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
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 where 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.

NICHOLAS HATTEN: So hello, I'm Nicholas Hatten. I'm
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
habitats -- so that full cost and extent of destruction and/or disruption of the birds species and the habitats on which they are dependent for their survival can be evaluated, and they can be avoided, and they have to be mitigated before construction can start. This is especially necessary for all species that are endangered, protected, and are listed as species of special concern. And there's a number of them in the Delta.

Humans have the right under the Public Trust Doctrine to observe and enjoy wildlife and natural beauty of the Delta. The wildlife habitat is a recognized beneficiary used under the Bay Delta Water Quality Control Plan. Access and quality of individual use of the Delta for fishing, boating, birdwatching, hiking, photography, or just watching a sunset is guaranteed. This must include impacts on travel by road or by water caused by truck
and barge traffic or other disruptions caused by construction and operation activities related to the project. Impacts by climate change must be considered at least to the year 2100. To avoid dissemination of endangered species and threatened bird population, mitigation for lost habitat must be completed and proven effective before construction can start. Birds that have their habitat taken away can't wait ten years for the new habitat to be constructed.

A couple of more quick things. The Delta Reform Act mandates that flow criteria for survival of the Delta must be determined before the water board approves potential operation of a new conveyance system. The Delta format also mandates the best available science be used in the design and operation of a conveyance project. Monitoring programs must be established and functional before
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
SAN JOAQUIN COUNCIL OF GOVERNMENTS

PUBLIC MEETING
STOCKTON, CALIFORNIA
THURSDAY, FEBRUARY 13, 2020

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REPORTED BY: MARY GONZALEZ CORBITT, CSR NO. 6696
FILE NO.: AE014C7
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
environmental justice advocacy has confirmed the gross inequality between project proponents who always have vested interest in the common good. So here we go again. It seems just yesterday, that the stewardship council confirmed the twin tunnel project was not feasible without essentially destroying the Delta. One tunnel now proposed does not lessen the destruction by half, nor improve an already degraded Delta. I believe free access to clean drinking water is a human right throughout the world, let alone California, the fifth largest world economy. I know that tunneling through the resiliency of the Delta will not ensure that right for Californians. Meanwhile, the last century, the San Joaquin–Sacramento Delta Estuary has not benefited from California Public Trust Law, which states its role in protecting navigable waters and waterfronts for the purposes of
public use and enjoyment, such as commerce, navigation, fisheries, recreation and preservation. Tonight, as we meet in Stockton, the San Joaquin River ends, just maybe a mile down Weber Avenue. The beautiful and historic San Joaquin water reaches into our downtown. But I urge you not to jump in it on a summer day. It's highly polluted. Unfortunately, we cannot offer our kids and families inexpensive swimming and boating and exploring fun in the downtown waterways. They could get sick, even die from exposure to green algae. Sucking the purest snow melt out of the Sacramento River before reaching the Delta and tunneling it south has no benefit to the Delta at our front door. We believe a priority of the Governor and the State of California is to protect public trust resources. The San Francisco Bay Delta and estuary is that resource. We support
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| JAMES 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
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FILE NO.: AE014C7
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
conveyance, that state water project is delivered by state and federal agencies to more than 27 million Californians and three million acres of farmland. And, you know, one thing I would state, the state water project on its website actually says seventy percent of the water will go to urban use and thirty percent of it goes to agricultural use. That's seventy percent of urban use. The people who really advocate for it down in the Metropolitan Water District are, of course, housing developers in the Imperial valley. So the urban communities and desert agricultural businesses that rely on the state water project, I argue will not in fact become more resilient through this project. They become more dependent on Delta water. And the construction and operation of this project to prop up these unsustainable businesses and
developments in the Southern part of the state will lead to the release of tens of thousands of acre feet of peat dirt into Delta air. The barrage of Delta communities with drilling sound and the decline of local water quality which, of course, the City of Stockton relies on, will also lead to the flooding of our roads with diesel trucks. The public health field has reached consensus that noise, water, and air pollution lead to cardiovascular and cognitive health problems, as well as poor academic performance in students. And so this project, which will only benefit agricultural firms in the desert and developers in Los Angeles, would cause irreparable harm to our communities. And the 14th Amendment of the Constitution states that no state shall make or enforce a law that will deny any person within its
jurisdiction the equal protection of the law.

So I conclude that I can only state that this project will be a severe miscarriage of justice as understood by both the law of the land and the moral essence of our democracy.

Thank you.

PROGRAM MANAGER: Thank you very much. We are almost at eight o'clock. I've run out of cards. Did I miss anyone that wanted to make a comment that hasn't made a comment?

Okay. I want to thank you all very much for coming out tonight, for your thoughtful and very creative comments, much appreciated.

Thank you for being here. Goodnight. (Meeting adjourned at 7:55 p.m.)
SAN JOAQUIN COUNCIL OF GOVERNMENTS

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STOCKTON, CALIFORNIA

THURSDAY, FEBRUARY 13, 2020

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FILE NO.: AE014C7
MARTHA VALDEZ: I'm not a very good public speaker, and so when I get nervous, I start speaking really fast. So please have some patience with me.

My experience with climate change and all that B.S. that the government uses to put taxes and regulation on us is just that.

There are just as many scientists that are against climate change that are for climate change. But this government that we are -- that's in control of California uses it to regulate us and take control of our waterways.

Gov- -- or, sorry, President Trump has water going through federal land in Southern California that is in aquifers going underneath the desert and going right out into the ocean.

He offered that to Gavin Newsom. And Gavin Newsom just politely -- actually, not politely, just scoffed at it and just said no.

The devastation that you are going to
cause to the Delta is going to be unreparable, [sic] and the fact that they made it that the people buying the water are the only ones that are going to vote for it or pay for it, isn't that convenient that the whole State of California is going to be impacted by no more Delta, and they don't even get a chance to vote on it? This is a travesty. You are going to cause irreparable damage. I was driving down the Delta last year, and I was stuck in traffic, because it is a traffic problem. And something caught my eye out of -- just out of the corner of my eye. And there were baby otters jumping up and down. It was one of the greatest things I've ever seen. Do you know nobody will ever see that again? How dare you try to take our water and ruin our Delta? And I am so opposed to any of this, and I will fight you all the way.
SAN JOAQUIN COUNCIL OF GOVERNMENTS

PUBLIC MEETING

STOCKTON, CALIFORNIA

THURSDAY, FEBRUARY 13, 2020

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REPORTED BY: MARY GONZALEZ CORBITT, CSR NO. 6696

FILE NO.: AE014C7
The attached comments are directed to the attention of Ms. Renee Rodriguez, California Department of Water Resources, Sacramento, CA. Please confirm receipt to the sender and signers, Trygve Sletteland, Mark Rockwell, and Jonas Minton. Thank you.
March 20, 2020

Attn: Renee Rodriguez, California Department of Water Resources, Sacramento, CA

Subject: Delta Conveyance Scoping Comments
emailed to: DeltaConveyanceScoping@water.ca.gov

Thank you for the opportunity to provide these Delta conveyance scoping comments.

The Delta Tunnel Environmental Impact Report (EIR) must consider the following points:

1. The EIR must analyze the considerable impacts to California’s salmon people, who include salmon dependent Native American Tribes and coastal fishing communities.
2. The EIR must analyze alternatives that would increase California Delta outflow and reduce water exports as compared to current conditions in the Delta. Specifically, the EIR must examine a “no tunnel” alternative.
3. The EIR must analyze the impacts to watershed source waters and their reservoir storage, including the Trinity, Klamath, Sacramento, Feather, Yuba, American, and San Joaquin rivers. Water quality impacts from any increased diversions must be included in this analysis.
4. The EIR must analyze the cumulative impacts of the Delta Tunnel with the new Trump Administration Biological Opinions for the Trump Water Plan, the long-term operations of the State Water Project (SWP), the Shasta Dam raise project, and the proposed Sites Reservoir project. Would these new projects and rules be used to fill the tunnels?
5. The EIR must analyze water conservation, efficiency, and additional demand reduction measures that would be less environmentally harmful, more economical, and achieve the same water supply reliability goals and targets.
6. The EIR must analyze the tunnel’s consistency with the Delta Reform Act’s policy of reduced reliance on the Delta.
7. The EIR must adequately analyze the effectiveness of proposed mitigation and conservation measures over the term of the tunnel project, and include mitigations and protections for every impacted watershed.
8. The EIR must analyze the economic costs and benefits of the single tunnel project, as well as those of a “no tunnel” alternative and investment in water conservation and efficiency improvements to meet water supply needs.
9. The EIR must analyze the tunnel’s cumulative impacts, with particular focus on:
   • water quality, including effects of increases in salinity, toxic hot spots, pesticides, mercury, and other pollutant discharge that will not be flushed due to lack of freshwater in the Delta;
   • biological resources, especially all endangered aquatic species that may be impacted by the SWP--Sacramento River winter, spring & late fall-run Chinook salmon; Delta smelt and green sturgeon--as well as species in upland habitats that may be affected by the project.
   • Impacts of various possible tunnel alignments
   • Impacts incurred during construction of the tunnel; and
   • global climate change impacts.

(more)
Sincerely,

Dr. Mark Rockwell, D.C.
President & VP Conservation
Northern Calif. Council, Fly Fishers International
mrockwell1945@gmail.com

Jonas Minton
Senior Water Policy Advisor
Planning and Conservation League
jminton@pcl.org

Trygve Sletteland, M.A.
Founder & Executive Director, Sacramento River Council
(merged with Sacramento River Preservation Trust in 1996)
tbsletteland@gmail.com
Dear Ms. Rodriguez:

I am reaching out on behalf the following organizations to provide the attached letters of support from our Boards. Please do not hesitate to reach out with any questions. Thank you for your time.

Sincerely,

Emily Gingras
PEAR Strategies
Sent Via Email: DeltaConveyanceScoping@water.ca.gov

March 18, 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 the South Bay Association of Chambers of Commerce (SBACC), 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,

John Heffernan  
SBACC Chair
Dear Ms. Rodriguez:

I am reaching out on behalf the following organizations to provide the attached letters of support from our Boards. Please do not hesitate to reach out with any questions. Thank you for your time.

Sincerely,

Emily Gingras
PEAR Strategies
March 18, 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 Redondo Beach Chamber of Commerce (RBCC) 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,

Dominik Knoll
President/CEO
Dear Ms. Rodriguez:

I am reaching out on behalf the following organizations to provide the attached letters of support from our Boards. Please do not hesitate to reach out with any questions. Thank you for your time.

Sincerely,

Emily Gingras
PEAR Strategies
March 18, 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 the Harbor Association of Industry & Commerce (HAIC), 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,

Henry Rogers  
Executive Director, HAIC
the alternatives? And they are out there. Emily Pappalardo talked about Dr. Pike's western intakes concept. That's a dam viable alternative, if you ask me. But nobody's looking at it. We've got the same darn thing we started out in the first place.

And it is wrong -- it is the absolutely wrong place to take the intakes. If you have a through-Delta system that lets the Delta do its job environmentally, agriculturally and recreationally, then you got the right concept. But this does none of that. It is detrimental to everybody involved that has any kind of economic stake in this Delta region and in this state. It is a bad, bad choice and concept. Thank you.

MS. BARBIERI: Thank you. Mr. Armstrong?

Daniel Armstrong?

MR. ARMSTRONG: My comment's gonna be pretty quick, so I don't think you need to start the timer for anything.

California Department of Water Resources, you're on the side of shame of history, basically, by going forward with this project.

AUDIENCE MEMBER: We can't hear you.

MR. ARMSTRONG: So you guys are on the side of shame of history if you go forward with this project. And that's nothing against you four people as the
employees of the Department of Water Resources. How is a
department that works alongside the Bureau of
Reclamation, that frequently dewater salmon reds in the
Feather River, the American River, how are you to be
trusted with something as far as one of the biggest
estuaries on the West Coast? How are you to be trusted
with any sort of environmental plan that's gonna be
helpful and beneficial to, like, the environment and
people in the future? It's astounding.

I agree with the people of Sutter Island more
than anything that you can go forward with this type of
project and there'll be tons and tons of resistance
against it in the form of meetings and everything like
this, and it's not gonna go away, and people won't stop
coming to these meetings. And you can put them on
Mondays, Monday nights, and schedule them like Department
of Fish and Wildlife does on Wednesdays at ten o'clock in
the morning, but people are still gonna show up, and
people are still gonna hold opposition against you
forever. And that's my lasting sentiment, is that you
really are on the wrong side of history if you go forward
with this. Thank you.

MS. BARBIERI: Thank you. And the last card, I
have at least, is Mark Goble.

MR. GOBLE: Hi. I'm Mark Goble. I'm just a
MONDAY, FEBRUARY 10, 2020

DELTA CONVEYANCE PROJECT:
SCOPING AND CEQA
PUBLIC HEARING

LOCATION OF HEARING:
Jean Harvie Community Center
14273 River Road
Walnut Grove, California 95690

REPORTED BY: BRIANNA RUDD, CSR NO. 13668

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APPEARANCES

JANET BARBIERI, Hearing Facilitator
CARRIE BUCKMAN, PowerPoint Presentation

Also Present:

MARCUS YEE, Department of Water Resources
BARBARA JONES, Department of Water Resources
KRISTINA REESE, Department of Water Resources
CONNOR BLOCK, Department of Water Resources
FRANCISCO ADAMA, Interpreter

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I don't see how that can be done. So thank you for your time.

MS. BARBIERI: Thank you.

MS. AVILA: Good evening. My name is Josephine Avila. I am the town manager of Locke.

The few little things that I just want to say, because everybody here has already spoken about all the things and all the reasons why we should not do this, but the other thing is, is that there are so many families in the Delta with children. The Delta is so safe for our kids out here. I know it sounds weird, but I feel the most at home, and I don't want my children to have to lose their homes just to have these tunnels put in -- or anybody else's. Thank you.

MS. BARBIERI: Mr. Neuharth, yeah, come up. And then...

