrastructure
that enables the conveyance or
movement of California's water supply
is critical to the health of local
communities." I totally agree. It's
critical to Stockton, Isleton, Walnut
Grove and all of the other little
towns on to the Sacramento River. So
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Jaelyn? Okay, you'll be next.

Gloria Alonso and Jeff Balmores, if you can get yourselves prepared.

And, Ms. Baret, if you can please proceed.

ELAINE BARET: Hi, my name is Elaine Baret, and I am the Program Manager for Little Manila Rising. I am also born and raised in south Stockton. Stockton is my home. I'm here today to advocate for the protections of our community of Stockton and the community surrounding the Delta.

What would it mean to move forward with a project on the Delta without considering our community health and need? This would impact our home even more and change the course of our community's health. Stockton, especially south Stockton, has already disproportionately higher rates of poor environmental and health outcomes, from ninety-five to a hundred percent pollution burden, high diesel particulate matter, and
particulate matter to high poverty rates and extremely high asthma rates based on CalEnviroscreen indicators. When we look at history, we recognize that many of those health outcomes are a result of historic disinvestment dating back to the 1930's red lining practices that have been done, and in Stockton, building the cross town freeway right through marginalized communities and communities of color and more specifically, the community of Little Manila. Little Manila was home to the largest Filipino population outside of the Philippines from the 1920's to the 1960's. We have a rich history in the Delta. A lot of my ancestors, our moms worked in the fields; but, also, they did a lot of the labor work to build the levee surrounding the Delta. If we move forward with this project, there will be heavy truck traffic to all of the major construction sites competing on
the I5 Highway corridor. And right now, 30,000 people commute from Stockton to Sacramento, and 40 K and more to the Bay area. Where are the regional traffic studies? This will increase air pollution impacts on urban and rural communities like my home in Stockton. It's a domino effect on our air quality -- it's a domino effect on our quality of life from policies put into place. It's like we're experiencing historic amnesia for our communities like what happened with the cross town freeway. A lot of our communities I work with is new to environmental justice. And that's because environmental justice unfortunately, it is not a concern on them. Our communities are already suffering, and we're more worried about surviving and living day to day. How much more pollution are we expected to live with? A no tunnel alternative would be best for our community. Thank you.
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a no tunnel alternative.

PROGRAM MANAGER: Thank you.

Mr. McGraw.

Hello, everybody. My name is James McGraw. First, I would like to ask you two to put a smile across your guys's faces. You've been frowning almost this whole night. Secondly, you're going a great job typing. No one has said anything about that. Now I'm going to start off with a pro and the cons list. Now, the pro of the tunnels: Los Angeles gets water. That's it. That's all I've seen, really.

Now, let's talk about the cons. Because, really, I had something written down, but I can't really do that. I don't want that. Anyways, what I've looked at and I've been hearing all around everybody is everybody is saying not to build these tunnels. Yet, like other people are mentioning, you guys have it set in your heads that oh, we're
building the tunnels. We're going to hold this little thing to look like we're doing something. Record it as proof and evidence that we did something. But we're still going to pass this because we're the government.

But besides from that, I'm looking at the cons. You're killing tons and tons of animals and fish that you may not consider animals, like others have said. You're destroying so much land. Water that used to be okay, but because of actions of you guys, it's no longer -- you can't even swim in it without, you know, seeing mutated fish or something like that. But I don't know. I'm kind of up here disappointed. Because you guys, you still frown me. But this entire time, I just notice you guys don't care. And the entire time, you're taking all of this documented information and you're making this big old scene like you guys care.
But, really, you're not going to do anything.

I've lived on the Delta for seven years and just turned eighteen. But I've seen enough out there to know that you guys just don't care about it. The people that dump stuff over there on eight-mile road all the time, nothing is ever done about that. And whenever something goes wrong out there and we have to call the police or we have to get the fire department, no one comes out because it takes so long.

The Delta has been neglected for a really, really long time. And I think you are guys are finally just trying to put the kid out of the house. That's all I have to say.

Thank you.

PROGRAM MANAGER: Thank you.

Ms. Baret.

And before you start, I'm going call the next group up. And I'm sorry if I can't read the last name. Is it...
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REPORTED BY: MARY GONZALEZ CORBITT, CSR NO. 6696
FILE NO.: AE014C7

Public Meeting
February 13, 2020
Mariah Looney, Barbara Barrigan
Parilla and Sal Jobreck.

Sorry if I'm mispronouncing.

Go.

CHRIS NEUDECK: Good evening. My name is Chris Neudeck. I work with an engineering firm, Kjeldsen, Sinnock & Neudeck. And by way of the alignments, the two alignments being proposed, our firm represents many of those islands or what's known as reclamation districts and have been for the last sixty-plus years.

