

Meeting Notes
CALFED Bay-Delta Program North Delta Improvements Group
Thursday, June 6, 2002 at 9:30 am in room 1142

ATTENDANCE LIST:

Aimee Dour-Smith	Jones and Stokes
Bill Darsie	KSN, Inc.
Bellory Fong	CALFED
Bob Nozuka	DWR
Boone Lek	DWR Flood Management
Brad Burkholder	DFG
Carl Wender	USB
Collette Zemitis	DWR
Dan Castleberry	CALFED ERP
Don Trieu	MBK Engineers
Frank Wernette	DFG
Gil Labrie	DCC Engineering
Gwen Knittweis	DWR North Delta
Joel Dudas	DWR
Keith Whitener	The Nature Conservancy
Lauren Hastings	CALFED ERP
Marina Brand	DFG / CVDBD
Michael Coleman	CALFED ERP
Michael Norris	DWR / SWP Planning
Mike Eaton	The Nature Conservancy
Patricia Fernandez	CALFED
Ron Ott	CALFED
Rosalie Del Rosario	NMFS
Roger Lee	DWR / Rec. Board
Sam Garcia	Jones & Stokes
Sara Martin	Jones & Stokes
Sergio Guillen	DWR
Topper Van Loeben Sels	NDWA, DPC
Walter Hoppe	Point Pleasant

HANDOUTS

- Previous Meeting Notes
- Meeting Agenda

1. INTRODUCTIONS AND WELCOME – Aimee Dour-Smith, Jones & Stokes

2. NORTH DELTA PROJECT PURPOSE AND ALTERNATIVES – Aimee Dour-Smith, Jones & Stokes

The North Delta Agency Team has developed a new project purpose:

The purpose of the NDIP is to implement flood control improvements in a manner that benefits aquatic and terrestrial habitats, specifically by integrating those CALFED Ecosystem Restoration Program actions that, when implemented concurrently, result in fiscal and ecological benefit.

In addition, the North Delta Technical team has been reviewing alternatives from the 2000 White Paper (which can be found at www.mcwatershed.org), filtering out alternatives that don't make sense anymore, as well as formulating some new ones. In addition, the Nature Conservancy has been working on developing alternatives for McCormack-Williamson Tract. Aimee presented the preliminary North Delta Alternatives, along with some of the TNC alternatives, in a PowerPoint presentation.

The options include a whole-island bypass on Staten Island, partial Staten Island bypass variations, setback levees, options on Dead Horse and McCormack Williamson Tract, bridge replacements and dredging. However, the alternatives shown in the presentation are just preliminary; they have not been run through the hydraulic model, nor are they to scale.

Topper Van Loeben Sels expressed concern over the restriction on frequency of Staten Island flooding (only during 10-year storm events or greater events). Aimee responded that the technical team is exploring the idea of partial-island flooding to address that issue, and acknowledged that the frequency of flooding is an issue that will have to be addressed when until the alternatives are more fully developed and the hydraulic model is available for analysis.

One of the main new ideas for alternatives is the replacement and relocation of the Miller's Ferry Bridge and the New Hope Bridge. It has become obvious from even the preliminary hydraulic model that the bridges are a major impediment to flow, and that bridge replacement may be considered a component of every project alternative. A group member pointed out that the San Joaquin County Public Works Department is already pursuing funds to improve the Miller's Ferry Bridge and that someone from the North Delta team should talk to them and see if the goals of the County can be combined with North Delta goals.

Concerns were raised over the issue of global warming and its potential effect on water surface elevations in the Delta. Bob Nozuka pointed out that there is more margin for error in the survey network than would be affected by global warming. Don Trieu confirmed that a ½ inch change over a long period of time is negligible in the planning process because the model will not be accurate to a ½ inch for planning purposes. It was acknowledged that we could use the model to do a sensitivity analysis to address changes in Delta water surface elevations.

3. UPDATE ON HYDRAULIC MODELING EFFORT – Don Trieu, MBK Engineers

The model is now up and running. MBK is currently refining the model; adding more detail, simplifying it, and making it more stable. After that is completed, they will begin calibrating the model to the 1997 storm event. The preliminary run-throughs have provided great results for pre-calibration stage.

Facts about the model:

- The model time-step is 15 seconds
- 95% of the lidar data is accurate to within + or – 6 inches
- The accuracy of the model regarding elevation is within 1/10 of a foot, however the high-water marks will be the most uncertain numbers.