MR. NEUHARTH: Good evening, and thank you for being here. My name is Tim Neuharth. I'm a local resident of the Delta and a farmer on Sutter Island, right next door to Brett Baker, as a matter of fact. So first of all, I want to thank this crowd for being here. This is the biggest group of people that I've seen, to date, that -- at least in my experience on this whole Delta tunnels thing. So thank you for being here, thank you for your interest, and keep it coming.
MONDAY, FEBRUARY 10, 2020

DELTA CONVEYANCE PROJECT:

SCOPING AND CEQA

PUBLIC HEARING

LOCATION OF HEARING:

Jean Harvie Community Center

14273 River Road

Walnut Grove, California 95690

REPORTED BY:  BRIANNA RUDD, CSR NO. 13668

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ABI FILE NO. AE014C6

Public Hearing
February 10, 2020
APPEARANCES

JANET BARBIERI, Hearing Facilitator
CARRIE BUCKMAN, PowerPoint Presentation

Also Present:

MARCUS YEE, Department of Water Resources
BARBARA JONES, Department of Water Resources
KRISTINA REESE, Department of Water Resources
CONNOR BLOCK, Department of Water Resources
FRANCISCO ADAMA, Interpreter

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Well, now I'd like to echo with James Motlow's comment today, which is about Congressman John Garamendi's leadership pickup plan, which is a -- taking water from the Deep Water Channel at the intake near Rio Vista, and this is the bridge of our essential corridor. And I think that plan is good because -- I think it is good because I think it will have much less impact on the environment, it's much less work, and it probably have a lot less -- it takes away a lot of caution that the people show here.

So I would sincerely like to have John Garamendi's Deep Water Channel plan to put on the stakeholder committee, and we can try to explore and study further. That's all.

MS. BARBIERI: Thank you. I'm just gonna call the next three folks up before you start. Josephine Avila, Tim Neuharth and Gregory Robinson for another turn. Please proceed.

MR. BAKER: I don't think I need the whole four minutes, so don't even bother starting the clock. My name's Brett Baker. I just came here tonight to share with you my perspective on the Delta and my plan. So today is my 36th birthday. And as you can see, I know how to party. So if you put that in perspective, I came online somewhere between SB 200 going
down and the Racanelli decision.

   And I'm just here today to wish you well with
your preparation of your documents, and I -- you know,
congratulations to you guys, and I'm glad you're here
earning your paycheck. I wouldn't want to be you. I
wouldn't trade places with you for all the money in the
world. But thank you for coming. You can get this
checked off the box, things to do. But what I suggest
you put on your list of things to do with -- before
deciding to go forward with this project -- or you've
already obviously decided.

   Before going with this project, you should
definitely conduct a water availability analysis. I
think you've heard time and time again -- you'll hear it
again. We have written comments. We're gonna submit all
this to you in written comments. In a legal analysis,
you're gonna have to change an awful lot of laws or
hoodwink an awful lot of judges to get by with the
current law, the way it's written.

   In my 36 years, I don't think there's ever been
a real open time or opportunity to actually discuss
alternatives. It's nice that you guys present
alternatives in your document, but I don't think that's
actually ever been a viable discussion. I don't think
there's ever been enough air in the room to have that
I studied fish biology in college. I used to think you could fix the fish. And I'm not old and dated yet, but I got over that. And then I used to think maybe you could fix the plumbing. And I worked for John, and I think that, you know, John's heart's in the right place. But it's not a plumbing issue. It's a policy issue. Our state's grown by leaps and bounds in my lifetime. I remember driving down I-5 and going to Disneyland as a five-year-old. It didn't look like it does today. So, I mean, it's a lie that our state can't grow, or won't grow, or wouldn't be able to grow -- or whatever argument you presented in the '80s -- without this facility, with this project.

So like I said, we're gonna submit all this in much more cogent, written comments. But I wish you well, and I wanted to leave you with my plan. I come from Sutter Island. My family is a sixth -- I was sixth-generation resident on Sutter Island, and I always refer to that as my little slice of heaven when I tell people where I come from.

So this is my plan from Sutter Island: Step No. 1, we're gonna fight you to build the canal; if, by act of God or Congress, you ever get built, Step No. 2 is to fight you to operate it; and Step No. 3 is to fight you
to tear it down. So thank you very much.

MS. BARBIERI: I have three more speakers.

Ms. Avila? Maybe she's changed her mind. Josephine Avila? Okay. We'll skip Ms. Avila. Mr. Neuharth? I thought I saw him, but I don't see him now. If anyone sees them in the hall, let them know. And then Mr. Robinson, I think you have one more thing you wanted to say.

MR. ROBINSON: So if the other two people come back, I'll yield the floor to them. I only talked for one minute before, kind of glossed over. It was too quick. So I'm gonna take another two minutes. I wanted to point out two things.

I love Walnut Grove. And I'm glad you're here. I hope you're listening. And please be considerate of the special needs students and what the impact of construction will be to them. The people whose retirement homes are here, they've got nowhere else to go. And I'm sensitive to the water skiers and the salmon fishers, but I feel I need to speak for those who don't have a voice, and that's the environment.

At the Cosumnes River Preserve, what we've done is taken cultivated farmland and restored it to natural habitat, and it is now home to over 250 bird species, over 40 fish species, and some 230 plant species. And I
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I'm also very concerned about the construction impacts for Delta communities and the urban Delta area. There will be heavy truck traffic to all major construction sites, competing on I-5 and Highway 4 and through major arteries. Right now 30,000 people commute from Stockton to Sacramento, and 40,000 people commute to the Bay Area. Where are the regional traffic studies? This will hurt and not help our local economies. And the few hundred jobs from tunnel construction will not offset this economic hit.

And it will also increase air pollution impacts. What will the air pollution impacts from construction be on rural communities especially, and urban communities near the port, which has -- southwest Stockton is now an AB 617-designated area by the State. They already have some of the worst air quality in the entire state, and this project is not gonna help that at all by putting 400 more trucks on the road. And I can't even imagine what that would do to urban -- or rural communities as well.

So that's all. Thank you.

MS. BARBIERI: Thank you very much. Mr. Barnes?

MR. BARNES: Good evening. It's great to see such a great turnout from representatives of our Delta citizenship here.

In any event, I was asked by Barbara Deaks,
who's owner and operator of B&W Resort and Marina just off the Mokelumne River at the Highway 12 bridge, and she asked me to be sure to attend and take some notes. And she expressed some thoughts, so I'll convey some of these to you. I'll be rather brief about it.

It's always easy to comment and criticize a project such as the scope as what you're offering here through the California Water Resources; it's a whole 'nother thing to come up with alternatives to such a project as you propose. One of them happens to be, there's an ongoing effort to tear down dams here in California, when in fact they should be built. And this would probably being a good time, outside of the weather patterns, to start building dam projects, mainly to offer resources, water resources to Southern California. If it wasn't for the fact that Southern California is in such a mix in this program, none of us would be here. But it seems like Southern California has a lot to say what Northern California does with their water.

The other thing is, I think many of you've seen the movie "Grease." You'll see that big ditch running through the center of LA. You know what that ditch is? That is part of the LA basin flood control logistic. And when they have a flood problem, all that excess water, instead of being put in a reservoir system, runs out to
the Pacific Ocean. They could somehow -- they can put
this water back into a reservoir system for their own
use.

And there's many other things that Southern
California could do in addition to the desalinization, as
someone mentioned earlier. I could go on and on, but I'm
sure others have comments along the same lines. But in
any event, I'm just offering some alternatives as to what
can be done here in California.

MS. BARBIERI: Thanks so much.

MR. VAN LOBEN SELS: My name is Russ van Loben
Sels.

I have several concerns on the Notice of
Preparation. The first one is, on page 3, there's an
assumption that the tunnel muck will be reusable tunnel
material. It's sort of like: Kazaam, we have tunnel
muck; now we have reusable tunnel material, without any
analysis. So I believe, in any environmental analysis,
you have to assume that this material will not be
reusable, will have to be stored, will have to be
treated. And until you even analyze it, I don't think
you can assume it's reusable tunnel material. So I
prefer that you call it "tunnel muck," which it really is
and not, RTM, "reasonable tunnel material."

Page 2, bullet 3 states that the purpose of
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significant pile-driving noise for years, negatively impacting Delta Elementary Charter School in Clarksburg, which has many Special Ed students who would be considered sensitive receptors and have very detrimental impacts to their education. Thank you.

MS. CASTON: Hi, my name is Susan Caston. I live right on River Road, about a mile north of Twin Cities Road.

And I know when California Fix was being discussed, they were talking about 400 additional trucks carrying heavy equipment and materials 24 hours a day, seven days a week, for ten years. Okay? The levee road in front of me right now is full of potholes. It's obviously disintegrating. The comments that were made by Mr. Stone, I agree with entirely. I think you're gonna have to come up with some other way of conveying because -- I mean, aside from the fact I won't be able to get out of my driveway, you know. The Waze program is now rerouting commuters off of Highway 5 onto 160 and River Road, so the traffic's already bananas -- technical word.

Anyway, so those are my comments. I'm really concerned about the quality of my life there. It's supposed to be my retirement home. I've put a lot of work and love into it. I'm concerned about the value of
it. I'm concerned about my well. You know, we're on well water. So I'm really scared. I'm very, very afraid about this. And I'm stressed out about it, and I worry about it all the time. So thank you.

MS. BARBIERI: Dr. Michael, before you start, I'm gonna call the next three speakers. I think this is Corie Hamer, Emily Pappalardo, and Robert Pope, if you could be prepared. Please proceed.

DR. MICHAEL: Thank you. My name is Dr. Jeff Michael. I'm the executive director for the Center for Business and Policy Research at the University of Pacific. Most of my comments here today, I'm gonna be reading back Department of Water Resources documents to you, because I know that is very important to you, on a project of such cost and importance, to proceed in this process following the highest professional standards. The first comment I have is how you're dealing with finance and how it is typically done in projects of extreme cost. Financial analysis and feasibility analysis is usually done in tandem with environmental analysis or preceding it. This is according to Department of Water Resources' own guidance as well as other sister agencies. It can be seen in virtually every major infrastructure planning process in California and around it.
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When you look at how you're going to study this EIR, it says we're using assumed operations. Operations are gonna be a huge impact to the Delta, so the only way to really control that is to control where the project goes. Because where it currently is, we have to trust that the State's not going to violate the North Delta Water Agency contract or -- and be consistent with current water rights. But we know that laws can change and contracts can be violated. So my suggestion is to put it down where there's a natural control, where it goes through the Delta, it serves all its purposes for the ecosystem, agriculture and the communities, and then you get water where you should last.

I would like to thank you for the comments today. Please fix the levees and save the Delta. Thank you.

MS. DALY: Thank you. Good evening. My name is Barbara Daly. I live and I work in the Delta. I live in Clarksburg, and I work out here in Walnut Grove. And I address you tonight, the people who work for the California Department of Water Resources, once again.

My first question is: Are you the same people I've addressed so many times over the past ten years on this subject of tunnels in the Delta? My neighbors are here, and they are the same neighbors. And
unfortunately, the message is the same. And if you are also the same people, why are we here tonight to speak to you again, and again, and again?

To frame my comments, I wanted to state that this is really important to figure out where this all began, with the state California legislature establishing the Delta Reform Act in 2009, which created the coequal goals of providing a more reliable water supply for California -- which is why we're here -- and protecting, restoring and enhancing the Delta ecosystem, which this will destroy. But the reformat also states -- and this has not been changed or altered since then -- that these coequal goals shall be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource and agricultural values of the Delta as an evolving place. When you described how you were doing this new one-tunnel, you left out those very important details.

I understand Governor Newsom is respectful of our past California governors and of their projects and decisions, all of them seeming to be of the same mind and character. I understand that he has a new team of people working on the water issues in California. What I do not understand is why he continues to perhaps avoid or overlook or ignore excellent information submitted in the
past about the tunnel project by so many of us who have been working to depend and protect the Delta, its estuary, its people, and century-old farms, its history from the Native Americans to the forty-niners and those who came up the Sacramento River, known as the Argonauts. It's our culture and the region as a whole.

We request that the National Historic Preservation Act, section 106 be conducted, as appropriate -- and very soon. A common mantra has been that one cannot take more water from a natural river and estuary and expect it to be resilient. The State of California cannot continue to mismanage the natural water flow and do right by all the people in the State of California. One cannot continue to only study a bad project for a reliable water supply for all of California and expect to find the best way to move forward and to create the best outcome for the estuary, for the Delta, and the people throughout California.

One tunnel is no better than two tunnels. It is a bad project. There's incorrect data being used. And we've been trying to get these messages across for ten years and more. Where are the studies on true viable alternatives, and where are they vetted? Why are you here with this monstrously bad plan again, determined to get your way, trample over this area, destroy the water
here, as the saltwater would encroach farther into the Delta with this project, and, as the past EIR/EIS stated, that the people in the Delta abandon their homes and buildings during the construction phase.

Please shelve this one and look at better alternatives that will solve the coequal goals presented to the state by the legislature in 2009. This project of single tunnel is not viable, no matter how much you dress it up. And I've listed here six reasons why. I think I'm gonna run out of time, so I won't list them. But the intakes in one tunnel do not protect and enhance the unique cultural, recreational, natural resource and agricultural values of the Delta. We request that you look at other ways, alternatives to one tunnel, to create a reliable water supply for all of California.

—MS. BARBIERI: Thank you.

MR. HSIA: Hi. My name is Douglas Hsia. I'm a resident of Walnut Grove on Grand Island. I'm also a committee member of the stakeholder engagement committee. Well, first of all, I'd like to share my favorable experience with the stakeholder committee. I mean, you guys do a good job, and you guys take a lot more seriously with us than I expected. And you give us enough great, in-depth explanations of the work in progress.
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MR. WALLACE: Thanks.

MS. BARBIERI: Next question.

MR. DAWSON: Good evening. Brian Dawson, policy counsel for Sierra Club California. I was wondering, is there a legally mandated timeline as to when you all are supposed to release both the scoping report and also the Draft EIR after the scoping period?

MS. BUCKMAN: No, there is not a legally mandated time.

MR. DAWSON: Thank you.

MS. ELIZABETH: I'm Mary Elizabeth. My question was also about the scoping summary report, the formulate, the project development report, and then the technical report. So there's going to be a number of associated technical reports. And I just wanted to make sure that all of those intermediary reports will be available to the public before the DEIR.

MS. BUCKMAN: So some of those reports are part of the Draft EIR, so they will be available with it. So the technical reports certainly will be part of the EIR. They're the direct information that feeds into it, and it's all the same piece of the analysis. So typically those become appendices to the Draft EIR, and so they wouldn't be -- we wouldn't be able to look through them preliminarily because they're not gonna be done yet until
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the Draft EIR is complete.