I've testified before the state board on the WaterFix and the issue of the impacts.

And tonight I'm only going to mention two areas that I think need be looked at as other alternatives.

As Mr. Nomellini stated, he was quite excited about the fact that you might be considering other alternatives, in particular, no project alternatives. So I'll will start with the no project alternative.
On item 16 in your questions and answers, you speak to nonstructural alternatives or one better said is no project alternatives.

I've worked in the Delta since the early '80's. And in the early '90s, the Department of Water Resources came to one of my clients, through what's known as the South Delta Improvement Program down in the west Delta. This was known as Reclamation District Number 800 Byron Tract, which is just north of the Clifton Court Forebay. And through that South Delta Improvement Program, there was a series of representations as to what they were going to do to improve conveyance to the forebay to get better conveyance and capacity. Meanwhile, at the end of that kind of ten-year period, they came to the reclamation district and said, you know, the real impact of pumping is the fish impacts. And they proposed a stream up on the north side of
Clifton Court Forebay that was going
to allow for sweeping flows and
taking care of the fish impact. So
I'd like to see that being brought
back in. It was dropped without any
real explanation. We worked very
seriously on negotiating the terms
and conditions of a right of entry
and so forth.
The second alternative I would like
to have looked at as well, if we're
talking about alternatives, two
alignments that are next to each
other really aren't alternatives.
They're still in the Delta. You've
taken that -- the purple one and
thrown it in as a discussion item.
What we really need to do is look
outside the Delta. Maybe look to the
west Delta. So I'd ask that be
considered as well.
The Delta is a very sensitive area,
and it's a very severe area when it
comes to impacts, and I seek to have
that done as well. Thank you.
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part of those promoting Delta conveyance to consider alternatives to conveyance for meeting the state's 21st Century water challenges. We hope you're serious about considering real alternatives to conveyance.

PROGRAM MANAGER: Before you start, I'm going to call the next three folks up. Margie Fries, James McCraw, and Elaine Baret.

Please proceed.

DAN NOMELLINI, JR: Dan Nomellini, Jr. I'm with the Central Water Agency. We will be preparing detailed comments, but I'm going to just wing it tonight. We are absolutely opposed to the preferred project. Under no circumstances will we tolerate that. I wanted to highlight some of the most disturbing things that I see. And the first is a predetermination. I believe you need to have your head -- your head has been in the sand if you think the decision has not already been made to build a
tunnel. And that's sad, because, as we all know, there's a lot of ways that reliability can be improved with the existing system, and that money can be used in a lot better places. So that's unfortunate. And as far as scoping comments, the game is to design the project objective so it rules out these other broader solutions, so I would urge you not to do that; but I know you're going to do that. The second thing I want to talk about, the most disturbing thing to me is the abandonment of maintaining Delta water quality. Right now, as you know, so long as the projects export water from Tracy, they need to keep the entire Delta fresh, because that's where they're pulling their water from. Once you build a physical facility that lets them take the water to north Delta, you've destroyed that common interest in keeping the Delta fresh, and we can't
allow that to happen. We're not
going to be able to legally control
how they operate that facility. So
the goal is to not allow them to
physically construct it. Now, this
has been our fear that once they
construct it, all of a sudden,
they're going to stop caring about
Delta levees; they're going to start
changing the water quality criteria.
They have the political power to do
that. We believe they will. So that
was our fear. But now, I believe
they're taking the gloves off and
they're coming out and saying, yes,
our plan is to abandon maintaining
Delta water quality in the wake of
sea level rise. So now they're
claiming with sea level rise, there's
going to be greater intrusion of
salinity, and their solution, as I
understand it, and I'm waiting to see
how much they admit it; but their
solution is not to release more fresh
water to keep the Delta fresh, which
half a century of laws and promises were made to ensure that they would. Instead, their plan is to take that water that we need to keep the Delta fresh and put it in the tunnel. And so that's devastating to our area. And for the scoping comments, I would request that you explain how not one drop of water will be exported with a tunnel that is needed to maintain adequate Delta water quality. And I would suggest that you include alternatives that will ensure that not one drop of water is exported that is needed to maintain adequate Delta water quality. Now, to us, that means you need non-tunnel alternatives, and a lot of them. Thank you.

PROGRAM MANAGER: Thank you.
Proceed.

MARJIE FRIES: I'm Margie Fries, representing the San Joaquin County Climate Action Coalition and the Peace and Justice Network. For decades of
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were large enough to accommodate, and based on histories of where people have come and participated in the meetings. So we tried to get a pretty broad representation.

