PALMER report for July 16, 2020 Board meeting

Since the last Board meeting of June 17:

June 18 DCA Board meeting (Delta Conveyance Design and Construction Joint Powers Authority)
   The board addressed program controls, the budget, travel guidelines, Independent Technical Reviews (ITR), including review of different screening technologies, impact on fish, and use of fill. The second SEC ad hoc group gave a report of their specific issues and viewpoints to the board.

June 18 DCA technical meeting with DCA Executive Director

June 19 DCA Stakeholders Engagement Committee (SEC) pre-meeting for online organization

June 23 live WEBINAR “The Great Reset: Leading the Workplace Post-COVID-19”

   The purpose of this 90-minute webinar is to provide ACWA members with tools, techniques, and principles to help you lead your organizations as we return to work in the midst of this unprecedented, uncertain, and now polarized work environment due to COVID-19. This webinar will touch on the following:

   - Understanding employees’ varying levels of fear and concern, and their perceptions of unfairness regarding remote work and return to work
   - Creating a consistent approach to the new challenges of sharing physical workspace while social distancing
   - How to examine and adapt your HR policies for the post COVID-19 world

Using the four pillars of **Connectedness, Clarity, Consistency, and Compliance**, the speakers will offer tips, tricks, techniques, and tools to help you re-engage your employees and prepare your workplace moving forward.

June 24 SEC meeting
   The main topic was on soils transportation including logistics, storage, and use. See attachment.

June 25 “Reframing a Region: Communities of Color in the California Delta – Part1”
   Description: This webinar will address popular narratives of the California Delta that present the region as a white space. Using an array of primary sources, a diverse panel of experts will contest this view, illustrating how communities of color were fundamental to the development of the Delta region

July 2 “Reframing a Region: Communities of Color in the California Delta – Part2”
   This webinar continued the theme of part 1 addressing the issues of various tribes and linguistic groups in the Delta including enslavement, community disruption, and ecosystem destruction. Also addressed in more detail were the roles of Chinese, Hawaiian, Filipino, and Japanese immigrants, and their communities. Both parts are now available for viewing online.
MEETING HIGHLIGHTS

The ninth meeting of the Stakeholder Engagement Committee (SEC) was held remotely via video conference on June 24:

- DCA legal counsel provided a Ralph M. Brown Act refresher.
- The DCA team presented information about Delta-wide soil management and transportation logistics, provided updates on the siting concept that have been adjusted based on feedback from SEC members and other stakeholders, and provided updates on the development of a virtual tour of the proposed project corridors.
- DWR provided an update on their Tribal engagement process and explained the Section 404 permit application submitted to the U.S. Army Corps of Engineers (USACE).

The meeting video, agenda, presentation and supplemental materials are available for review on the dcdca.org website.