MS. ELIZABETH: Okay. But you're going to be basing the Draft EIR, the final text, on those technical documents. And folks that are trying to review these DEIRs, you know, they have, like, a lot of homework that they have to do to catch up to what you all have been doing, you know, for a year, year and a half. Thank you.

MS. BUCKMAN: I appreciate that. Thank you.

MS. DEWALT: My name is Max DeWalt, and I just have a question about the environmental review. I'm just looking at the topics that are included in that, and I wanted to know if that includes the impact on animal species, like birds, beavers, otters, turtles, things like that?

MR. YEE: Sure. So the document will include an analysis of terrestrial resources as well as aquatic resources.

AUDIENCE MEMBER: We can't hear you.

MR. YEE: Yeah. So the question was whether or not birds and other animals will be evaluated in the document. Yes, there'll be a terrestrial resources section as well as aquatic resources to cover the biology.

MS. DEWALT: Thank you.

MS. BARBIERI: Okay. Not seeing any other
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employees of the Department of Water Resources. How is a
department that works alongside the Bureau of
Reclamation, that frequently dewater[s] salmon reds in the
Feather River, the American River, how are you to be
trusted with something as far as one of the biggest
estuaries on the West Coast? How are you to be trusted
with any sort of environmental plan that's gonna be
helpful and beneficial to, like, the environment and
people in the future? It's astounding.

I agree with the people of Sutter Island more
than anything that you can go forward with this type of
project and there'll be tons and tons of resistance
against it in the form of meetings and everything like
this, and it's not gonna go away, and people won't stop
coming to these meetings. And you can put them on
Mondays, Monday nights, and schedule them like Department
of Fish and Wildlife does on Wednesdays at ten o'clock in
the morning, but people are still gonna show up, and
people are still gonna hold opposition against you
forever. And that's my lasting sentiment, is that you
really are on the wrong side of history if you go forward
with this. Thank you.

MS. BARBIERI: Thank you. And the last card, I
have at least, is Mark Goble.

MR. GOBLE: Hi. I'm Mark Goble. I'm just a
lover of the Delta. I don't live out here with y'all lucky folk. I'm a little bit west and a little bit south. But I did want to say you guys have a lot of guts for being here, and thank you for showing up and coming out when people can actually be here and taking comments.

I've been researching this project the last two weeks. And I love Google. You know, you can get a lot of information out of it. And this project seems to be a lot like the Water Fix. And then that other thing, back, you know, when I was in high school and dinosaurs roamed, was the Peripheral Canal. This doesn't seem to be much different.

And I was reading through some historical stuff and I saw something about the former employee of the Metropolitan Water District from Los Angeles there. He was the director of the Department of Water Resources -- and this is 1980-something -- and he was talking about the Peripheral. So this has been going on for 30 years basically, and it's the same plan.

I have two alternatives that I wanted to go through. One of the things that I was -- I was rubbing my eyes one night, and my lady friend came in, and she said, "Yeah, why does it have to be underground? Why not do a pipe?" I mean, I did mention that to a lady over here (indicating), and she said, "God, that would be
ugly." But do you have any idea how ugly this tunnel's
gonna be? I mean, the Delta will be gone.

I watched the videos on Metropolitan's website
there on the Delta Fix, and what they're gonna do every
four miles. They're gonna open a big crater and have
maintenance permanently. You're gonna destroy everything
here, going south. Why not just stick a pipe on top of
it? You can paint it pink if you want to and make it
look pretty and put flowers on it, but it'd be a hell of
a lot cheaper than $12 billion.

And does anybody else think it's kind of creepy
how much Metropolitan Water District has to do with you
guys and the water thing in general? I mean, they're,
like, everywhere.

It's a big pipe, leading to my last statement.
It's a really big pipe. It doesn't matter whether you
have two tunnels, four tunnels, one tunnel. You're gonna
destroy it by digging that out. If you're digging under
water and peat soil, you're gonna have to inject grout,
so you're gonna kill the groundwater with that. $12
billion doesn't cover it. That's 30 miles you guys are
gonna go. It's insanity. If you gotta do something, do
a pipe.

The other -- and the second and the last thing
I'm gonna say is, you have to -- if you really want an
alternative, you have to take the money away from selling water. You've got Resnick and Vidovich and all these guys down there making their billions on selling water. They're taking your water. They're taking your water rights, and they're selling it and making money. Until somebody can put a cap -- you have to put a cap on how much money they can make. Until you do that, you're always gonna be in deficit with water. Thank you very much.

MS. BARBIERI: Thank you. So I don't have any other speaker cards, unless anybody alerts me. I did want to acknowledge, just briefly, Supervisor Don Nottoli, thank you for coming out tonight. I apologize. Are there any other elected officials I should acknowledge? I think we did have someone here from Representative McNerney's office. I don't know if you're still here.

Okay. So if there aren't any other comments, we'll wrap the evening up. We'll stay if you have any questions. Thank you so much for coming out tonight. Good night.

(Whereupon the hearing concluded at 7:34 p.m.)
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recommend that you consider that in your alternatives.

Thank you.

MS. HAMER: Hi. My name is Corie Hamer. I want to thank you for coming to Walnut Grove. I particularly want to thank everybody here that came to a meeting tonight. I think this is awesome.

I have just a basic two comments. My first comment is, Mother Nature took millions of years to create this estuary; we can destroy it in ten years or less. So just be really, really careful and think about how many years it's going to take to restore it if we do mess it up with this tunnel project. It'll never come back. The estuary could never come back in any of our lifetimes if we destroy it. Now, that's my basic first comment.

My second comment is that I'm really worried about the fact that you only want to take water during high-water events. That's like saying I'm only gonna feed my family dinner when my boss gives me a bonus; the rest of the time, my family has to go hungry. They're not gonna be too happy about that. They're gonna be hungry all the time because I don't get bonuses all that often.

So what's to keep us from being forced to give more and more water that we don't have to Southern
California and the users down there? How can you just say oh it's only during high water events? Hey, they're gonna be hungry all the time. I really think that this is not a good plan. Thank you.

MR. POPE: Hello, my name is Robert Pope. I'm a resident of the Delta a little further south than Oakley. This project seems to me to be a disingenuous method of achieving just some of the stated -- the newest version of the stated water goals that we have. It does not seem to address at all the strengthening of the current levees. It -- the current exports already have a damaging effect on the ecosystem. It appears as though the new system would increase flows even more, further damaging, further increasing saltwater intrusion into the Delta ecosystem, harming salmon, the local communities, other impacted species. It appears the alignment of the tunnels, once we start shipping it south, is right through a heron breeding ground, according to the map. We already seem to have a problem with prioritizing, where one of the stated goals is to increase groundwater for drinking water purposes down in the Central Valley, and we already ship a ton of water down there that's being used by almonds and the Resnick empire. The -- let's see -- the planned tunnels -- or this whole system does not seem to impact where floods...
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here, as the saltwater would encroach farther into the Delta with this project, and, as the past EIR/EIS stated, that the people in the Delta abandon their homes and buildings during the construction phase.

Please shelve this one and look at better alternatives that will solve the coequal goals presented to the state by the legislature in 2009. This project of single tunnel is not viable, no matter how much you dress it up. And I've listed here six reasons why. I think I'm gonna run out of time, so I won't list them. But the intakes in one tunnel do not protect and enhance the unique cultural, recreational, natural resource and agricultural values of the Delta. We request that you look at other ways, alternatives to one tunnel, to create a reliable water supply for all of California.

MS. BARBIERI: Thank you.

MR. HSIA: Hi. My name is Douglas Hsia. I'm a resident of Walnut Grove on Grand Island. I'm also a committee member of the stakeholder engagement committee.

Well, first of all, I'd like to share my favorable experience with the stakeholder committee. I mean, you guys do a good job, and you guys take a lot more seriously with us than I expected. And you give us enough great, in-depth explanations of the work in progress.
Well, now I'd like to echo with James Motlow's comment today, which is about Congressman John Garamendi's leadership pickup plan, which is a -- taking water from the Deep Water Channel at the intake near Rio Vista, and this is the bridge of our essential corridor. And I think that plan is good because -- I think it is good because I think it will have much less impact on the environment, it's much less work, and it probably have a lot less -- it takes away a lot of caution that the people show here.

So I would sincerely like to have John Garamendi's Deep Water Channel plan to put on the stakeholder committee, and we can try to explore and study further. That's all.

MS. BARBIERI: Thank you. I'm just gonna call the next three folks up before you start. Josephine Avila, Tim Neuharth and Gregory Robinson for another turn. Please proceed.

MR. BAKER: I don't think I need the whole four minutes, so don't even bother starting the clock. My name's Brett Baker. I just came here tonight to share with you my perspective on the Delta and my plan. So today is my 36th birthday. And as you can see, I know how to party. So if you put that in perspective, I came online somewhere between SB 200 going
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it. I'm concerned about my well. You know, we're on
well water. So I'm really scared. I'm very, very afraid
about this. And I'm stressed out about it, and I worry
about it all the time. So thank you.

MS. BARBIERI: Dr. Michael, before you start,
I'm gonna call the next three speakers. I think this is
Corie Hamer, Emily Pappalardo, and Robert Pope, if you
could be prepared. Please proceed.

DR. MICHAEL: Thank you. My name is Dr. Jeff
Michael. I'm the executive director for the Center for
Business and Policy Research at the University of
Pacific. Most of my comments here today, I'm gonna be
reading back Department of Water Resources documents to
you, because I know that is very important to you, on a
project of such cost and importance, to proceed in this
process following the highest professional standards.

The first comment I have is how you're dealing
with finance and how it is typically done in projects of
extreme cost. Financial analysis and feasibility
analysis is usually done in tandem with environmental
analysis or preceding it. This is according to
Department of Water Resources' own guidance as well as
other sister agencies. It can be seen in virtually every
major infrastructure planning process in California and
around it.
The FAQs for this NOI says that economic and cost considerations will be considered after the project is selected. That's inconsistent with the best practices. It's inconsistent with your own guidelines. And there's serious reasons for that. So -- and some are pretty obvious, because finance is gonna drive operations, it's gonna drive project design, and there's a strong reason why those feasibility considerations are done up front.

Guidance for a state-led feasibility study -- this is a Department of Water Resources report from 2016 -- on page 26 says, "The most efficient way to prepare environmental documentation may be to initiate the process in the second half of the feasibility study process or immediately after the feasibility study is completed." And I can talk a lot more about why that's true, and I think it's common sense of any sort of project planning why these things need to be considered up front. So you have time to fix that now, and I ask that you follow your own guidelines and deal with finance up front.

The second is just talking about alternatives and the consequences. I understand, reading this, that the biggest concern that you're trying to address is the levee system and its vulnerability to an earthquake.
I was also looking at Department of Water Resources documents for the Delta risk management study that illustrated the risks and consequences of this from 2006. I'd like to quote from the first paragraph of that study that says "Levee failures and the flooding that follows can cause: (1) fatalities; (2) destruction of property and infrastructure; and (3) interruption of a portion of California's water supplies."

This is a Department of Water Resources document, and it got the order of consequences correct. Actually, reading through the analyses [sic] of old consequences, we find that the first two are actually a lot more serious. And I was actually looking at the numbers and comparing them to some recent disasters, and I found the median scenarios for fatalities and property damage to be quite comparable to the Camp Fire that destroyed Paradise.

So in light of that, I think it behooves you to consider consequences that are focused on a seismically resistant levee system. And in fact, another Department of Water Resources document, in 2008, submitted to the California state legislature, identified seismically resistant levees as one of three promising strategies to address this risk. Department of Water Resources has not done anything since then to investigate that, so I
recommend that you consider that in your alternatives.

Thank you.

MS. HAMER: Hi. My name is Corie Hamer. I want to thank you for coming to Walnut Grove. I particularly want to thank everybody here that came to a meeting tonight. I think this is awesome.

I have just a basic two comments. My first comment is, Mother Nature took millions of years to create this estuary; we can destroy it in ten years or less. So just be really, really careful and think about how many years it's going to take to restore it if we do mess it up with this tunnel project. It'll never come back. The estuary could never come back in any of our lifetimes if we destroy it. Now, that's my basic first comment.

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I send it in.

(Collective laughter.)

MS. BARBIERI: So the next three speakers are Donald Barnes, Russell van Loben Sels and Stuart Walthal, so if you could get yourselves ready. And please proceed.

MS. LOONEY: Hello. My name is Mariah Looney, and I'm with Restore the Delta. This is a project that is supposed to protect and ensure a reliable water supply, but so far, from everything that I've read, the tunnel will either not be used half the time or protections for the Delta will be abandoned and the water will just be taken. How does that serve the entire state? Where are the real studies on additional exports on water quality for the Delta, and the urban Delta, of course? And is this worth disrupting entire Delta heritage communities?

By taking more and more Sacramento River water, the Delta will be left with salty, polluted water, loaded with selenium, boron and bromides. Where's the plan for mitigating harmful algal blooms during construction, which will increase in rivers and sloughs as a result of changing flows during construction? And that's all the Delta, even though I mostly focused on Stockton because I live in Stockton.
I'm also very concerned about the construction impacts for Delta communities and the urban Delta area. There will be heavy truck traffic to all major construction sites, competing on I-5 and Highway 4 and through major arteries. Right now 30,000 people commute from Stockton to Sacramento, and 40,000 people commute to the Bay Area. Where are the regional traffic studies? This will hurt and not help our local economies. And the few hundred jobs from tunnel construction will not offset this economic hit.

And it will also increase air pollution impacts. What will the air pollution impacts from construction be on rural communities especially, and urban communities near the port, which has -- southwest Stockton is now an AB 617-designated area by the State. They already have some of the worst air quality in the entire state, and this project is not gonna help that at all by putting 400 more trucks on the road. And I can't even imagine what that would do to urban -- or rural communities as well. So that's all. Thank you.

MS. BARBIERI: Thank you very much. Mr. Barnes?

MR. BARNES: Good evening. It's great to see such a great turnout from representatives of our Delta citizenship here.

In any event, I was asked by Barbara Deaks,
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MR. WALLACE: Thanks.

MS. BARBIERI: Next question.

MR. DAWSON: Good evening. Brian Dawson, policy counsel for Sierra Club California. I was wondering, is there a legally mandated timeline as to when you all are supposed to release both the scoping report and also the Draft EIR after the scoping period?

MS. BUCKMAN: No, there is not a legally mandated time.