We did receive comments that we are missing areas to the north. So we added that Redding meeting to try to address that concern.

For the environmental justice communities, specifically, we're really interested in trying to reach out to communities in ways that are easy for them, and we recognize that coming to scoping meetings isn't always easy for people.

So that's what the Ag Innovations folks are trying to figure out ways where we can go to their meetings or do things in a way that is as easy as possible for people to help make comments.

PROGRAM MANAGER: Other questions?

DANTE JOHN NOMELLINI, SR.: I'm Dante John Nomellini, Sr. Did I hear you correctly, that
you are going to consider
alternatives that don't include a
tunnel?

FACILITATOR: So at the moment, we're looking for
alternatives. So if you have a
preference about an alternative
specifically that doesn't include a
tunnel, please submit that as part of
your scoping comments.

PROGRAM MANAGER: Other questions?

DAVID FRIES: Thank you. My name is Dave Fries.
I'm with San Joaquin Audubon. I know
in the WaterFix scenario, Governor
Brown set it up so that there would
be no public money, only rate payer
money to pay for the project.
Therefore, there would be no
statewide vote.
Is this project set up the same way?

FACILITATOR: This is a beneficiary project, so
those that receive the water would
pay for it.

DAVID FRIES: So Metropolitan Water is paying for
your salary now; is that right?

FACILITATOR: So right now, that is being paid for
Thank you very much. Dante John Nomellini again. This is almost 51 years that I've been dealing with the same subject going through at least three diversions of these types of meetings and hearings. The Delta project that's proposed will clearly destroy the Delta. There's no question about it. We cannot sustain ten years of a construction project. Wildlife is going to be totally devastated by the activity. Our farming and the traffic is going to be terrible. And, of course, the worst thing would be to take too much water out of the Delta.

The projects have been operating for 70 years, running water through the channels of the Delta. The problem has developed to try and take more
water than the system can provide. And the law is clear, that the areas of origin are entitled to recapture the water from the projects as demand develops. So the water supply available to the projects is going to diminish over time.

This is a huge expenditure and money for almost no benefit. And the problems of the state are far greater. This is like the last fix for a drug addict to have thinking that they're going to be able to get a lot of drugs later.

There needs to be a major difference in approach. The fact that you guys are actually conceding that this is not a predetermined tunnel project, that you're going to look at alternatives, that's a major step in the right direction.

And what we need to do is do what we can in the interim to get more water out of the Delta. But the projects are at least five million acre feet
short by reason of a failure to
develop north coast watershed water.
So we've got five million acre feet
of shortage and we've got the San
Luis project that adds on top of it.
So the problem in this state is going
to have to be addressed in a real way
to look at demand and reducing demand
on other resources. And the areas
that are importing water are going to
have to get self-sufficient. It's
not going to be available. We will
try and help on a solution. We'll
submit written comments. But by no
means, would we ever accept an
isolated facility such as a tunnel.
Thank you.

PROGRAM MANAGER: Thank you.

Before you start, I'll call the next
three up. David Fries, Jane Wagner
Tyack, and Dan Nomelini, Jr.
Please proceed.

JULIA RAPOZA: My name is Julia Rapoza. I'm a
substitute teacher. And this month
I'm wearing the hat of earth science
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in the sacred sky. It will be too late to try, when you're on the wrong side. Now's the time to turn the tide. Now's the time to turn the tide.

PROGRAM MANAGER: If you can hand over the mic, that will be great. Thank you.

Kathleen? Kathleen? No Kathleen Gapusan? Okay. Kathleen changes her mind. I will leave that over there.

The next three are Darvis Waiters, Anthony Orosco, and Miniya Brisbane. You can come up.

I'm just trying to keep track of time here.

DARIUS WAITERS: I just wanted to share my thoughts on the tunnels with a little poem I wrote:

"And yet again, the Delta and its people have been overlooked, disregarded, stepped upon from people that don't even care to know who they're stealing from. Tunnels take so much from my community. Youth from schools and
the prisons, fathers into jails are
familiar resources and welfare, our
hope for a brighter future.
And now the water right from the tips
of our tongue, minority cultures have
always been parched.
Why do you think we learned to rain
dance?
Why do you think our throats are
cracked and dry screaming for equity
and the right to be heard?
Do the greedy possess no ears, no
hearts?
When you pollute the environment the
people live in, you pollute the
people in the environment.
When you pollute the ground from
under the community, the community is
devastated.
Are you aware of the reparations?
Do you even care?
Do you think we don't see your
thirst?
You can ignore the science, but you
cannot ignore us. We are not fools.
We know a parched tongue when we see one. We know a dry mouth when we see one.
If you take our water, you take us with you.
You should fear the bloods that Stocktonians know how to make.
If it's water you wish for, then I offer you the sweat and tears of our humble struggling city.
You will drown in our protest, be taken by the wave of our beating hearts.
What is your thirst and greed to a community that will fight for the only thing that it has left?"

