

# SEC Member Question/Request Tracking Log Presented 03.11.2020

Num	Date	Requester	Questions/Comments	Responder	Status
2.01	12/11/19	Barbara Barrigan-Parrilla	Will there be real-time disclosure of existing issues discovered during soil testing or field work?	Gwen Buchholz	Responded 1/22/2020
2.02	12/11/19	Barbara Barrigan-Parrilla	Are you going to coordinate markers on each soil collection point so levee impacts can be tracked by RD's?	Graham Bradner	Responded 1/22/2020
2.03	1/6/20	David Gloski	Flow at the intake – At the last meeting someone asked about negative or reverse flow in the river at the intake. There was an instant response of no, never negative, but I sort of wonder what that looks like at high or low tide. That is a big issue out here and I personally would like to understand those flows at the intake during the complete tide cycle. Top, bottom, half tide rising (flooding), half tide falling (ebbing). At full “take” what are the flows just above, just below, and going out of the system? I assume that just below there is always a positive downstream cfs there even when it is peak flooding. Specific numbers like that would help. Probably good to do during the driest drought time, low river flow. If we can get those flows we, I, can put stuff like that to bed when talking with people.	Phil Ryan	Responded 1/22/2020
2.04	12/11/19	Anna Swenson	Can we add to Map 8: Historical sites, cultural resources, Indian Burial grounds?	Gwen Buchholz	Responded 1/22/2020
2.05	12/11/19	Phillip Merlo	Is there a map reflecting the history of settlement of Native peoples (Mr. Merlo offered to help coordinate data collection)?	Gwen Buchholz	Responded 1/22/2020
2.06	12/11/19	Barbara Barrigan-Parrilla	Will you be identifying and protecting native plant species around the Clifton Forebay used for tribal medicinal practices?	Carrie Buckman	Responded 1/22/2020
2.07	1/3/20	Jim Wallace	NEPA is the National Environmental Policy Act, not ..."Protection" Act.	Nazli Parvizi	Responded 1/22/2020
2.08	12/27/19	David Gloski	Directory for DCA employees?	Nazli Parvizi	Responded 1/22/2020
2.09	12/11/19	Anna Swenson	What is the definition of “temporary” in terms of years?	Carrie Buckman	Responded 1/22/2020
2.10	12/11/19	Anna Swenson	Who decides what a reasonable alternative is, what makes an alternative qualify as “reasonable” and to whom is the alternative deemed reasonable?	Carrie Buckman	Responded 1/22/2020

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2.11	12/11/19	General	Clarification about how DWR will reflect and characterize SEC participation in the EIR?	Carrie Buckman	Responded 1/22/2020
2.12	12/11/19	Anna Swenson	Incorrect data on Map 7, cropscape is historically wrong. Will this be corrected?	Gwen Buchholz	Responded 2/26/2020
2.13	12/11/19	General	What constitutes a recreational facility in terms of representing sensitive receptors?	Gwen Buchholz	Responded 2/26/2020
2.14	12/11/19	General	Is there a map reflecting existing water infrastructure and facilities such as intakes, diversion works and conveyance facilities?	Karen Askeland	Responded 2/12/2020
2.15	1/16/20	Barbara Barrigan-Parrilla	Would it be possible for the upcoming packet to get a map with the alignment for the tunnel that has the following: 1) Highways, railroads -- any major infrastructure that is easy to label. It needs a few more markers for users. 2) A legend for miles. 3) Names of the islands through which it passes and refuges -- public boat launches if time permits. That would be helpful. It will make discussions easier. Across the board, people in the community are frustrated that the NOP map is hard to read. We understand that it may be more conceptual; my request is for readability.	Gwen Buchholz	Responded 2/26/2020
2.16	12/11/19	Angelica Whaley	DWR plans for levee maintenance in regards to the intakes and flood protection?	Luke Miner	Responded 2/12/2020
2.17	12/11/19	Anna Swenson	How long the bridges have to be up and when for DCA construction barges?	Luke Miner	For Future Discussion
2.18	12/11/19	Anna Swenson	What are round trip barge calculations?	Luke Miner	For Future Discussion
2.19	12/11/19	Anna Swenson	Do the conveyor belts go across the island?	Luke Miner	Responded 2/12/2020
2.20	12/11/19	Anna Swenson	Features that could end up being permanent?	Luke Miner	For Future Discussion
2.21	12/11/19	Anna Swenson	Fuel stations aesthetics, whether they will be temporary or permanent, if they will be underground or above-ground tanks, their proximity to schools and people and what safety operations are going to be used to ensure against contamination?	Luke Miner	For Future Discussion