MR. DAWSON: Thank you.

MS. ELIZABETH: I'm Mary Elizabeth. My question was also about the scoping summary report, the formulate, the project development report, and then the technical report. So there's going to be a number of associated technical reports. And I just wanted to make sure that all of those intermediary reports will be available to the public before the DEIR.

MS. BUCKMAN: So some of those reports are part of the Draft EIR, so they will be available with it. So the technical reports certainly will be part of the EIR. They're the direct information that feeds into it, and it's all the same piece of the analysis. So typically those become appendices to the Draft EIR, and so they wouldn't be -- we wouldn't be able to look through them preliminarily because they're not gonna be done yet until
the Draft EIR is complete.

MS. ELIZABETH: Okay. But you're going to be basing the Draft EIR, the final text, on those technical documents. And folks that are trying to review these DEIRs, you know, they have, like, a lot of homework that they have to do to catch up to what you all have been doing, you know, for a year, year and a half. Thank you.

MS. BUCKMAN: I appreciate that. Thank you.

MS. DEWALT: My name is Max DeWalt, and I just have a question about the environmental review. I'm just looking at the topics that are included in that, and I wanted to know if that includes the impact on animal species, like birds, beavers, otters, turtles, things like that?

MR. YEE: Sure. So the document will include an analysis of terrestrial resources as well as aquatic resources.

AUDIENCE MEMBER: We can't hear you.

MR. YEE: Yeah. So the question was whether or not birds and other animals will be evaluated in the document. Yes, there'll be a terrestrial resources section as well as aquatic resources to cover the biology.

MS. DEWALT: Thank you.

MS. BARBIERI: Okay. Not seeing any other
Pacific Flyway. Your planned conveyance corridors run right through our preserve and could destroy it. Natural habitats like ours have all but disappeared from California. It's not like we can just pick up our project and move it to get out of your way.

Can't you please find another route? There must be another solution that provides the aqueduct with the water you need but also spares the rare biodiversity that we are trying to protect and preserve. Thank you.

MS. BARBIERI: Thanks very much.

MS. ELIZABETH: Hello. My name is Mary Elizabeth, and I reside in Stockton, California. I'm unable to attend the Stockton meeting, as I teach math to adult GED and high school students in the evenings.

Six-thousand cubic feet per second of high-quality water bypassing the Delta is about 2.5 million gallons of water a minute, which will have a huge impact on Delta water quality. The disturbance of an unspecified amount of soil to dig down 190 feet below the ground surface, that has yet to have a reuse identified, is unacceptable.

DWR must have some better ideas, at this point, on plans for these soils. The areas for the facilities were not well illustrated on the few maps included in the Notice of Preparation. Extensive maps should be prepared.
based on the existing descriptions and made available to stakeholders so that comments can be prepared before the development of the Draft Environmental Impact Report. Yes, surface water flow changes will be occurring, and these changes should be estimated at multiple points in the Delta and at sites requested by stakeholders to ensure that public health and recreational water quality goals can be achieved.

Existing overallocations of surface water and pesticide fertilizer loading have resulted in toxic algal blooms in and around Stockton, which directly impact the ability to use the waterways of Stockton for fishing and recreation. These cyanobacteria produce toxins that can become airborne -- the stench -- degrading air quality in areas already impacted by poor air quality.

The Notice of Preparation stated that operations of the conveyance facility are proposed to increase DWR's ability to capture water during high-flow events. These are current high-flow events which will be needed locally as a result of climate changing, snowpack storage, and as groundwater basins get back to sustainable yields.

Already the call for systemwide water budgets has been made. The DEIR should assess all reaches of source water and determine high flows that are protective of all resources. These same high flows should not
solely be used by DWR but only a percentage that is agreeable to local communities.

   Special considerations and analysis should be prepared for the disadvantaged communities within the area of construction. The DWR should be preparing white papers that provide information to stakeholders of the Draft Environmental Impact Report progress and initial findings, including the analysis behind these findings so that, when the DEIR is complete, stakeholders have had an opportunity to become educated and provide relevant comments.

   This project will impact the residents from South Sacramento to South San Joaquin County, all to benefit primarily areas of the South that have used their water resources for economic gain. Water is a human right. Thank you.

   MS. BARBIERI: If you don't mind, I'm gonna call up the next three. Russell Oans, Dave Stirling, and Mariah Looney. So please proceed.

   MR. MOTLOW: So thank you for being here. We really -- I really appreciate it.

   Two tunnels was a bad idea -- I should also say, I'm a resident of Locke, and I'm the co-author of the definitive book about Locke called "Bitter Melon." Like the two tunnels, this proposed single tunnel is a bad
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There is an alternative to this bad idea. John
Garamendi has a proposal. Why this wasn't included in
these proposals as another alternative, and why it has to
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is our local congressman, and who knows the Delta quite
well, has proposed a very comprehensive, intelligent and
far-reaching proposal that is based upon science and
primarily conservation and the restructuring of the Delta
levees. Why this is not being talked about as a
reasonable way, in order to save the Delta and provide
water to the rest of California, again, it's a mystery.

And thank you very much.

MS. BARBIERI: Thank you. So our next three
speakers, Mr. Oans -- whoever wants to go next, it's
fine.

MR. OANS: Russell Oans. I live in Locke. I'm
on the Delta Legacy Committee. I've been thinking about
the tunnels since we were first allowed to hear about
them. There was a lot of planning that went on without
us -- the Delta, I mean.

I have two points to make. One of them is a
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don't see how that can be done. So thank you for your
time.

MS. BARBIERI: Thank you.

MS. AVILA: Good evening. My name is Josephine
Avila. I am the town manager of Locke.

The few little things that I just want to say,
because everybody here has already spoken about all the
things and all the reasons why we should not do this, but
the other thing is, is that there are so many families in
the Delta with children. The Delta is so safe for our
kids out here. I know it sounds weird, but I feel the
most at home, and I don't want my children to have to
lose their homes just to have these tunnels put in -- or
anybody else's. Thank you.

MS. BARBIERI: Mr. Neuharth, yeah, come up. And
then...

MR. NEUHARTH: Good evening, and thank you for
being here. My name is Tim Neuharth. I'm a local
resident of the Delta and a farmer on Sutter Island,
right next door to Brett Baker, as a matter of fact.

So first of all, I want to thank this crowd for
being here. This is the biggest group of people that
I've seen, to date, that -- at least in my experience on
this whole Delta tunnels thing. So thank you for being
here, thank you for your interest, and keep it coming.
And talk to your friends and neighbors and get them to come out and listen to this stuff as well because it's direly important.

So very quickly, this whole project, for the last ten years, has been nothing but the same, the same project, the same point of diversion, of taking it out of the Sacramento River before it ever gets into the Delta. We already know that the Delta is hurting and having problems, but yet we're gonna take more water out of it. Really? Does that make sense to anybody? Doesn't to me.

So this project is astronomically wrong. It's wrong from its financial costs. If you don't believe me, see what happened to the Bay Bridge, the new Bay Bridge, where that cost originated from and where it now is, which is tenfold of where it started. This'll be the same darn thing. It's astronomical in its impact on the Delta. It's already environmentally fragile. It has a huge agricultural base. It has a huge recreational base. All of that's gonna go down the drain. And that's pun intended.

So it is wrong from the get-go. We talked about, in this handout that you have, on page 2, and somebody else talked about it, about alternatives. There are alternatives. I don't see any alternatives. It's the same map we've been looking at for years. Where are
the alternatives? And they are out there. Emily
Pappalardo talked about Dr. Pike's western intakes
concept. That's a dam viable alternative, if you ask me.
But nobody's looking at it. We've got the same darn
thing we started out in the first place.

And it is wrong -- it is the absolutely wrong
place to take the intakes. If you have a through-Delta
system that lets the Delta do its job environmentally,
agriculturally and recreationally, then you got the right
concept. But this does none of that. It is detrimental
to everybody involved that has any kind of economic stake
in this Delta region and in this state. It is a bad, bad
choice and concept. Thank you.

MS. BARBIERI: Thank you. Mr. Armstrong?
Daniel Armstrong?

MR. ARMSTRONG: My comment's gonna be pretty
quick, so I don't think you need to start the timer for
anything.

California Department of Water Resources, you're
on the side of shame of history, basically, by going
forward with this project.

AUDIENCE MEMBER: We can't hear you.

MR. ARMSTRONG: So you guys are on the side of
shame of history if you go forward with this project.

And that's nothing against you four people as the
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us -- the Delta, I mean.

I have two points to make. One of them is a
comparison and the other one is an analogy. The comparison is other projects that are estimated to be funded, what they are estimated at and what they're finished at. So we'll start with the Bay Bridge. The first estimate was a billion; the cost was 6 billion. There was a "Big Dig," a big tunnel back in Boston years ago, for people familiar -- it was, I think -- let me get the right number here so I don't get questioned. The first estimate was 2.56 billion; 24 billion was the final cost. Little short.

In Washington state, there was a "Big Bertha." If you remember, the machine broke down digging the tunnel. It sat there for two years. The 80-million-dollar machine cost $120 million to fix. So I'm just comparing the estimates to what we think this tunnel -- you think, I should say, this tunnel is gonna cost.

The second thing is an analogy. When I was young and I would argue with my elders -- myself, at this age -- their common answer to very complex problems, say foreign policy difficulties with another country, we had -- we couldn't -- we didn't -- there was no sensitivity. We didn't work with diplomacy and trying to do economic sanctions. Their answer was always the same, "Nuke 'em." That was a common thought then in the '50s,
"Nuke 'em." It was so successful in Japan that they thought everything was a quick fix, big one solution, no subtlety, no -- so this tunnel is the same kind of answer to me. It's like, just nuke the Delta, nuke it, change it. One answer.

James brought up the multifaceted approach that John Garamendi has written. It's, to me, the only solution for a future, a sustainable future. This is California. We're technologically advanced. We're the leaders in the world -- and we're gonna build a tunnel? Let's see. One end lower than the other. I mean, hello? Desalination, conservation, reclamation, above-ground storage, below-ground storage.

There are so many solutions to what will be a real problem in California in the future. But let's think for the future. If we put the infrastructure up, a pipeline for desalinization plants along the coast, when the technology evolves to make it cheaper, everything will be there. All the work won't be wasted. If the prevailing weather patterns, which I'm reading about, are supposed to dump rain farther north into Oregon and Washington, there won't be water in the Sierra to come down and go into a huge tunnel.

Anyway, I just wish you to use your intelligence, so instead of calling it "The Big Dig" or
"The Big Bertha," it won't be known as "The Big Stupid."

Thank you.

MR. STIRLING: Good evening, Ms. Buckman and members of the Department of Water Resources staff. My name is Dave Stirling, and my family and I have lived in Walnut Grove for 35 years. I have been involved in the tunnel discussion since 2009.

We appreciate representatives of the Department of Water resources coming out to Walnut Grove this evening, and other Delta communities in the next couple weeks, to hear what we, the people of the Delta, are concerned about regarding the governor's proposed Delta Conveyance Project and its impacts on our communities and on our way of life. We are ground zero for this project. The governor's Delta Conveyance project is an enormous, expensive and lengthy process. The Notice of Preparation contains many alternatives, expandable and flexible aspects, making it difficult for those of us who live and do business in the Delta to address at this time. For example, two, maybe three intakes, 75 to 150 acres in size, 3,000 to 7,500 cubic feet per second in capacity, two different tunnel alignments, and there are others. How can we, here tonight, address any of these with any substance in three minutes? That's a rhetorical question. I -- there are also many areas that are not
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And last, I also firmly believe Southern
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prepared.

MS. PAPPALARDO: Hi. My name is Emily Pappalardo. I grew up on Steamboat Slough. I also work for MBK Engineers. We're district engineers for several reclamation districts in the Delta. I wanted to urge you to include a few other alternatives. I'll also be
providing a written comment because I have a lot more to say than four minutes here.

But when considering the project's objectives, one of the objectives is to guard against an earthquake that could cause multiple levee failures and disrupt water supply, citing that the levee system we currently have -- that currently conveys the water, I would say, quite reliably -- is not sufficient for that kind of event.

So I would like to echo what Dr. Jeffrey Michaels said in looking at bringing up the levees to those seismic standards so that you look through a through-Delta Conveyance, given that we're already -- the project proposal is for a dual conveyance option. So you have to look at the levees, no matter what option you're looking at. And furthermore, for the ten to 20 years we're gonna be fighting about this, the levees still need to be improved to keep conveying that water to the south. So you need the levees no matter what.

Second, to look at capturing storm flows, I would suggest that you look at the -- an intake on Sherman Island this was proposed by Dr. Bob Pike in the lost go-around. I think he was told that he was too late in the process to include this as alternative, but I hope we are early enough now that we can.
When you look at how you're going to study this EIR, it says we're using assumed operations. Operations are gonna be a huge impact to the Delta, so the only way to really control that is to control where the project goes. Because where it currently is, we have to trust that the State's not going to violate the North Delta Water Agency contract or -- and be consistent with current water rights. But we know that laws can change and contracts can be violated. So my suggestion is to put it down where there's a natural control, where it goes through the Delta, it serves all its purposes for the ecosystem, agriculture and the communities, and then you get water where you should last.

I would like to thank you for the comments today. Please fix the levees and save the Delta. Thank you.

MS. DALY: Thank you. Good evening. My name is Barbara Daly. I live and I work in the Delta. I live in Clarksburg, and I work out here in Walnut Grove. And I address you tonight, the people who work for the California Department of Water Resources, once again.

My first question is: Are you the same people I've addressed so many times over the past ten years on this subject of tunnels in the Delta? My neighbors are here, and they are the same neighbors. And
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California and the users down there? How can you just say oh it's only during high water events? Hey, they're gonna be hungry all the time. I really think that this is not a good plan. Thank you.

MR. POPE: Hello, my name is Robert Pope. I'm a resident of the Delta a little further south than Oakley. This project seems to me to be a disingenuous method of achieving just some of the stated -- the newest version of the stated water goals that we have. It does not seem to address at all the strengthening of the current levees. It -- the current exports already have a damaging effect on the ecosystem. It appears as though the new system would increase flows even more, further damaging, further increasing saltwater intrusion into the Delta ecosystem, harming salmon, the local communities, other impacted species. It appears the alignment of the tunnels, once we start shipping it south, is right through a heron breeding ground, according to the map.