PROGRAM MANAGER: Thank you.

ANTHONY OROSCO: My name is Anthony Orosc. And like him, I'm just going to do a poem:
"I've been a south Stockton native for 22 years. Fought past the city's limits of care. I'm from the darkness beyond the cross town. To put it simply, I can't breathe. Asthmatic lung struggles fighting
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more folks. And there's people in
the room who want to ensure that
young people and families that aren't
represented in this room today are
here at this conversation.

PROGRAM MANAGER: Thank you very much.

MARGO PRAUS: My name is Margo Praus. And I'm
here, I'm a member of the Sierra
Club, and I came with their email in
mind, as well as Restore the Delta.
I really appreciate the speakers'
comments about the irreparable damage
you're doing.
For years, California has had a long
history of redistributing water in
the valley. Our waterways and our
groundwater have been heavily
impacted. And we see this constant
like surface water that has been over
allocated. Doesn't matter what the
voluntary agreement says. It's been
over allocated, and groundwater has
been depleted.
The valley always seem to be on the
end of receiving the leftovers, the
throwaways. And the disadvantaged communities in the valley often do not have a voice. They do not deserve to be harmed more and more. And, yet, that's what seems to be occurring.

One of your primary rationals listed is sea level rise. It's an interesting image that we're worried about the sea level rise and how it will affect the pumping station. But we're not really addressing how it will affect our valley and our low lying areas. It needs to be addressed. And I know that's not in your scope, but it ought to be part of the whole picture.

And one of the stated purposes is to minimize the disruption of water delivery south of the Delta that might result from a major earthquake that might cause breaching of Delta levees and the inundation of brackish water into the area of the pumping plants. None of us wants to see our
levees break. Will the EIR address any levee structures, what's needed to support them?
The tunnel will divert up to two-thirds of the fresh water flowing into the Delta from the Sacramento River. That will have a huge impact on Delta water quality. This is our neighborhood. The EIR should assess all the water areas and determine protections that would be necessary for all resources. We will be impacted. The EIR should do its analysis of the economic and environmental cost and benefits of the single tunnel project. But, most importantly, include a no tunnel alternative as well; and perhaps give some thought to a desalination project or two or three for California. We do have an extensive coastline.

PROGRAM MANAGER: Thank you.

I will call the next three folks up, if you can make yourselves ready.
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We are also not -- I should have mentioned this before. I had a question at another meeting about taking somebody else's time, like can I have my wife's time? And that would be a total of six minutes. And we're just not going to do it that way. Everybody gets their own three minutes, and we'll try to get through as much as we can. So with that, Annie is sitting right here in the front, and she has the microphone. I will call you up for your comments. But for this question part, if you just stand up in the middle, and Annie will give you the microphone, and we'll do the questions that way. So does anybody have any questions? Annie, right next to you.

**JULIA RAPOZA:** Hi, my name is Julia Rapoza, and I am with Sustainable Stockton. And I wanted to know what other sources of water have you considered besides the Delta?
FACILITATOR: So that sounds a little bit like a suggestion for alternatives to me. We really are looking for ideas of other suggestions. So if there are places and things that you think we should consider, we would really encourage you to submit those in your scoping comments.

JULIA RAPOZA: I take it, that means, you don't have any other ideas?

FACILITATOR: Well, what we've put out is a proposed project that identifies the project that is the basis for analysis. And we're looking for other ideas, so we are collecting. We may add to those based on our own technical understanding; but right now, we're looking at a proposed project.

AUDIENCE MEMBER: Can we have people hold the mic a little closer to the mouth on both of them?

PROGRAM MANAGER: Yeah, so if you have a question, maybe, Barbara, just come up, stand up and come up. And then hold the
short by reason of a failure to develop north coast watershed water. So we've got five million acre feet of shortage and we've got the San Luis project that adds on top of it. So the problem in this state is going to have to be addressed in a real way to look at demand and reducing demand on other resources. And the areas that are importing water are going to have to get self-sufficient. It's not going to be available. We will try and help on a solution. We'll submit written comments. But by no means, would we ever accept an isolated facility such as a tunnel.

Thank you.

PROGRAM MANAGER: Thank you.

Before you start, I'll call the next three up. David Fries, Jane Wagner Tyack, and Dan Nomelini, Jr.

Please proceed.