4. HYDRAULIC MODEL PEER REVIEW UPDATE – Gwen Knittweis, DWR

The peer review panel has been chosen, and an orientation meeting will be held for them during the next Hydraulic Modeling Coordination Team meeting on June 26, and the review should be completed by the end of July. The panel members are:

<u>Panelist</u>	<u>Area of Expertise</u>
Joe DeVries (Chair)	UNET and HEC
Jeff Harris	UNET and HEC
Pete Smith	3-D modeling
Bruce Larock	Hydraulic sediment transport
Steven Monismith	Geophysical fluid dynamics

The role of the panel will be to review the technical assumptions, suggest improvements in the modeling approach, and make sure we have applied the model in the most technically sound way. If the model development and review go according to schedule, public scoping should begin in September (contingent, of course, upon obtaining a federal lead agency).

5. NEW HOPE TRACT PRESENTATION – Joel Dudas, DWR

The levees on New Hope Tract are unstable, and have flooded in the past. DWR's New Hope levee rehabilitation project is an effort to upgrade key levees on New Hope to HMP standards (2:1 landward slope) and implement habitat restoration in association with DFG. This project falls under a Special Project designation. It must be locally sponsored.

The project is taking place in phases, and Phase 1 is already completed. Phase 1 was implemented in 1993-1994, and included rehabilitation of 8 miles of levee east of I-5 and 34 acres of mitigation on Grizzly Slough. The current phase (Phase 2) focuses on the levees west of I-5 to New Hope Landing, and will incorporate actual habitat enhancement

aside from just mitigation. Right now, DWR is looking at engineering design of the levees and habitat plans for Phase 2. One of the options, aside from the traditional rehabilitation of existing levees, is to build cutoff levees built to HMP standards. They haven't decided if the old levees will be maintained or not. Topper Van Loeben Sels suggested breaking the old levees to provide improvements in fish habitat. Joel responded that increasing fish habitat is a great idea, but they are restricted by overall budget and the availability of material.

Walt Hoppe raised a concern about the fact that no levee raise is proposed at New Hope Landing; he doesn't think the levee elevations meet HMP standards there now. Joel said that the levees do meet HMP standards at New Hope Landing.

Mike Eaton recommended more coordination between the New Hope levee improvements and the North Delta project, as it presents an opportunity for the New Hope project to find borrow areas and for the North Delta project to address channel capacity issues.

6. DELTA-WIDE ERP STEERING COMMITTEE UPDATE AND UPDATE ON STATUS AND PROGRESS OF THE DRERIP (DELTA REGIONAL ECOSYSTEM RESTORATION PLAN) – Michael Coleman, CALFED and Marina Brand, DFG

Marina Brand showed the group a PowerPoint presentation on the Delta Regional Ecosystem Restoration Plan. The presentation described the Plan participants, purpose, contents, status, and schedule. Currently, a draft of every chapter has been written, except for the chapter addressing ERP actions. The report will incorporate technical and scientific expertise.

The question was raised as to whether the ERP actions will be split out geographically, and Marina answered that at this time the answer is no. ERP actions will more likely be broken out by subject (i.e., terrestrial species, aquatic species, invasive species, etc.). However, because the plan is still in formation, geographic goals or actions could be recommended. It was confirmed that the plan is unlikely to pinpoint specific parcels or locations for given ERP actions.

7. OTHER PROJECT NEWS

- **Federal Lead Agency**

The Bureau has issued their final answer; they will not be acting as lead agency for the North Delta project. The Bureau stated that because this is mainly a flood control project, they should not take the lead. Gwen is now revisiting discussions with Corps Planning. However, if Corps Planning becomes the lead, it would mean reworking the schedule of the project and trying to piggy-back on an existing feasibility study.

8. NEXT MEETING:

The next NDIG meeting is scheduled for 9:30-11:30 a.m. on **Thursday, July 11, 2002**, in room 1142 at CALFED offices.

ACTION ITEMS:

Item No.	Action Item	Responsibility	Timeframe
1	Inquire at the San Joaquin County Public Works Department about their plans to improve/replace Millers' Ferry Bridge.	Aimee Dour-Smith	ASAP
2	Prepare a control network update for the next NDIG meeting.	Bob Nozuka	For July 11 meeting
3	Get into contact with USGS and present on their new gages and status of existing gages at the next NDIG meeting.	Gwen Knittweis	For July 11 meeting
4	Prepare presentation on the TNC/UCD efforts for McCormack-Williamson Tract for a future NDIG meeting (July or August).	Keith Whitener	For July 11 meeting