We already seem to have a problem with prioritizing, where one of the stated goals is to increase groundwater for drinking water purposes down in the Central Valley, and we already ship a ton of water down there that's being used by almonds and the Resnick empire. The -- let's see -- the planned tunnels -- or this whole system does not seem to impact where floods
have occurred over the last 30 or 40 years, which is up in Folsom and north or Sacramento. I don't see how this would impact the control of flooding, which is one of the stated water goals.

Seems like it'd be a much better plan to increase the size of storage and start shipping water from south of the Delta, let's say, from, you know, the southern Sierra Nevadas, from places like New Melones Dam, Don Pedro, Pine Flat, Lake McClure, perhaps increase those. Right now, we're -- I just read today we are looking at increasing the size of the dam up at Lake Shasta another 16 feet or something, which would increase the exports of water through the Delta.

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questions. We're gonna go ahead and move into the
comment portion. Any other speaker cards, just so I can
gauge how many? Anybody think they might want to speak,
who hasn't turned one in? Okay. I think we could
probably do four. We'll go four minutes instead of three
minutes. I just want to make sure we don't run out of
time. So if you could switch that, that would be great.
And then what I'll do is, I'll call you by three. I'll
do the first three, and then we'll just keep going,
cycling through three by three. And that's how it'll go.
So if you decide you want to speak, you have your speaker
card, just wave it around, somebody will collect it from
you. And we'll go ahead and get started.

So first up, I have Gregory Robinson, Mary
Elizabeth, and James Motlow -- "Motlaw"? Sorry. I
apologize if I mispronounce your names.

MR. ROBINSON: Good evening. Thank you for
visiting us tonight. My name is Greg Robinson. I'm a
citizen of Walnut Grove, and I'm also volunteer with the
Cosumnes River Preserve. The preserve is a conservation
partnership of seven different agencies who privately own
land in the Delta.

The sole objective of this partnership is to
restore this land to natural habitat. This habitat is a
refuge for many native species and a vital part of the
Pacific Flyway. Your planned conveyance corridors run right through our preserve and could destroy it. Natural habitats like ours have all but disappeared from California. It's not like we can just pick up our project and move it to get out of your way. Can't you please find another route? There must be another solution that provides the aqueduct with the water you need but also spares the rare biodiversity that we are trying to protect and preserve. Thank you.

MS. BARBIERI: Thanks very much.

MS. ELIZABETH: Hello. My name is Mary Elizabeth, and I reside in Stockton, California. I'm unable to attend the Stockton meeting, as I teach math to adult GED and high school students in the evenings.

Six-thousand cubic feet per second of high-quality water bypassing the Delta is about 2.5 million gallons of water a minute, which will have a huge impact on Delta water quality. The disturbance of an unspecified amount of soil to dig down 190 feet below the ground surface, that has yet to have a reuse identified, is unacceptable. DWR must have some better ideas, at this point, on plans for these soils. The areas for the facilities were not well illustrated on the few maps included in the Notice of Preparation. Extensive maps should be prepared.
to tear it down. So thank you very much.

Ms. BARBIERI: I have three more speakers.

Ms. Avila? Maybe she's changed her mind. Josephine Avila? Okay. We'll skip Ms. Avila. Mr. Neuharth? I thought I saw him, but I don't see him now. If anyone sees them in the hall, let them know. And then Mr. Robinson, I think you have one more thing you wanted to say.

MR. ROBINSON: So if the other two people come back, I'll yield the floor to them. I only talked for one minute before, kind of glossed over. It was too quick. So I'm gonna take another two minutes. I wanted to point out two things.

I love Walnut Grove. And I'm glad you're here. I hope you're listening. And please be considerate of the special needs students and what the impact of construction will be to them. The people whose retirement homes are here, they've got nowhere else to go. And I'm sensitive to the water skiers and the salmon fishers, but I feel I need to speak for those who don't have a voice, and that's the environment.

At the Cosumnes River Preserve, what we've done is taken cultivated farmland and restored it to natural habitat, and it is now home to over 250 bird species, over 40 fish species, and some 230 plant species. And I
would feel than an environmental impact study would be inadequate unless you consider all the species that live and are preserved. And if you need help, I'll send you an e-mail, and I'll put you in touch with the management from our preserve, and we'll get together. We'll work on those. We don't want to go to the courts. Cooperation is what it's all about. And maybe we can work together. But we need to save the environment. This is a very delicate ecosystem, and we don't want to lose it again.

Another thing I wanted to mention, I heard about something that triggered my memory. The biggest problem with the tunnels project was not engineering. That's just science. It wasn't -- environmental impact studies were done. The problem was management and control. You can tell us you're only going to take water during peak periods. You can even write laws saying that water can only be taken during certain flow rates. But what's to prevent anybody from, once you turn this thing on, just to leave it on so it drains the river? It's gonna happen innocently enough. There's gonna be a fire. There's gonna be a drought. Some farmer is gonna to lose their crops. You need more water. You're gonna change those requirements.

What can you possibly do to maintain management, to install controls and protect everybody's interest? I
don't see how that can be done. So thank you for your time.

MS. BARBIERI: Thank you.

MS. AVILA: Good evening. My name is Josephine Avila. I am the town manager of Locke.

The few little things that I just want to say, because everybody here has already spoken about all the things and all the reasons why we should not do this, but the other thing is, is that there are so many families in the Delta with children. The Delta is so safe for our kids out here. I know it sounds weird, but I feel the most at home, and I don't want my children to have to lose their homes just to have these tunnels put in -- or anybody else's. Thank you.

MS. BARBIERI: Mr. Neuharth, yeah, come up. And then...

MR. NEUHARTH: Good evening, and thank you for being here. My name is Tim Neuharth. I'm a local resident of the Delta and a farmer on Sutter Island, right next door to Brett Baker, as a matter of fact.

So first of all, I want to thank this crowd for being here. This is the biggest group of people that I've seen, to date, that -- at least in my experience on this whole Delta tunnels thing. So thank you for being here, thank you for your interest, and keep it coming.
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decide you want to make a comment, let me know so that we can sort of gauge the time. And if we can, we'll try to extend that three minutes.

So then the last thing -- sorry -- before we get into the questions, that I wanted to mention, this room, the acoustics in this room are kind of funny, in that every little whispered conversation sort of bounces all over the walls. And because we have a court reporter here, we do want her to be able to hear, so try to minimize that as much as you can, and I'm sorry if that's an inconvenience.

So before I call the names up for comments, if anyone has a question, please use the cue here, yeah. Just stand up at the microphone and we'll start with that. Thank you.

MS. SEWARD: So I'm Nikki Seward with Snug Harbor over on Steamboat Slough, and this is a clarifying question. I did read the NOP. I looked at your maps and all that. And I'm also looking at a different map. It's called "Delta Conveyance Soil Investigations." And if other people have seen this, there's about 200 different borings planned to pop into all of our drinking water aquifer all over the Delta, and it is a different series of borings than what your map just shows.

So my question is: What's the purpose of
popping into our drinking water aquifer all over the Delta if you're only going either of those two locations?

MS. BUCKMAN: So the soil investigation initial study and mitigated negative declaration is a separate project, and the comment period for that is closed. We're working on addressing comments on that document.

So I did want to just highlight that the purpose of that is a little different, so it's to really develop a better understanding of geo-technical information throughout the Delta. And as such, the -- what was done is a lot of the geologists went through and looked at graphs and information that was still useful within the Delta and highlighted those locations. We are working within the ISMND to make sure we aren't affecting drinking water with any of the actions that we take, and we'll make sure that we have a full assessment there.

But the purpose of that is a little different, and that's why the maps do not line up.

MS. SEWARD: Okay. So if the document said "Delta Conveyance Soil Investigation" -- it didn't say investigations for tunnels. It didn't say investigations for fish screens. It didn't say investigations for whatever other projects you're talking about. It said specifically related to this project. So again, you're not really -- what are these other projects, then, that
you are popping through our drinking water aquifer for?

MS. BUCKMAN: So it is related to what we are doing for Delta Conveyance, but we also wanted to better understand -- we don't know what alternatives will be suggested during scoping. We didn't want to limit -- and really, at the time we were developing that map, we didn't have a proposed project yet, so we didn't know where it would be. But we don't want to limit it at this point, given that we don't understand where the alternatives will be. And we know that those areas are areas that need additional information on the geology in order to better inform the geologic information available within the Delta.

MS. BARBIERI: So we probably want to try to move on to the next question.

MS. SEWARD: Okay. But I just -- to summarize then, you have those two routes you're talking about, but it is possible, from doing the geology, there could be additional routes.

MS. BUCKMAN: The geology wouldn't be identifying additional routes, I was saying, during this scoping process. We haven't formulated alternatives yet. We're waiting to hear what comes up during scoping. And so that's where things may come up that we haven't identified yet.
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"The Big Bertha," it won't be known as "The Big Stupid."

Thank you.

MR. STIRLING: Good evening, Ms. Buckman and members of the Department of Water Resources staff. My name is Dave Stirling, and my family and I have lived in Walnut Grove for 35 years. I have been involved in the tunnel discussion since 2009.

We appreciate representatives of the Department of Water resources coming out to Walnut Grove this evening, and other Delta communities in the next couple weeks, to hear what we, the people of the Delta, are concerned about regarding the governor's proposed Delta Conveyance Project and its impacts on our communities and on our way of life. We are ground zero for this project.

The governor's Delta Conveyance project is an enormous, expensive and lengthy process. The Notice of Preparation contains many alternatives, expandable and flexible aspects, making it difficult for those of us who live and do business in the Delta to address at this time. For example, two, maybe three intakes, 75 to 150 acres in size, 3,000 to 7,500 cubic feet per second in capacity, two different tunnel alignments, and there are others. How can we, here tonight, address any of these with any substance in three minutes? That's a rhetorical question. I -- there are also many areas that are not
addressed at all in the Notice of Preparation: the
dewatering of groundwater; our roads and bridges and how
they would be affected.

So this statement -- short statement is not my
comments but to say that I plan to wait a bit longer, try
to learn a bit more than I have in the ten years that
I've been involved in this process, and to consider, and
to prepare in writing my concerns regarding the Delta
Conveyance Project's possible or likely environmental
impact as I see them. I may learn more by that time.
I'll send it in to the Department of Water Resources in
one of the means by which they are listed on the forms
here, on March -- before March 20th, the deadline. Thank
you.

MS. BARBIERI: Thank you very much. I'll call
the next two speakers.

And Mr. Stirling, you said something that I
should have said before, which is, this isn't your -- the
verbal comments are not your only opportunity.
Obviously, if you have longer comments, more thoughtful,
to put into writing, please, you know, know that you can
do that if you can't get everything into your four
minutes here. But thank you for reminding me. I should
have done that.

MR. STIRLING: You can take it off my time when
I send it in.

(Collective laughter.)

MS. BARBIERI: So the next three speakers are Donald Barnes, Russell van Loben Sels and Stuart Walthal, so if you could get yourselves ready. And please proceed.

MS. LOONEY: Hello. My name is Mariah Looney, and I'm with Restore the Delta.

This is a project that is supposed to protect and ensure a reliable water supply, but so far, from everything that I've read, the tunnel will either not be used half the time or protections for the Delta will be abandoned and the water will just be taken. How does that serve the entire state? Where are the real studies on additional exports on water quality for the Delta, and the urban Delta, of course? And is this worth disrupting entire Delta heritage communities?

By taking more and more Sacramento River water, the Delta will be left with salty, polluted water, loaded with selenium, boron and bromides. Where's the plan for mitigating harmful algal blooms during construction, which will increase in rivers and sloughs as a result of changing flows during construction? And that's all the Delta, even though I mostly focused on Stockton because I live in Stockton.
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BARBARA JONES, Department of Water Resources
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I'd like to go back to Mr. Motlow's point about Congressman Garamendi's prop — is Water Resources familiar with that 2016 report, the six suggested points for...

MS. BARBIERI: You can just —

MR. WALTHALL: In lieu -- I mean, in lieu of the Water Fix? Is this question-and-answer, or is this just statement?

MS. BARBIERI: It's not. You can just reference it as a part of your comment.

MR. WALTHALL: Okay. Very good. I would recommend that Water Resources takes a look at it. I know the emphasis here is on the environment, but I want to stress to the human beings who are in that environment and how important it is for us to retain our history and culture out here. I can't address nearly as eloquently as these other folks regarding the economy and whatnot. But I will say, one alternative is to not have a Delta Conveyance at all. So thank you for your time.

MR. STONE: Good evening. I'm Peter Stone, and I am a Delta resident within one mile of the northernmost intake. And I'd like to have the following comments considered during the preparation of this document.

But first I'd like to also say, I've been involved way back in the BDCP days, and I put in more
comments than you can imagine. And then when we see the EIR that came out from that, my comments are sort of focused on that. I can't get beyond the fact of all that was ignored in that whole process, so that's kind of the context for what I'll say.

"Alternatives" -- there's the section in "Alternatives: Viable other options from outside DWR should be considered, not just slight variations on the tunnel proposal." And where are those going to come from? I haven't seen evidence of where they're gonna be coming from.

"Potential Environmental Effects": There are 23 listed, but they don't explicitly include construction impacts or ultimate direct impacts on residents of the Delta -- and it must. Attempting to dewater 190 feet down will have significant collateral impact for the residential drinking water wells around the tunnel and digging sites.

Unlike the prior project, it must be unacceptable in the EIR this time that it is assumed that some people will have to abandon their homes, clearly without any compensation. Wells within an appropriate distance, a mile or two, or whatever, must be tested and documented before work begins so that damage, if any, can be clearly seen afterwards. Loss of drinking water
during nine years of construction and/or permanently for residences is not acceptable. If property or its use is to be taken, or assumed that individuals will abandon their property, it should be taken by eminent domain, not effectively confiscated. Mechanism for unhandled takes, compensation should be built in and not requiring people to sue the state.

FEMA has decertified the levees, and Sacramento County Water Resource staff now say that some -- by the way, I live right on the levee -- say that some of the levees are so weak that they are only good enough for a one-in-11-year flood situation, even though ten years ago they were good enough for a one-in-a-100-year flood. Since they are that weak, they will not be able to endure nine years of major construction truck traffic on levee roads. Construction trucking during the construction period must have temporary roads provided that are not on the fragile levees.