My name is Julia Rapoza. I'm a substitute teacher. And this month I'm wearing the hat of earth science
teacher, so I'm doing a lot of rapid
learning about the environment, a lot
of things I didn't know about before.
And I must say, you're facing a
terrible dilemma. I would not want
to be in your shoes. You're looking
at the needs of a massive population
of Los Angeles and downward from us,
and then you're looking at the
smaller population, and you're saying
the needs of the greater number or
the needs of the few. But you might
be mislooking at the project.
One of the things that I learned this
week in one of the documentaries
I watched was about -- called
the -- it's called, "The Gateway to
the Underworld in the Permafrost."
It started with a simple project in
the 1960's. They were just going to
build a road through the permafrost.
They cut a few trees down. But that
triggered an effect, an unanticipated
effect that they didn't expect, that
the permafrost was going to start
melting beneath it. And then more
and more trees just kept caving in
and caving in until they had this
massive, massive and ever growing
crater. You're going to create a
legacy that you will not see the end
of. You won't live to the time that
you find out what your legacy is.
But the impact will -- we're all
mortal. I'm mortal; you're mortal.
And I've only recently come to the
conclusion that the earth is mortal
too. The question is will the
consequences of what you do make the
earth half an extra ten years, an
extra 20 years or less a hundred
years or a fewer thousand years? Our
ecosystems are delicate. Our
ecosystems are fragile. The Delta is
where migrating birds from all over
the world come. The more you meddle
with the Delta, the more you meddle
with the ecosystems of the entire
planet, because it's a migratory
place for birds, for fish. This week
I was learning about the salmon. Each salmon lays 4,000 eggs. Do you know how many salmon return each year to spawn? Two. No, two. Two out of 4,000 eggs. What do you think is going to happen in our Sacramento River, your Sacramento River, when you start dredging up silt and soils? Maybe you're a vegan already. Maybe you don't eat salmon, so maybe you think they don't matter. What about the bears? What about the forest? Oh, yeah, I forgot about that. When the salmon die, they fertilize the forest. So if we're having all of these wild fires and the salmon aren't returning to fertilize our forest, what will happen? This is your forest. This is your Delta. This is not us against Los Angeles. This is for you. And when you disrupt an ecosystem, it does not recover. This is your legacy. Have the courage, have the courage to say no. I know if you are in a terrible
dilemma and you care about those people down south. They will find a way. There are hundreds of billions of people that within 30 years will be displaced all over the world. Maybe Los Angeles was not the place to settle in the place--

PROGRAM MANAGER: --thank for your comments.

DAVID FRIES: Thank you. My name is David Fries. I'm the Conservation Chair for the San Joaquin Audubon Society. And the Audubon Society submits the following concerns relative to construction of a single tunnel water conveyance structure through the heart of our Sacramento San Joaquin Delta.

First of all, there needs to be protection for all the bird species there. The project proponents cannot rely on the California Natural Diversity Database to determine whether species are present. Thorough surveys must be done before the project design is determined and the EIR is written, so that the
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BARBARA BARRIGAN PARILLA: Thank you for coming to Stockton. Thank you for the series of meetings you've done. You had the map up, figure two of the NOP. The project runs from Trinity County to the Mexican border. If that's the total impacted area of the project, I am curious why there isn't a scoping meeting in Trinity, because it takes two to three hours to get from Trinity County to Redding. Why isn't there a scoping meeting in San Diego where you have rate payers paying the highest rates of water in the state? And why weren't there scoping meetings for East L.A., Compton, South Central L.A., Maywood, Downey and Paramount, are other environmental justice brothers and sisters in California.

FACILITATOR: So we selected scoping meetings based on locations where people expressed interest in having a scoping meeting, based on availability of spaces that
were large enough to accommodate, and based on histories of where people have come and participated in the meetings. So we tried to get a pretty broad representation. We did receive comments that we are missing areas to the north. So we added that Redding meeting to try to address that concern. For the environmental justice communities, specifically, we're really interested in trying to reach out to communities in ways that are easy for them, and we recognize that coming to scoping meetings isn't always easy for people. So that's what the Ag Innovations folks are trying to figure out ways where we can go to their meetings or do things in a way that is as easy as possible for people to help make comments.

PROGRAM MANAGER: Other questions?

DANTE JOHN NEMELINNI, SR.: I'm Dante John Nomellini, Sr. Did I hear you correctly, that
their right to recreation guaranteed under the California Constitution.

If the state insists on the project, there must be equity for Stockton that includes improvement in air pollution and water quality, not just minimum mitigation. Because our people are already starting at an environmental and economic disadvantage. And we're almost the worse in the state.

