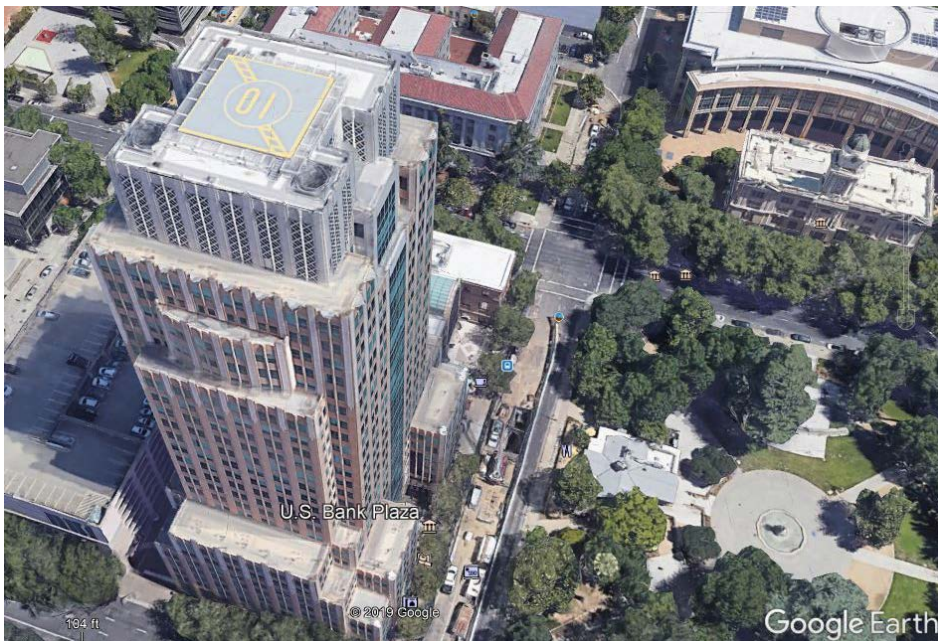


From: [Leland Frayseth](#)
To: [Quintero, Armando@CWC](#); [Baker, Carol@CWC](#); [Ball, Andrew@CWC](#); [Byrne, Joseph@CWC](#); [Curtin, Daniel@CWC](#); [Herrera, Maria@CWC](#); [Alvarado, Teresa@CWC](#); [Swanson, Matthew@CWC](#); [California Water Commission](#); [Shoemaker, Brianna@DWR](#); [Young, Amy@DWR](#); [Cambra, Paul@CWC](#); [Yun, Joseph@DWR](#); [Input](#); [Vogel, Nancy@CNRA](#); [Klopfenstein, Rachael@DeltaCouncil](#); [Haiman, Aaron@SSJDC](#); [Erreca, Erik@DeltaCouncil](#); [John Cunningham](#)
Cc: [spalmer@zone7water.com](#); [Janet Barbieri](#); [info@dcda.org](#); [Boyt, Jessica@DWR](#); [Sugar, Sarah@Waterboards](#); [Uttley, Paige@Wildlife](#); [Mierzwa, Michael@DWR](#); [Rainger, Lisa](#); [rwoodley@usbr.gov](#)
Subject: Scary tunnel's exploding carbon footprint
Date: Thursday, January 09, 2020 6:07:17 AM

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

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

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




Delta Conveyance's construction power demand of 242 mega-volt amperes (MVA) and operating demand of 60 MVA will require an additional natural gas fired power plant. The existing Tracy Combined Cycle Plant that supports Jones and Banks pumping plants emits 390,233 metric tons of CO₂e annually. The Scary tunnel will double that component of the SWP carbon footprint. Please reference my previous Scary tunnel video comment <https://youtu.be/rvm7r4hYcWs>

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California Air Resources Board			 CALIFORNIA AIR RESOURCES BOARD		
Annual Summary of GHG Mandatory Reporting Non-Confidential Data for Calendar Year 2018			Total Emissions (metric tons CO2e)		Emitter CO2e from Non-Biogenic Sources and CH4 and N2O from Biogenic Fuels
ARB ID	Facility Name	Total CO2e (combustion, process, vented, and supplier)	A EL		
749	100217 Torrance Refinery	3,049,473	No	3,049,473	
750	104476 Torrance Refining Company LLC - Fuel Supplier	10,565,995	No	0	
751	100358 Tracy Combined Cycle Plant	390,233	No	390,233	
752	2312 TransAlta Energy Marketing (US), Inc.	182,004	No	0	
753	104230 TransCanada Energy Sales Ltd.	135,571	No	0	
754	104760 Transwestern - Topock	0	No	0	

Introduction Column Descriptions 2018 GHG Data

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

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

Regards.
Leland Frayseth
Concerned Citizen

References used in this comment.

DELTA Conveyance Design and C x +

dcdca.org/#docs

Apps Bookmarks

Delta Conveyance Design And Construction Authority
Delta Conveyance Finance Authority

Home Board of Directors Documents Calendar News Business

Joint Exercise of Powers Agreement (JEPA)

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

SECTION 19.0

Power Supply and Grid Connections

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

19.1 Power Demand

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

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

Table 19-1: Peak Construction Power Requirements

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

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

CCF/IF = Clifton Court Forebay/Intermediate Forebay

E/W = East Tunnel Bore/West Tunnel Bore

MVA = megavolt-amperes