I am also the chief business officer for Delta Elementary Charter School in Clarksburg and want to make the following comment on its behalf. The intake facilities, it's talking about there might only be two facilities. And if only two intake facilities are to be constructed, it's recommended that the northernmost intake be the one eliminated. This will reduce the
significant pile-driving noise for years, negatively
impacting Delta Elementary Charter School in Clarksburg,
which has many Special-Ed students who would be
considered sensitive receptors and have very detrimental
impacts to their education. Thank you.

MS. CASTON: Hi, my name is Susan Caston. I
live right on River Road, about a mile north of Twin
Cities Road.

And I know when California Fix was being
discussed, they were talking about 400 additional trucks
carrying heavy equipment and materials 24 hours a day,
seven days a week, for ten years. Okay? The levee road
in front of me right now is full of potholes. It's
obviously disintegrating. The comments that were made by
Mr. Stone, I agree with entirely. I think you're gonna
have to come up with some other way of conveying
because -- I mean, aside from the fact I won't be able to
to get out of my driveway, you know. The Waze program is
now rerouting commuters off of Highway 5 onto 160 and
River Road, so the traffic's already bananas -- technical
word.

Anyway, so those are my comments. I'm really
concerned about the quality of my life there. It's
supposed to be my retirement home. I've put a lot of
work and love into it. I'm concerned about the value of
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the Pacific Ocean. They could somehow -- they can put this water back into a reservoir system for their own use.

And there's many other things that Southern California could do in addition to the desalinization, as someone mentioned earlier. I could go on and on, but I'm sure others have comments along the same lines. But in any event, I'm just offering some alternatives as to what can be done here in California.

MS. BARBIERI: Thanks so much.

MR. VAN LOREN SELS: My name is Russ van Loben Sels.

I have several concerns on the Notice of Preparation. The first one is, on page 3, there's an assumption that the tunnel muck will be reusable tunnel material. It's sort of like: Kazaam, we have tunnel muck; now we have reusable tunnel material, without any analysis. So I believe, in any environmental analysis, you have to assume that this material will not be reusable, will have to be stored, will have to be treated. And until you even analyze it, I don't think you can assume it's reusable tunnel material. So I prefer that you call it "tunnel muck," which it really is and not, RTM, "reasonable tunnel material."

Page 2, bullet 3 states that the purpose of
this project is to protect the ability of the SWP and potentially CVP to deliver water when hydrological conditions result in the availability of sufficient amounts consistent with the requirement of state and federal law, including California and Federal Endangered Species Act, the Delta Reform Act, as well as the terms and conditions of water delivery contracts and other existing applicable agreements.

I would encourage you to include the North Water Delta Agency contract. It specifically states the obligations of the State with regards to water, quality, quantity, and how it is moved through the North Delta. It specifically states that you shall not increase the level or decrease the level of the water in the channels in the northern Delta. This project will result in changes in those levels and changes in water quality. So I would encourage you to include that contract, as well as your contracts to deliver water in the South.

And the third item deals -- and I'll read it -- "Although initial operating criteria of the proposed project would be formulated during the preparation of the upcoming Draft EIR in order to assess potential environmental impacts and mitigation, final" -- "final...appropriate water right approvals through the State Water Resources Control Board's change in point of
diversion process, and completing the consultation review
will occur after the environmental impact [sic]."

Those are all -- the operation of this project
is fundamental to the impacts on the Delta and cannot be
defered. When you consider what happened with the
California Water Fix, the decision tree and -- what is
it -- the management of it cannot be determined after the
fact. You need to consider that up front.

The fourth item I had dealt with, impact should
be analyzed not only individually but cumulatively. In
the California Water Fix, there were 65 individual
impacts that impacted agriculture resources in the Delta.
Twenty of those were significant and unavoidable, but yet
there was no cumulative evaluation of what that really
did to that resource. So I would encourage you to not
only do those evaluations individually but also
cumulatively. I'm getting beeped at. Thank you.

MS. BARBIERI: Thank you.

I'm gonna call a few more people up. Peter
Stone, Dr. Jeffrey Michael and Susan Caston, if you could
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MR. WALTHALL: Hi. My name is Stuart Walthall,
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Delta said, this moving water around the state -- it's a large percentage of our electricity use in the state. At least 10 percent of our electricity use in the state is just for moving water. And this is just perpetuating that, and how is that going to allow us to reach our climate goals? And then the Delta Reform Act is a very important policy to reduce reliance on the Delta in meeting California's water supply needs. And it says people should use regional self-sufficiency instead. But state water contractors are counting on the Delta conveyance so they don't have to reduce their reliance on the Delta.

Santa Clara Water District recently completed a water supply master plan for the year 2040, which they plan to increase the percentage of Delta conveyance supplies from 40 to 41 percent of supplies and increase their overall supplies by 50,000 acre feet per month. So this is not giving incentive to do the right thing.

Thank you.

MS. CLARK: Thank you, Ms. Irvin.

Next speaker, Kelly Abreu.

MR. ABREU: Yes. I'm with the water committee in the Sierra Club, a very small group of
people but -- people that have been looking at this, and they are very uncomfortable with this project.

The goals and objectives of the project are all about security and -- security of supply and stability of supply. That's the wrong goal. The goal should be -- needs to be addressing -- install flexibility into the system, because the future of water supply in the state -- it's going to be very unstable. You need flexibility.

The problems -- look, this project only addresses one of the problems. There are three problems in this -- in this -- in California's water system. One is physical infrastructure. That's -- this project proposes to address that, supposedly.

The other one is ecosystem function. That's completely broken.

And the third one is resource allocation policies. And this -- this project has a very unusual and unique and new approach to the resource allocation by using the language of the markets and pretending to have voluntary agreements. Even the kind of words we use, these state water contractors. These are not contractors. We call them contractors in order to give them some security of supply, some right to acquire water no matter what, unlike other people in
the -- in the market, who have to buy things and have
to face flexible prices and price changes.

So the baseline here -- if you compare a wet
year ten years ago -- or let's say -- a wet year ten
years ago to a dry year recently, what -- what's the
difference? Well, urban users dropped significantly,
maybe 10 or 20 percent. Environmental use dropped
massively, like -- I don't know -- half. Huge drop in
environmental use during a dry year.

And agricultural use during that ten-year
period rose significantly, 20 or 30 percent during a
drought year. Why? Because -- I know why. I'll tell
you why. Because they don't see the price. They
don't pay prices. They get rights.

And they -- until we build a system that not
only uses the language of the markets but it actually
builds -- change our economics, using the -- what we
need here is not engineers, and we don't need lawyers
and we don't need water -- farmers. We don't need
urban users and urban water suppliers from which --
the urban water supplier is paying now ten times more
than the rural -- than the agricultural users, and
that's a testament to the information -- information
asymmetry and inequality of bargaining power that is
being built into our system, which represents a broken
market.

We need economists. Until we rebuild the system, use -- putting the ecosystem function as a top priority and putting the flexibility and the -- you know, a free market or a real market mechanism in here, where prices -- price signals are sent.

And, by the way, this is an annual system. In the springtime you probably know what your water supply is going to be for the rest of the year, and you would then expect to have massive price changes from that moment. That doesn't happen. It doesn't happen. Why? Because we are not sending the price signals to the major users. And the ones who are getting the price signals is Mr. Joe Homeowner in San Jose, a suburban homeowner, who is getting a price signal that is tiered prices and more -- the more water you use, the more you pay per unit. It's kind of -- and that system is broken.

We need -- until we fix those things, which are social and ecological problems, we -- we should -- it's like building a 30-lane freeway to fix traffic jams and having everybody drive for free.

Thank you.

MS. CLARK: Thank you very much, Mr. Abreu.

And I believe our final speaker -- maybe
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DELTA CONVEYANCE PROJECT

CEQA PUBLIC SCOPING MEETING

REPORTER'S TRANSCRIPT OF PUBLIC MEETING

Wednesday, February 12, 2020
6:00 p.m.

Santa Clara Valley Water District
5750 Almaden Expressway
San Jose, California

REPORTED BY:
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Thank you. Would you kindly line up behind Mr. Black and be prepared to speak. That would be great.

Thank you very much. Please go ahead.

MR. BLACK: Okay. My name is Carlin Black. I'm only speaking for myself, although the Sierra Club did invite me to this meeting, one of the reasons I'm here.

The main reason that I'm speaking is that every time I go down south, I see an incredible amount of water waste that I would very much think we could solve for much fewer dollars than the multi countless billions of dollars this tunnel is going to cost us.

First and foremost is the fact that we're running a river down through the desert with no protection at all from evaporation, the aqueduct. If you could -- it would probably pay for itself by putting solar panels over the aqueduct to keep the water from evaporating from the aqueduct. It would be a heck of a lot cheaper than the tunnel.

The other thing is that all over the state we're going to have to start reusing all of our gray and dirty water, cleaning it up and dumping it into the aquifer. And until Southern California does that, I don't see any reason at all why Northern California
should support their water supply.

And those are the two main points that I have. The other people have covered very well the amount of environmental degradation that will happen with these tunnels. And I would very much like to see them use the conservation method instead of exporting water.

Thank you.

MS. CLARK: Thank you, Mr. Black.

All right. Our next speaker is Clint Steele.

MR. STEELE: Thank you. My name is Clint Steele, and I'm here to represent Operating Engineers Local 3 union.

We are pleased to see that the State has initiated an environmental review process for the modernized Delta conveyance. Our current system of pipe, pumps and levees is aging and is desperate need of repair. Upgrading our water infrastructure is a long overdue step toward a more secure and resilient water future for California. Without fixing our main water distribution network, efforts to develop local water supplies, like desalination and groundwater recycling, will be less effective.
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1 don't know it right now. There are harmful algae
blooms that are popping up in the Delta right now.
They will have a direct impact in real time in Santa
Clara Valley.

5 There -- the monetary costs, the
environmental costs and the opportunity cost to these
Delta tunnels is immense. The opportunity cost is
probably the highest because we are walking off of a
cliff. And we can easily, under our own power, turn
to the side and turn around and go in a different
direction.

12 MS. CLARK: Thank you, Mr. Frost.
13 The next speaker is Daphne Frost. And while
14 Ms. Frost gets ready to speak, I'm going to call the
15 next three speakers, who can get prepared, please.
16 Katja Irvin, Kelly Abreu, and Jose Garcia, I believe.
17 Thank you.
18 Please proceed.

19 MS. DAPHNE FROST: Hi. My name is Daphne.
I'm six. I want the Delta to be clean for my whole
life.

22 MS. CLARK: Thank you.
23 The next speaker, Katja Irvin.
24 MS. IRVIN: Hi. My name is Katja Irvin, and
25 I'm with the -- I'm the conservation committee
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mountains that runs through the Sacramento-San Joaquin Delta. As much as 40 percent of the water for Santa Clara's 1.9 million residents comes through this system. Without adequate improvements, this system could collapse in the event of a major earthquake or flood and cut the water supplies off for millions of Californians. This is a real danger and a real threat. The system is antiquated. This would have a devastating impact on California's economy, with estimated costs in the billions and billions of dollars.

Major water infrastructure improvements are badly needed to address these pressing issues. The Delta Conveyance Project is the only viable project and plan to protect water deliveries to our communities in the future. We urge everyone to support Governor Newsom's Delta Conveyance Project, and I appreciate your time this evening. And we're in full support, and we look forward to doing whatever we can to help move the process along.

Thank you.

MS. CLARK: Thank you.

Next speaker, Brandon Dawson.

MR. DAWSON: Good evening. Brandon Dawson, policy counsel for Sierra Club California, here on
behalf of our more than half a million residents -- I mean, members and supporters statewide, hundreds of thousands of whom live here in the South Bay.

We're here to urge you to consider a no-tunnel alternative in your EIR. The NOP's proposed project and mentioned alternatives will worsen environmental health conditions in the Delta, ruin the quality of life for many Delta communities and increase water rate costs for many Californians, providing these rate payers with no new water.

As such, the EIR needs to include a no-tunnel alternative that analyzes the state's use of and investment in local projects and programs relating to water conservation, efficiency, storm water capture and other measures that achieve the same water reliability and supply goals as the proposed project. These types of projects are both less environmentally harmful and less costly.

For example, the Santa Clara Valley Water District, which so graciously housed this meeting tonight, is currently investing millions of dollars in projects related to water recycling and water purification to maintain and ensure their region's water supply. Regions all across the state can benefit from doing the same, with more encouragement.
and investment.

Moreover, this alternative should include an analysis of the state investment in restoring and strengthening existing Delta levees and infrastructure. Water imports hard -- due to the system that the State has set up. So making sure that those -- the system is maintained and restored should be a priority as well. This will increase fresh water flows in the Delta and both mitigate damage from seismic activity and increase impacts from saltwater intrusion. And regardless of whether the tunnel is built or not, the Delta levees still need restoration and maintenance. Delta communities as well as the Delta ecosystem depend on it.

Thank you.

MS. CLARK: Thank you, Mr. Dawson.

The next speaker is John Delgado.

And, Mr. Delgado, before you begin, please let me call three more folks to line up and get ready to speak.

So the following three speakers will be Elke Rank, Stephen Rosenblum and Mr. Paul Sethy.

Please go ahead and get in line to speak.

Mr. Delgado, you may go ahead. Thank you.

MR. DELGADO: Thank you.
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My name is John Delgado. I'm out here as a property owner who lives in South County and relies on groundwater.

Looking at the proposal here, the Water Resilient Portfolio in response to the executive order that the governor has signed, the 30-some -- 40-something page here to look at in terms of how water is going to affect the state and overall operation.

Now, I'm very much concerned with this tunnel because -- there are some questions that I'll pose. But I'm holding -- I'm giving you some insight of some of the things that happen when you begin to -- begin to deliver water to another area when we are limited with water ourselves.

Along with that portfolio, you also have a sustainable groundwater report by the California state Department of Water Resources that wants to make sure that we have a reliable groundwater table. And then we also have, again, our local Santa Clara County Water District looking at potentials of rezoning groundwater areas so that they can levy higher water fees.

You know, February -- by all weather indications, it's going to be very dry. And I'm
already starting to water my houseplants. I'm already starting to water my pastures. And, again, that water becomes very crucial in our area.

So the questions that I have -- and the lady previously made it so we must be in contact with the same organization. These questions that I'm posing on to you -- which papers -- which payers are going to pay for the project and who will get the water in our district? How much will the water district shift to permanent fees and property taxes rather than through water use? Regular rate payers need to know and who they are subsidizing locally as well as statewide.