There must be a commitment that is planned now to protect drinking water supply and improve surface water quality conditions for access to recreation for environmental justice communities. But it's questionable that any amount spent will mitigate the impacts on public health and a sustainable economically -- sorry. I'm just going to end it there.

Thank you.

BARBARA BARRIGAN PARILLA: Barbara Barrigan Parilla, Restoring the Delta. I'm really happy that my mentor, Dante
Nomellini, Sr., asked the question about alternatives. And in your answer, you talked that you were looking for additional alternatives rather than this project. That's what the Governor's Water Resilience Portfolio was supposed to cover, but it didn't. Comments for loading water projects to create regional sustainability through other regions of California were ignored. The science from the state's fourth climate change assessment was ignored. And so now you're saying that you're looking for other solutions via this process. We're totally confused. The fourth climate change assessment shows that there is going to be extended periods of drought that will impact water quality. You're proposing a project that cannot be operated during extreme flood. You're building it to a
two-hundred-year flood plane
standard. But you have not completed
full analysis on the Sacramento River
side and taking a look at elevations
on Delta lands, on what the total
flood impact could be during high
water events and the storm surge and
with sea level rise. So we're
disturbed because climate change is
continuously used as the reason for
the project, but you are not going
depth enough. You're not doubling
down. You're not looking at the
science to get to the real solutions.
As far as impacts, we really insist
from this community that the analysis
has to be at a cumulative impact in
relation to urban populations on air
quality in relation to disturbed peat
soils for construction, diesel
emissions for small trucks, traffic,
emissions from concrete batch sites,
real traffic and barging.
It can't be separated. It has to be
put together. We have to see what
the cumulative impacts are.
This community must see an in-depth
analysis of potential for increased
algal blooms as a result of changes
in hydrology for construction and
operations.
We at Restore the Delta oppose the
project. We do not believe that you
can't mitigate all the negative
consequences.
But I will stress what my friends and
colleagues have said here. The
community, if you are going to do
this, should be made better. And I
don't think you can do it. But you
can't start by leaving it behind.

PROGRAM MANAGER: Thank you.

Our next three. Earl Jones, Jack
Saunders, and Clarence Kooi.

SAL JOBRACK: Hello, my name is Sal Jobrack. I'm a
Stockton City Council Member. So I'm
one of those people that's a policy
maker that's connected to this. I'm
not a water expert, but my whole
life, I've lived here in Stockton on
PROGRAM MANAGER: Thank you.

MARIAH LOONEY: Hello, again. My name is Mariah Looney, and I'm the Campaign Coordinator for Restore the Delta. First of all, I'd like to thank you all for coming to Stockton. I'm a born-and-raised Stocktonian, and my family has been here a long time. I grew up in east Stockton and spent most of my childhood in Gianonni Park, which is located in the zip code 95205.

For those of you unfamiliar with Stockton, CalEnviroscreen shows that this zip code is in the ninety-fifth percentile for degraded environmental conditions. Unfortunately, this is not an uncommon statistic for Stockton environmental justice communities. Most neighborhoods in south of east Stockton share these degraded environmental conditions. According to the 2018 report on the Status of Women in Stockton done by Mayor Michael Tubb's office and other
community leaders, thirty-nine point six percent of the City of Stockton's population is under the age of twenty-five. Many young people in the Delta area will also often tell you that they don't want contact with the water, especially used in south and east Stockton. They can see the degradation of our rivers and sloughs for themselves. And they see our degraded waterways as a representation of how the world at large does not value them. There's also a great body of research that shows the link between degraded environmental conditions and the increase in the school prison pipeline. There are also 40,000 substance fissures in the Delta with a great number of these fissures residing in Stockton. Pollution will bioaccumulate, particularly mercury in fish populations during
construction. Residents from disadvantaged communities, however, will continue to catch and eat polluted fish, despite education efforts, because there are no other available and affordable food sources for them. The new eastern alignment released by the DCA relocating the Delta tunnel just a few miles east of the Port of Stockton and much closer to the entire city, the DCA plans to run barges, trains and trucks at full capacity from the port to the north Delta for construction. And while hundreds of trucks a day making new runs from the port is being sold as jobs, it can actually interfere with the commutes for thirty thousand residents who already drive daily to Sacramento, and push business away from downtown Stockton, which is in the kind of a revitalization period. Area residents will also be further cut off from access at waterways and
their right to recreation guaranteed under the California Constitution. If the state insists on the project, there must be equity for Stockton that includes improvement in air pollution and water quality, not just minimum mitigation. Because our people are already starting at an environmental and economic disadvantage. And we're almost the worse in the state. There must be a commitment that is planned now to protect drinking water supply and improve surface water quality conditions for access to recreation for environmental justice communities. But it's questionable that any amount spent will mitigate the impacts on public health and a sustainable economically -- sorry. I'm just going to end it there. Thank you.