MEETING OVERVIEW

- Brown Act Refresher & Update: DCA Legal Counsel Josh Nelson reminded members about basic Brown Act requirements governing public bodies, such as the SEC. Adjustments to the Brown Act as a result of “Stay at Home” mandates and best practices for virtual meetings were also reviewed.
- DWR Updates
  - DWR Environmental Manager Carolyn Buckman updated the SEC on DWR’s environmental process and noted that she anticipates releasing the Draft Scoping Report during the summer.
  - Ms. Buckman also noted that DWR has submitted the application for the Section 404 permit for a proposed Delta Conveyance project. Submittal of this application formally engages the USACE regulatory team and will allow federal regulatory agencies to identify the lead for the National Environmental Policy Act compliance. No permit will be issued until environmental processes are complete.
  - The application’s project description could only include one alignment, and DWR included the Eastern Corridor for this application. It is important to note that the project description should not be construed as a decision by DWR regarding a preferred alignment; no decision will be made until after the environmental process is complete.
- Soil Transportation and Management: DCA Levee and Forebay Lead Graham Bradner gave an overview of soil conditions, testing, drying, potential uses, and preliminary estimates for anticipated quantities. The conceptual plans for transporting soil to and/or from project sites were also shared for SEC feedback.
- DCA Conceptual Plans Modified Based on SEC Feedback: DCA Engineering Manager Phil Ryan provided updates on eight major changes in siting the proposed project in response to feedback from the SEC and their associated stakeholders and outlined the benefits of those modifications.
  - The siting has been shifted for the proposed Glavinle Shaft onto the proposed Twin Cities site, eliminating all construction activities associated with that shaft, eliminating the need for a new I-5 bridge and condensing construction logistics with all tunneling operations on a single site.
  - The DCA engineering team streamlined construction logistics to proposed Intakes, minimizing construction within Stone Lakes Refuge boundary, eliminating the needs for a Hood Franklin Road expansion, eliminating a new interchange on I-5 at Lambert Rd, and utilizing routes with less existing traffic.
  - Based on SEC feedback, current plans eliminate a Barge Landing on Boudoir Island.
  - The team is proposing to widen Hwy 12 to four lanes and expand Potato Slough Bridge, providing a permanent infrastructure asset for the region.
  - The team is proposing shifting Brack Tract Maintenance Shaft north to Canal Ranch Tract, farther away from Woodridge Ecological Reserve, with easier access to I-5.
  - The DCA proposes eliminating the Barge Landing at Lower Roberts, which would eliminate aquatic and terrestrial effects of barge construction along the San Joaquin River and reduces construction impacts on the island.
  - Engineers are also proposing shifting the Southern Complex Launch Shaft to the north, eliminating the Byron Tract Shaft on the Central Alignment, reducing truck traffic on Hwy 4 and eliminating construction truck traffic on Victoria Island bridges.
  - All changes streamlined the proposed alignments, in some cases decreasing the total amount of tunneling that would be needed, potentially decreasing construction time and effects.
- DWR Update on Tribal Engagement
  - DWR Tribal Policy Advisor Anecita Agustinez provided an overview of DWR’s Tribal consultation process and the status of Tribal engagement on Delta Conveyance. She provided links to the laws governing the process of consultation and discussed Assembly Bill 52, the CEQA Amendment and its applicability to Tribal consultation.
  - She explained the changes to these processes due to COVID-related Executive Orders, and provided a review of the Tribes currently engaged in the consultation process regarding the proposed project. Ms. Agustinez noted that formal government to government consultation is meant to ensure confidentiality of information sharing and AB52 consultation ensures the protection of Tribal Cultural Resources unique to each Tribe. She emphasized that consultation meetings are currently being conducted, including providing technical and advisory assistance to a Tribal Engagement Committee. In addition, DWR is continuing to schedule quarterly regional stakeholder meetings throughout the State. The information gathered through these meetings is being integrated into DWR’s environmental process as appropriate.
MEETING OVERVIEW (continued)

- Next SEC Report to Board: The SEC were asked to volunteer up to four SEC members to provide an SEC report to the DCA Board of Directors at their July meeting.

- Tracking Packet: The cumulative tracking packet, capturing questions and comments submitted by SEC members, is also on the website; sortable Excel versions of the documents are available as well.

COMMITTEE FEEDBACK:

- Mr. Hsia said the “Soils/RTM” presentation seemed to alleviate the earlier SEC concerns about soil excess and usability, but various SEC members expressed persisting doubts about soil quality and the potential effects of soil conditioners.
- Ms. Giacoma requested information about the composition of the soil conditioners that will be used. The question has been addressed in the Q&A matrix (ID#4.78) in the following manner:

  Many different types and brands of conditioners are used in tunneling based upon soil conditions present along the alignment. Conditioners are generally categorized as foams, polymers and bentonites. On recent projects, DCA consultants have observed the use of Sollis® surfactants (i.e. detergents), available from the manufacturer Boraid Products, mixed with clean water as a foaming conditioner. Sometimes, a cellulose product, like Soilax C, is added into the conditioner mix to provide added strength to the soap bubbles, which helps when the conditioner is injected into certain soil formations. Thickening agents, such as polymers and a bentonite (a naturally occurring clay), are also used for different soil conditions. These include such products available from Mapei Products. These are just examples of some products that could be used. The construction specifications would require any conditioners to be inert (chemically inactive).
- Dr. Lytle said that the South Delta Agencies RD’s are planning a large project that may produce additional dredge materials that might be utilized in case there is a shortfall of RTM for the proposed project.
- Mr. Gloski thanked the DCA team for removal of the proposed barge landing in The Bedrooms and for the changes to Highway 4.
- Mr. Moran said regular updates from DCA on how SEC feedback is incorporated is helpful.
- Mr. Wallace said the change to Glanville Shaft site creates a second crossing of the I-5 that needs to be more carefully coordinated with the transportation agencies in that area.
- Ms. Barrigan-Parrilla said the work to update the PDF version of the Mapex Products, mixed with clean water as a foaming conditioner. Sometimes, a cellulose product, like Soilax C, is added into the conditioner mix to provide added strength to the soap bubbles, which helps when the conditioner is injected into certain soil formations. Thickening agents, such as polymers and a bentonite (a naturally occurring clay), are also used for different soil conditions. These include such products available from Mapei Products. These are just examples of some products that could be used. The construction specifications would require any conditioners to be inert (chemically inactive).
- Ms. Parvizi will provide links to the June DCA meeting video and minutes for distribution to Tribal representatives. Ms. Parvizi offered to coordinate presentations and materials with Ms. Tayaba as often and as much as needed.

NEXT STEPS

- DWR will notify SEC members if there are any changes to the NEPA public engagement process as a result of federal Executive Orders.
- DCA will provide as much info as possible on chemicals commonly used in soil conditioners. DCA will re-issue the Material Data Safety Sheets in an updated version of the Tracking Packet and upload it to the website for SEC 9 Meeting Materials at https://www.dcdca.org/June_24_2020_StakeholderEngagementMeeting.htm.
- DCA will update the PDF version of the presentation to address omitted text due to formatting on Item 2 of the SEC Updates section presented by Mr. Ryan.
- DCA will evaluate the two proposed crossings of the I-5 near the Glanville Shaft mentioned by Mr. Wallace and will provide further information at a subsequent SEC meeting.

Traffic Consultant Don Hubbard will connect with Ms. Barrigan-Parrilla for further information about specific traffic effects in particular areas represented by her organization that want to ensure proper mitigation and funding offset any anticipated effects.

DCA will be providing updated map books to reflect the changes discussed in this meeting.

Ms. Parvizi will provide links to the June DCA Board video and minutes so the SEC can review the SEC member reports to the DCA Board.

DCA will coordinate with Ms. Swenson, Mr. Hsia and Ms. Whaley to provide more information to stakeholders in Hood about the proposed project.

Ms. Parvizi will connect with Ms. Tayaba to coordinate presentations and materials to tribes as needed.

SEC AD-HOC COMMITTEE

Up to four different SEC members are invited each month to present to the DCA Board of Directors about the SEC process. Mr. Gloski volunteered to serve on the ad-hoc committee that will present at the July DCA Board Meeting. Ms. Whaley was also invited to serve and will let DCA know if she is available. Additional members interested should contact nazliparvizi@dcdca.org.

SEC Informational Tours

- Virtual tour will be done in next two weeks. It has been delayed due to the updates to the proposed conceptual alignments to reflect SEC member input.
- The SEC-member T-screen factory tour is tentatively scheduled for the morning of July 16. SEC members are asked to respond to Ms. Parvizi with their availability. If needed, a second meeting date will be identified to avoid a quorum. The in-person tour will be outdoors to ensure safety & social distancing. Members will need to transport themselves to the facility.