The other one. Why are we moving towards -- with this project when there is no contract between water districts and as to who will pay and what the tunnel will cost?

I have several others, but I will hold that back. Because, again, the important part is making sure that our local communities have the water necessary to survive. I don't want to move to Arizona or New Mexico. So I want to stay here. And I want to see that water is available in the area in which I live.

Thank you.

MS. CLARK: Thank you, Mr. Delgado.
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not. Thank you. The next speaker, then -- is it Jose Garcia?

MR. GARCIA: Josue.

MS. CLARK: Oh, thank you.

MR. GARCIA: Josue, yes, Garcia.

MS. CLARK: Please go ahead.

MR. GARCIA: Thank you very much.

Good evening. My name is Josue Garcia. I represent the Silicon Valley MEPS, an organization that represents four construction units here in the Santa Clara County, and we have a membership of over 7,000 construction workers here in Silicon Valley.

Thank you for the opportunity to comment on what issue included in the EIR for this critical infrastructure project that will help ensure and secure water and jobs for California, current and future generations.

In recognition of the number of jobs that this project will create, in addition to jobs that will help to secure and multiply once it's built, I urge you to include in the EIR analysis of the economic benefits that this project and various alternatives will bring, both to the local communities where the tunnel will be actually built and the greater California economy as a whole, giving a
substantial boost to the water reliability that the
project will create.

This analysis should include not just
short-term economic effects during construction but
also long-term economic effects following
construction.

The EIR also should evaluate impact on the
project of using different tools -- tools during
construction, including project labor agreements to
minimize environmental impacts and maximize benefits,
such as shorter construction schedules and labor
equity.

I thank you for the opportunity to provide
input on the EIR should include and urge you to give
full thought and consider the sweeping economic
benefits that this project will provide to all
California workers and for families for all -- for
this and future generations.

Thank you so much.

MS. CLARK: Thank you.

So we have one last speaker, Meg Giberson.

MS. GIBERSON: Giberson (pronunciation).

MS. CLARK: Giberson.

MS. GIBERSON: Hard G, long "i."

MS. CLARK: Thank you very much.
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MS. GIBERSON: Thank you very much for the opportunity to comment. My name is Meg Giberson.

One thing I would like to see in the NOP for this tunnel project is that the no-tunnel alternative be thoroughly analyzed. And that would be not just a ceremonial analysis, not just a pro forma analysis, but a thorough analysis of a no-tunnel alternative.

The problems that currently exist in the Delta that will probably be made worse by a tunnel should be addressed. The algae blooms, the water quality problems, the fact that people have found that -- scientists have found that the Delta needs more water flowing through it, not less, from the tunnel that takes water from the north.

Similarly, a cost/benefit analysis for this should be part of the NOP, and that should take into account the cost of environmental and social harms, not just, quote, the cost-effectiveness of the project to the public water agencies funding the project, which is in the literature currently.

The tunnel is supposedly intended to help protect existing supplies consistent with existing water right amounts. However, California has allocated 6 million more intervening rights in its rivers and its aquifers can sustainably provide.
Therefore, existing water rights cannot be protected. We do not have that kind of water.

Climate change impacts should also be considered thoroughly in the NOP, given the newer estimates for hotter weather with temperatures -- Fahrenheit temperatures 7 to 10 degrees above the norm from previous.

Similarly, operational plans should be specified before permitting is complete. Project -- a project of this scope, rather, should not be permitted without full knowledge of the project's impact, which can't be determined without knowing the operational plans. Otherwise, the result would be even more degraded conditions and reduced Delta outflow.

A realistic timeline for all related activities should be included, since the tunnel length is supposedly 40 miles now, not 30 to 35 miles as what I read in the stakeholder engagement committee. There would be a 1.7- to 2-mile-per-year progress on the tunnel. With a 40-mile tunnel, that could mean a 20-year tunnel-boring or it could mean two tunnel-boring machines, which could accomplish that in ten years.

The finance authority also should not issue bonds that would cover any individual or multiple
individual agency commitments to pay for the tunnel
that DWR will not be covering.

So thank you. I looked for an NOP that
would be comprehensive and, however, at least what I
asked for.

Thank you very much.

MS. CLARK: Thank you, Ms. Giberson.

Okay. At this point in time we have
completed all of the cards, unless there are any
additional speaker requests out there.

If not, I'm going to turn to my colleagues,
Carrie and Marcus. Given the time, was there anything
you wanted to add?

MS. BUCKMAN: Thank you for coming.

MS. CLARK: Okay. Well, in that case, a
couple of thank-yous. Thank you again to our hosts at
the District. We very much appreciate the use of this
facility today.

And thank you to our translator, Ms. Vargas,
and the fine ladies from Ag Innovations in the back,
Genevieve and Shelly.

And a huge thank you to our court reporter.

We very much appreciate you getting all this down
tonight.

And thank you to you for coming and
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don't know it right now. There are harmful algae blooms that are popping up in the Delta right now. They will have a direct impact in real time in Santa Clara Valley.

There -- the monetary costs, the environmental costs and the opportunity cost to these Delta tunnels is immense. The opportunity cost is probably the highest because we are walking off of a cliff. And we can easily, under our own power, turn to the side and turn around and go in a different direction.

MS. CLARK: Thank you, Mr. Frost.

The next speaker is Daphne Frost. And while Ms. Frost gets ready to speak, I'm going to call the next three speakers, who can get prepared, please. Katja Irvin, Kelly Abreu, and Jose Garcia, I believe. Thank you.

Please proceed.

MS. DAPHNE FROST: Hi. My name is Daphne. I'm six. I want the Delta to be clean for my whole life.

MS. CLARK: Thank you.

The next speaker, Katja Irvin.

MS. IRVIN: Hi. My name is Katja Irvin, and I'm with the -- I'm the conservation committee
chairperson for the **Sierra Club Loma Prieta chapter**. That's our local chapter here. We've been working on this for a long time. Mr. Frost, the last speaker, is -- the board members in the back know.

And I agree -- I want to -- so I want to say I agree with some things others have said. First of all, the need for more public input along the way. Not just the Environmental Impact Report but other things. I mean, more input into the environmental issues than the Environmental Impact Report, as Steve suggested. But also just more public input in general.

If you look at transportation projects like, say, high-speed rail, they have had a lot of public input all the time and meetings out in the community. So a lot more of that needs to happen.

As you see, there's no one here. And that's because nobody knows about this project because there's no meetings.

And as far as the cost of this project, I think everybody is kind of kidding themselves, that whatever costs that are going to come out in the next month or two are going to be half of what the cost will be at the end, at least. And the project is going to take twice as long as they say it's going to
take. Just look at high-speed rail. Even if it's
50 percent better than high-speed rail, it's going to
take forever and cost endless amounts of money.

As far as alternatives are concerned, I
really support a really strong look at the no-tunnel
alternative as other speakers have eloquently given
reasons why the no-tunnel alternative is a very good
alternative. But also a very strongly and unbiased
consideration of the east-tunnel alternative.

I had a lot of things to say about the
scoping document, but that isn't really what this
meeting seems to be about. But I did want to say that
one of the things I've seen in environmental
documents -- I don't know if it's required or not, but
talking about the regulatory setting. And this --
it's just important to discuss the relationship of the
project to a lot of state regulations that are aiming
to improve our environment and how the project will
contribute to meeting the goals and requirements of
those regulations. For example, the California Air
Resources Board target, under AB 398, to reduce
greenhouse gas -- or maybe AB 32 -- to reduce
greenhouse gas emissions to 40 percent below 1990
levels by 2030 and 80 percent below by 2050.

And, as the speaker from the Restore the
Delta said, this moving water around the state -- it's a large percentage of our electricity use in the state. At least 10 percent of our electricity use in the state is just for moving water. And this is just perpetuating that, and how is that going to allow us to reach our climate goals?

And then the Delta Reform Act is a very important policy to reduce reliance on the Delta in meeting California's water supply needs. And it says people should use regional self-sufficiency instead. But state water contractors are counting on the Delta conveyance so they don't have to reduce their reliance on the Delta.

Santa Clara Water District recently completed a water supply master plan for the year 2040, which they plan to increase the percentage of Delta conveyance supplies from 40 to 41 percent of supplies and increase their overall supplies by 50,000 acre feet per month. So this is not giving incentive to do the right thing.

Thank you.

MS. CLARK: Thank you, Ms. Irvin.

Next speaker, Kelly Abreu.

MR. ABREU: Yes. I'm with the water committee in the Sierra Club, a very small group of
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and move water during and after storm events that will better prepare us for future dry years. It will also fortify our infrastructure to withstand the hazards post earthquakes and floods, as others have said tonight.

With respect to the pumping capacity, we do support the proposed 6,000 CFS because we believe that will ensure our ability to protect and -- excuse me -- protect our water quality and reliability in the most efficient manner. We do caution the board against considering lesser -- smaller capacities, because any alternatives under 6,000 could jeopardize the very success and economic feasibility of the project itself.

That being said, I just want to close out by saying this bullet proposal is long overdue, and we think that it's urgent. And we look forward to continuing the conversations with the board and other stakeholders throughout the process.

Thank you.

MS. CLARK: Thank you, Mr. Thuerlachter.

Next speaker, Christophe LaBelle.

MR. LABELLE: Good evening. My name is Christophe LaBelle. I'm an environmental policy associate, speaking here on behalf of the Silicon
Valley Leadership Group and its members to express
strong continued support for modernizing our Delta's
infrastructure.

The Leadership Group represents more than
350 of Silicon Valley's most respected employers, who
collectively provide nearly one of every three
private-sector jobs in our region and contribute more
than $3 trillion to the worldwide economy. We joined
with other business organizations, labor unions,
family farmers, water experts, local governments,
taxpayer groups and minority groups across the state
in strong support of the governor's Delta conveyance
plan.

California is the sixth largest economy in
the world, and Silicon Valley is a primary driver of
our state's job creation and growth. Yet our success
is at risk unless we move to protect our Delta water
conveyance system and water supply. Silicon Valley,
as a region, is reliant on the Delta for 40 percent of
our overall water supplies and more than 90 percent of
our drinking water.

We are pleased to see the State of
California move forward with the environmental review
of Governor Newsom's revised Delta Conveyance Project.
This project is a key component of the governor's
directives to improve the resilience of California's water portfolio.

We understand and support investments to develop local water supplies, like replenishing groundwater basins, refilling reservoirs and recharging our existing water supplies. But without reliable conveyance, we cannot move water as needed when it's available in abundance.

This project will also improve our resilience and decrease salinity due to rising sea levels and safeguard supplies by moving Delta water intakes north.

The time to act and make this investment is now, in order to ensure reliable and secure water for our region and to protect the health of the Delta.

Thank you very much for you all, agency staff, to work with the community and public on this important process for community work.

MS. CLARK: Thank you, Mr. LaBelle.

Our next speaker is Charlie Black, I believe.

And if you wouldn't mind, Mr. Black, just pause one minute and let me call the next three speakers, who are Clint Steele, Penelope Frost and Michael Frost.
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Dawson and John Delgado. Okay. Chris Snyder, Brandon Dawson and John Delgado. Please come right up behind Ms. Looney. Please proceed.

MS. LOONEY: Thank you. My name is Mariah Looney, and I'm here representing Restore the Delta.

I'd like to start by saying that we are very appreciative of the meeting in Redding being added to benefit those in the north, especially tribal folks. But in echoing the concerns of others, we're extremely concerned that there are no scoping meetings planned for the environmental justice communities in Fresno or in southeast L.A. The one Los Angeles meeting was not enough, and it was at a time when not a lot of people can get to it.

So, with that being said, which taxpayers are going to pay for the project, who will get the water in this water district and how much water will the water district actually receive? How much will the water district shift to permanent fees and property taxes rather than through water use?

Regular rate payers deserve to know who they are subsidizing locally. This project is moving forward when there is no contract between water districts as to who will pay for what and who will pay
for the tunnel.

    How much of this water will be going to big ag? Shouldn't rate payers know that before they're forced to pay for this project? There are recent reports from the Metropolitan Water District in Southern California that they already have too much water. So why are they leading the charge for the tunnel and making deals that have given west side farmers more water through the operation agreements for the Central Valley project? Why should urban users like the ones here in Santa Clara Valley Water District have to pay for this agricultural tunnel?

    A single tunnel was estimated to be an $11 billion project in 2018. At 5 percent annual inflation, it's now at 12.2 billion. How much will it cost when the construction starts? Construction costs are soaring. Because of construction costs and other elements, the tunnel will only make six to eight jobs per $1 million spent. And the jobs won't be in this community. Local water projects from conservation and efficiency programs make 15 to 18 jobs per $1 million spent.

    To move all of this water and build the tunnel will waste a great deal of energy, and utility companies will have to build more power lines. There
will be too many -- too much greenhouse gas emissions for water or for water that will be taken away from others. This project is bad for repairs in Santa Clara Valley Water District, it's bad for residents of the Delta and it's bad for California.

Thank you.

MS. CLARK: Thank you.

Next speaker.

MR. SNYDER: Hi. My name is Chris Snyder. I'm here representing the International Operating Engineers Local 3. We represent more than 35,000 members in our jurisdiction, including this area. And what our guys mostly do is -- they're surveyors, testing inspection, heavy highway, crane operators. And we also represent Bargaining Unit 12 at the State, which runs the Department of Water, the system itself.

So as engineers we understand the urgency of our aging water infrastructure and how it really does need to be upgraded. The proposed Delta Conveyance Project has our Operating Engineers' complete support, international support as well out of D.C. Represent nationally about 380,000 working men and women.

Currently more than two-thirds of Californians get their water from the Sierra Nevada.
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We urge the State to move this project forward before it's too late.

Thank you.

MS. CLARK: Thank you, Mr. Steele.

Our next speaker is Penelope Frost.

MS. PENELOPE FROST: Hello. My name -- is this better?

MS. CLARK: That's better.

MS. PENELOPE FROST: Okay.

Hello. My name is Penny, and I'm ten years old. I have spoken at a Delta meeting before in public, but -- I love fishing with my dad and grandpa, and I've spent my whole life in and around wildlife and going fishing. And I want to stop the people who take water from the Delta, and I think that the Santa Clara Valley Water District and state and federal government can help us with that.

But the priorities need to change. And it's not good to support the almond farms south of the Delta that take large amounts of water from the Delta. And they kill a lot of wildlife.

So yeah.

MS. CLARK: Thank you, Ms. Frost.