BARBARA BARRIGAN PARILLA: Barbara Barrigan Parilla, Restoring the Delta. I'm really happy that my mentor, Dante
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FILE NO.: AE014C7
PROGRAM MANAGER: Thank you very much.

JAELYN SANIDAD: Hello, my name is Jaelyn Sanidad. I am Filipino, and I am only nineteen years old. I was born and raised in Stockton, and there is actually a lot about my city that I don't know. And one of the main reasons to blame is environmental injustice. I am speaking to you as a Stocktonian, a young woman and just a normal kid from the south side. The thing about children is that every kid has dreams of traveling to new places and making new adventures filled with green fields and blue waters. Except for that in today's society, a lot of our children have grown up too fast in order to fight for their lives. Zena Abdul Karu, (ph) eighteen years old, Muslim environmental activist; Amarianna Copeny, Little Ms. Flint, thirteen years old, black environmental activist; Minitsa Flaco, (ph) twenty-three years old, environmental activist of the Amazon
Rainforest, whoever said that we aren't here hasn't been paying attention. Our youth are ready to go. What we are doing by going forward with these projects is snatching away our children's dreams and hopes. The older generation may be the ones making the decisions now. But we need to remember that it is the youth and our future generation that will be the ones living in your consequences. Children are forced to grow up too fast in order to repair and fix problems that they never even created. But why is that? Just a few days ago, on February 12th, ABC News published a report revolving around Stockton and our opportunities offered to our children. Stockton was ranked among one of the worse places with opportunities for our youth. Reporters in the publication stated that there's a pattern with central valley metro areas and how they are the most very vulnerable to
poverty. With this project, wouldn't we just be further proving their point and deteriorating our children's lives? It would be a shame, and I would be disappointed -- disappointed for real if this project were to move forward. Environmental racism and injustice has made its dent in Stockton, our motherland, for far too long. I am not just a statistic to play with. We're here fighting for our lives. We are nature defending nature, and that's what it is.

GLORIA ALONSO: My name is Gloria Alonso, I am a nineteen-year-old woman, a Mexican woman immigrant. Coming from the south side of Stockton, I am here today as a community member to share my concerns regarding the impacts that the tunnel would have on the city that I call home. I am here to share with you, not the numbers, but to remind you that they impact historically marginalized
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and saltwater barrier.

CLARENCE KOOI: Thank you.

Mr. Saunders.

JACK SAUNDERS: Yes.

PROGRAM MANAGER: Okay.

JACK SAUNDERS: Thank you. And I am appreciative that you're here today. And I hope that this particular process will help you get to a conclusion that doesn't include a tunnel.

A little bit of history: We're talking about the San Joaquin River. Really, the San Joaquin River is -- river, in name only. The San Joaquin River actually runs south down the valley. And over the years, beginning in the Gold Rush, water has been diverted just about every place you can imagine. And in doing so, we've created a situation where we've become so dependent on water that we don't have, because we're in drought a third of the time, we've become to depend on it; and we've gotten into wars. And you're certainly all
familiar with the water wars that
have gone in in California. Well,
fortunately, the Delta has one of the
prime targets of all of those wars.
And we've allocated more water to
more people than exists or ever will
exist. And in doing so, we've
degraded the Delta tremendously. And
actually even thinking about draining
more water from the Delta is, in my
opinion, insanity; because there's no
more water to give you. There just
really isn't.
And, like I said, I'm happy to have
you here; but I'm a little bit
suspicious, especially since we went
through the WaterFix, which was a
fix, in my opinion. And I think that
we're going to be watching to see
what happens in this. And the person
who was up here before me or up here
a minute ago anyway, said that
probably you're not going to find a
very good reception here in this
area, because it's just happened to
us so many times. We've had to fight so many battles to maintain the water that should be flowing through the Delta. And we're constantly reading about people who are saying all of this water is going in -- wasted going out to the Delta into the ocean. Well, the fact is that's what makes our environment work. It is not working anywhere as near as well as it should because we're having chemicals spewed into the Delta. We're going to have more flowing down the San Joaquin River because of some policies that have been initiated that are going to harm the Delta even more. So continuing to take water out of the Delta is just a no-go for me. And I'm pretty sure it is for everybody else in this room, although I don't speak for everybody, obviously.