Next speaker is Michael Frost.

MR. FROST: Good evening.
I went -- and I know these consultants here. You've been on the road show, going around the state. Thank you for doing this.

You know, I have deja vu. I was doing this ten years ago. And in my research I figured out that there was also a state referendum in 1982. It was also resurrected for CALFED in the '90s. And the whole plan was dreamed up in 1890, and I think it was a bad idea in 1890. But the external costs didn't catch up to us until recent decades.

And in 2020 this is an absolute embarrassment and an insult to my intelligence that we're getting the same talking points again. We're looking at global environmental calamities that we can't even understand the scope of. Those would include the insect apocalypse, bird apocalypse, massive extinctions. And right here, Delta smelt.

So with all this water conveyance that we've been doing for all these years to support corporate ag and endless development in every direction -- the Delta smelt are officially extinct, but you're still proposing the same projects and telling us that it's going to -- it's going to help the fish. That's an embarrassment. An absolute embarrassment.

We have an entire continent that is on fire
right now, and that continent is Australia. And
Australia is very similar to California in a lot of
ways. Most of the people live on the coast, with a
wet season and dry season, and they get around 15 to
25 inches of rain per year. Very similar to Santa
Clara Valley.

There was a millennium drought that lasted
15 years in Australia, and they were about 15 minutes
away from running out of water at the beginning of the
drought. Say three or four years in, they're like,
Okay. We're going to do an interbasin pipeline, where
they're going to pump water from one side of the
continent to the other, and they're going to do a
desal plant. Years -- and they said, And this next
year we're going to get 15 inches of rain. And then
the next year there was three inches of rain. Next
year there was four inches of rain. Next year there
was two and a half.

Okay. Now we're in the middle of this
ting, and we're 15 minutes away from running out of
water. Everything changed. The strategy changed.
The strategy changed to regional self-sufficiency.

What can give us the most impact for the
lowest amount of money, as quickly as possible? You
know, these tunnels are going to -- are going to be a
stranded asset.

Australia never built the interbasin pipeline because they didn't want to dry out the areas of origin, which California is required to do. And they didn't build a desal plant because it's a waste of money. And their regional self-sufficiency investments saved some of the urban areas.

Now, this is a very destructive Australian government that would make Donald Trump blush, and they continued their rapacious activities and are now in a real pickle. Australia is a climate change lab. So if we want to take a glimpse into the future and see what the external landscape is going to look like, Australia is a really good choice.

Organized labor. I see organized labor people here. I support organized labor. You protect labor and you protect jobs.

The first jobs to be created by these tunnels are going to be in China, to build the boring equipment they're going to use. This is going to be mechanized, industrialized. There are no jobs for you.

There is a plethora of jobs in regional self-sufficiency projects like they did in Australia.

And our back is against the wall, but we
don't know it right now. There are harmful algae blooms that are popping up in the Delta right now. They will have a direct impact in real time in Santa Clara Valley.

There -- the monetary costs, the environmental costs and the opportunity cost to these Delta tunnels is immense. The opportunity cost is probably the highest because we are walking off of a cliff. And we can easily, under our own power, turn to the side and turn around and go in a different direction.

MS. CLARK: Thank you, Mr. Frost.

The next speaker is Daphne Frost. And while Ms. Frost gets ready to speak, I'm going to call the next three speakers, who can get prepared, please. Katja Irvin, Kelly Abreu, and Jose Garcia, I believe. Thank you.

Please proceed.

MS. DAPHNE FROST: Hi. My name is Daphne. I'm six. I want the Delta to be clean for my whole life.

MS. CLARK: Thank you.

The next speaker, Katja Irvin.

MS. IRVIN: Hi. My name is Katja Irvin, and I'm with the -- I'm the conservation committee
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6:00 p.m.

Santa Clara Valley Water District
5750 Almaden Expressway
San Jose, California

REPORTED BY:
Noelia Espinola, CSR #8060

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We urge the State to move this project forward before it's too late.

Thank you.

MS. CLARK: Thank you, Mr. Steele.

Our next speaker is Penelope Frost.

MS. PENEOLOPE FROST: Hello. My name — is this better?

MS. CLARK: That's better.

MS. PENEOLOPE FROST: Okay.

Hello. My name is Penny, and I'm ten years old. I have spoken at a Delta meeting before in public, but — I loving fishing with my dad and grandpa, and I've spent my whole life in and around wildlife and going fishing. And I want to stop the people who take water from the Delta, and I think that the Santa Clara Valley Water District and state and federal government can help us with that.

But the priorities need to change. And it's not good to support the almond farms south of the Delta that take large amounts of water from the Delta. And they kill a lot of wildlife.

So yeah.

MS. CLARK: Thank you, Ms. Frost.

Next speaker is Michael Frost.

MR. FROST: Good evening.
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Next speaker, Elke Rank.

MS. RANK: Hi. Good evening. I'm Elke Rank. I'm with Zone 7 water agency, the wholesale water agency that serves retailers in the Livermore, Pleasanton and Dublin. We are a state water contractor and one of three Bay Area agencies receiving water through the South Bay Aquaduct, which conveys Delta water from Bethany Reservoir through Livermore and down to San Jose.

Delta Conveyance and the state water project are critical components to support regional and local water supplies, including the Bay Area. Zone 7 receives nearly 90 percent of our water supply from the Delta, making these two components of utmost importance -- excuse me -- importance to us to reliably provide water to over 260,000 residents in the Tri-Valley and also to about 3500 acres of variegated agriculture in the East Bay.

We are actively pursuing ways to diversify our water supply and enhancing resilience through local -- locally through the collaborative Bay Area regional reliability partnership. Still the Delta conveyance is an indispensable private product. It serves to protect us against Delta outages due to earthquakes, climate change, et cetera, and it is
critical to the Tri-Valley's health and economic
cluster. Thanks.

MS. CLARK: Thank you, Ms. Rank.

Next speaker is Stephen Rosenblum.

Is that correct?

MR. ROSENBLUM: That's correct.

Yeah, my name is Stephen Rosenblum. I'm a
resident of Palo Alto. And I drove here to get here.
It took me an hour and a half in traffic. And I would
like to suggest that if you hold more of these
meetings, that you hold them later in the evening,
when traffic is abated. People have to come in rush
hour. It's not -- it's not very sensible. So if you
want more to people to turn out, I think would be
better if you held it at 7:00 instead of 6:00.

Anyway, I came here on my own as a private
citizen. Nobody is paying me to be here. I came to
speak for the Delta environment, because the fish and
wildlife that live there can't speak for themselves.

As Dr. White pointed out, the fish species are
collapsing in the Delta already. They cannot stand
any further stress -- especially in light of the
reoccurring droughts we seem to be having -- of any
more water exports to anyplace else.
The proposed single tunnel will extract the
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Yeah, my name is Stephen Rosenblum. I'm a resident of Palo Alto. And I drove here to get here. It took me an hour and a half in traffic. And I would like to suggest that if you hold more of these meetings, that you hold them later in the evening, when traffic is abated. People have to come in rush hour. It's not -- it's not very sensible. So if you want more to people to turn out, I think would be better if you held it at 7:00 instead of 6:00.

Anyway, I came here on my own as a private citizen. Nobody is paying me to be here. I came to speak for the Delta environment, because the fish and wildlife that live there can't speak for themselves. As Dr. White pointed out, the fish species are collapsing in the Delta already. They cannot stand any further stress -- especially in light of the reoccurring droughts we seem to be having -- of any more water exports to anyplace else.

The proposed single tunnel will extract the
maximum of 6,000 cubic feet per second, and that's already a lot more than can be spared from the low flow that the Delta is presently getting.

So, also, we need to remember, as Dr. White pointed out, that 80 percent of California's water is used by agriculture. That means that if agriculture reduces consumption by 10 percent, we would not have any problems. And the reduction can be done in a sensible way, by eliminating crops that are water-retentive. As he pointed out, a single almond requires gallons of water to grow. We're essentially exporting water to China and Japan. It doesn't make any sense.

And the same with grass crops like hay and alfalfa, cotton. We shouldn't be growing those. You know, we should be growing crops that are more adaptive to a Mediterranean climate and not a climate of high rainfall or high year-end rainfall.

And agriculture also needs to increase efficiency of water use. They can't be spraying water in the air when the outside air temperature is 90 degrees. It just evaporates.

Governor Newsom, in a recent interview, claimed that this project would create a lot of jobs. And that's total nonsense. It will create a lot of
construction jobs, as the people from the union pointed out, but it will not create many long-term jobs. And many of the jobs it creates will be low-paying jobs that are not really career jobs. They're jobs for people that are trying to get a leg up on the economic ladder.

Instead the project should be directed more towards fixing the problems of the Delta to protect the existing -- existing islands and shoring up the levees and to protect the water quality from saltwater intrusion. That is really one of the main issues of the collapse of the species, and this project will exacerbate it.

I think that the best thing we can do at this point is do that and not build any tunnels. I don't think the Delta can tolerate any more water exports.

Thank you.

MS. CLARK: Thank you, Mr. Rosenblum.

Mr. Sethy is our next speaker. And if he will forgive me -- just one minute, Mr. Sethy. I'm going to call the additional three people to line up behind you.

And pardon me. I'm not going to do a good job on this last name. It looks like James
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Thuerlachter, California Alliance for Jobs. That is Person Number 1. Christophe LaBelle, Silicon Valley Leadership Group, Person Number 2. And I believe the name is Charlie Black from the Sierra Club for the third person. So hopefully you folks can line up behind the speaker.

Again, James Thuerlachter, Christophe LaBelle and -- I think it's Charlie Black. Thank you. Please proceed. Thank you.

MR. SETHY: All right. Thank you.

Good evening, everyone. My name is Paul Sethy, and I serve on the board of directors at the Alameda County Water District or ACWD. I'm speaking on behalf of our district tonight. I am also a charter member of the Delta Conveyance Finance Authority, representing ACWD.

ACWD serves over 350,000 residents and businesses in the cities of Fremont, Newark and Union City. About a third of our customers are commercial, industrial and institutional accounts in our service area. ACWD receives, on average, 40 percent of its water supply from the state water project. So we have a significant interest in the long-term reliability of the state's water system.

By the way, we were the first investors in
the state water project and the building of Oroville Dam in 1962.

Our customers have made significant investments over many years in a diversified portfolio of water supplies, including conjunctive groundwater use and brackish groundwater desalination. In fact, our brackish water desalination plant is the only one in Northern California and has been in operation for 17 years and represents about 20 percent of our water delivered to our community. In fact, it was much higher during the drought.

We continue to pursue significant water conservation in our service area as well as regional partnerships as well. Even with these intensive efforts, the state water project remains a critically important water supply for our customers and the Bay Area region.

With the threat of climate change and sea level rise quickly approaching, the Delta Conveyance Project seeks to address these significant challenges.

The project would reduce the risk of disruptions in the state water project supplies to our customers in the event of emergencies such as earthquakes or other water quality emergencies in the Delta. And this is critically important to us.
The costs of the Delta Conveyance Project that would be borne by ACWD customers are still being determined, and we're evaluating the business case. ACWD continues to evaluate the cost-effectiveness and benefits of the project as we learn more.

That said, based on the information we have now, we anticipate that the Delta Conveyance Project will have significant benefits to our customer base and will be a cost-effective way to maintain a reliable and resilient water supply for our region.

ACWD also recognizes the importance of balancing water supply and ecosystem needs, as mentioned by other speakers tonight, and appreciates the State's efforts to collect input from the public on this important project.

So thank you for your consideration of ACWD's comments, and we appreciate the opportunity to participate in today's scoping meeting.

Thank you.

MS. CLARK: Thank you, Mr. Sethy.

All right. Next speaker. And if you wouldn't mind clarifying your last name. We would appreciate that.

MR. THUERLACHTER: Yeah, Thuerlachter.

James Thuerlachter.
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long lists that I'm not going to try to list off in the remaining 22 seconds I have. But there is a real need for technical expertise, and we can't see any of it. Any of it. And we won't see it until you give us the Draft EIR, which was then too late. So I'm encouraging you to open up the process so that experts can help you. Thank you.

MS. CLARK: Thank you, Dr. White. And before the second speaker starts, I would like to point out that, for your assistance, the yellow light will go on when -- I think it's one minute is remaining. Okay. So we're doing a four-minute speaking segment. The yellow light will come on when you have one minute left. And, of course, there's that beep noise at the end. Thank you.

Please proceed.

MR. SMITH: Wonderful. And thank you for -- DWR staff, for hosting this open forum for us to give comments. My name is Chris Smith. I'm here on behalf of the Associated General Contractors of California. We represent over a thousand general, specialty and associate members throughout the state. Our members
work on infrastructure projects from under a hundred thousand dollars to over a hundred billion dollars. And we're here tonight in support of the proposed Delta Conveyance Project which is identified in the NOP. We believe that infrastructure is vital to the success of California's economy, from the roads we drive on to the systems that connect us, down the pipes that deliver water to our homes and our businesses.

Every couple of years the American Society of Civil Engineers issues infrastructure report cards. In 2019 they gave California levees a D rating. Our dams, they got a C minus. And our drinking water systems, they got a C. And I know from at least my school days, Cs and Ds don't get hung up on the fridge. So something to work on.

During his 2019 State of the State address, Governor Newsom highlighted that California's water supply has become less reliable over the years for a number of reasons. He also stated that, quote: The status quo is not an option. And we agree with the governor on that point. Without action, water supplies throughout the main distribution system are at risk of collapse in the event of a major earthquake or flood.
The proposed Delta Conveyance Project will address many of California's complex water challenges and will be critical in improving infrastructure that supplies water for millions of Californians. Moving forward with a project that does not deliver enough water economically, though, would be a mistake. We know that without proper water infrastructure, California's economic growth can be slowed, rates could rise and the health of the Delta will continue to decline. So we need a project that can run about 6,000 to 7,500 cubic feet per second.

Acting now to improve the security and reliability of water supplies will support new growth and allow us to continue to move forward in the state. We urge DWR to move forward with the project now on the NOP with the capacity for 6,000 to 7500 CFS. On behalf of ADC and over our 1,000 member companies, we ask you to support this project.

And thank you for your time.

MS. CLARK: Thank you.

Next speaker is Mariah Looney.

And, Mariah, please let me pause for just a moment to call up the next three speakers that can line up after her.

So the next three are Chris Snyder, Brandon...
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