There are alternatives. And Restore the Delta has been in the forefront of bringing those to the attention of
individuals who are thinking about water. But they get ignored fairly quickly.
And, in my opinion. I'm tired of the grabs going on. When you look at where the water is going to go and why the water is being treated the way it is, it all has to do with money. And there are agencies that basically have to do what they're told to do to keep their jobs and so forth. And so there are farmers -- not farmers, but big ag, I guess I want to say, and developers who would really like to get their hands on this water.
What we know is there is some land that's going to be taken out of farming, and but they're still going to get the same amount of water. So what is going to happen is a great deal for them. They're going to be able to sell it at market price, and we're going to be subsidizing all of that.
Anyway, I'm glad you're here. We're going to be keeping an eye on you. And I hope it never happens. Thank you.

PROGRAM MANAGER: I'm going to call the next three.

Brandon Dawson, Dan Nomellini, and Julia Rapoza, if you can come up.

BRANDON DAWSON: Hello, Brandon Dawson, staff member for Sierra Club California, here on behalf of our half a million members statewide, many of them live in the Delta. Just here to urge you to consider a no tunnel alternative thoroughly. The proposed project unfortunately is currently being considered in a vacuum. There's a larger context though. The state currently has numerous regulatory programs to improve air quality and water quality in low income and disadvantaged communities, reduce the state's energy footprint and greenhouse gas emissions and reinvigorate California's diversity. But the
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We know the challenges we have with our levees, the threat of climate change, and the ever returning poisonous algae issue, none of which this proposal addresses yet.

And what do we have to say about the impact this proposal will have on our quality of air, which is already rated the fourth worse in our nation?

The story of Parasite is how South Korea is quickly becoming a class of two system -- or a two-class system. Let's fix this process so the end result, there's equity. Mediate, appoint a receiver, do whatever you have to do to make this equitable.

If you don't, our very own director will be making a movie about Stockton and the Delta region and how it's at the receiving end of California's new two-class system.

Thank you.

PROGRAM MANAGER: Thank you.

DAVID SCATENA: I'm Dave Scatena, and I belong to a number of organizations. And I want
to begin by saying that the conveyance and neither of the alignments are acceptable to me as a person who lives in this area. This tunnel will not create one additional drop of water. The science and the scientists tell us that this conveyance will cause issues with the Delta as well as San Francisco Bay.
The project is too disruptive to farming along the path, whichever one is chosen. If the tunnel is installed, I predict that the Delta protections will be pushed aside as the result of increased water shift south.
I am concerned about the effects of the construction, increased truck traffic throughout our area, the economic impact to our area, and the pollution of air and water.
I am also concerned that California taxpayers will end up paying the bill, which then causes us to
subsidize the water grabbers south of the pump.

The taxpayers should vote prior to a final decision to use taxpayer money.

Now, I also want to voice my concern about the algae blooms. They already occur, and construction will undoubtedly increase the frequency and magnitude which is destructive to the Delta.

Finally, my opinion is, is that the Delta Project is a boondoggle to ultimately drain the Delta.

I suggest that the money that is to be spent should be spent on projects that produce more water, like desalinization, water conservation effects, and the planting of less nut trees in our state.

Thank you.

PROGRAM MANAGER: I'm going to call the next three up: Jasmine D., Chris Neudeck, and Margo Praus, if you can get yourselves ready, and please proceed when you're ready.
Anyway, I'm glad you're here. We're going to be keeping an eye on you. And I hope it never happens. Thank you.

PROGRAM MANAGER: I'm going to call the next three. Brandon Dawson, Dan Nomellini, and Julia Rapoza, if you can come up.

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proposed project is antithetical to all of those programs. During imposed construction, this project, whether operated to take 3,000 cfs, 6,000 cfs, or 7500 cfs of desperately needed water from the Delta ecosystem and its residents will worsen the air and water quality for the communities, increase the state's energy footprint as it facilitates more Delta exports and decimate much of the state's biodiversity including among others, Sandhill cranes. So we ask that the EIR thoroughly consider a no tunnel alternative and the state's use of investment in local programs in Southern California and all over the state that reduce measures that take away water from the Delta, as well as state investment in restoring existing Delta levees and infrastructure. Whether or not the tunnel gets built, those projects do need to get done for the safety of the Delta
communities and the ecosystem. Thank you.

PROGRAM MANAGER: Thank you.

Mr. Nomellini.

DANTE JOHN NOMELLINI, SR.: Thank you very much. Dante John Nomellini again. This is almost 51 years that I've been dealing with the same subject going through at least three diversions of these types of meetings and hearings.

The Delta project that's proposed will clearly destroy the Delta. There's no question about it. We cannot sustain ten years of a construction project. Wildlife is going to be totally devastated by the activity. Our farming and the traffic is going to be terrible. And, of course, the worst thing would be to take too much water out of the Delta.

The projects have been operating for 70 years, running water through the channels of the Delta. The problem has developed to try and take more
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