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2.22	12/11/19	Anna Swenson	Batch plants effects on air quality?	Luke Miner	For Future Discussion
2.23	12/11/19	Anna Swenson	Map that depicts an interaction with the bridges?	Luke Miner	For Future Discussion
2.24	12/11/19	Anna Swenson	Pile Drivers: How many sites, are they all at once, how close, duration?	Luke Miner	Responded 2/12/2020
2.25	12/11/19	Anna Swenson	Barges: Size, docking areas, bridges impact, how many barge trips per day, how many docks for barges?	Luke Miner	For Future Discussion
2.26	12/11/19	Barbara Barrigan-Parrilla	Toxicity from soil strengthening, potential spread and impact on sloughs?	Luke Miner	For Future Discussion
2.27	12/11/19	Barbara Barrigan-Parrilla	Air quality around port of Stockton from increased barge and train traffic?	Luke Miner	For Future Discussion
2.28	12/11/19	David Gloski	What are the anticipated waterway rules and process when DCA construction barges are on the waterways?	Luke Miner	For Future Discussion
2.29	12/11/19	General	How the testing, drying, run-off and on-site management of reusable tunnel material will work?	Luke Miner	For Future Discussion
2.30	12/11/19	General	Specifics of tunneling process, machinery used, material derived and its treatment?	Luke Miner	Responded 2/12/2020
2.31	12/11/19	General	RTM testing, usage, drying, run-off and on-site management?	Luke Miner	For Future Discussion
2.32	12/11/19	Gilbert Cosio	Specific discussions about the barge loading locations?	Luke Miner	For Future Discussion
2.33	12/11/19	Jim Wallace	Is there siting information available for burrow pits?	Luke Miner	Responded 2/12/2020
2.34	12/11/19	Karen Mann	How barges used by DCA during construction would affect the recreational activities in the waterways?	Luke Miner	For Future Discussion
2.35	12/11/19	Karen Mann	Waterways safety and usage during construction barging?	Luke Miner	For Future Discussion

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2.36	12/27/19	David Gloski	Fishless intake system? Finds it hard to believe there are no fish in there. Can you explain how this would be fishless including tiny fish?	Luke Miner	Responded 2/12/2020
3.01	1/22/20	Anna Swenson	Can we have the question tracking packet in a digital format?	Nazli Parvizi	Responded 2/12/2020
3.02	1/26/20	Karen Mann	Is there any chance we could have the maps which are being provided to SEC and Scope meetings to actually name the waterways and show the location of Marinas?	Karen Askeland	Responded 2/12/2020
3.03	1/22/20	Michael Moran	What possible impact will the project have on the Park District's several properties in the South-Central Delta that are under irrigation leases?	Gwen Buchholz	Responded 2/12/2020
3.04	1/22/20	Anna Swenson	Can members have access to the recent geotechnical data collected?	Gwen Buchholz	Responded 2/12/2020
3.05	1/22/20	Anna Swenson	Can we have the GPS coordinates of the three favorable intake sites?	Karen Askeland	Responded 2/12/2020
3.06	1/22/20	Jim Wallace	Is there a possibility the geotechnical reports DWR is currently conducting could change where the intakes are located?	Andrew Finney	Responded 2/12/2020
3.07	1/22/20	Barbara Barrigan-Parrilla	How will the new levee effect the other Delta levees?	Graham Bradner	Responded 2/12/2020
3.08	1/22/20	Barbara Barrigan-Parrilla	What are the calculations on the volume of sediment for these flows and for high water events?	Phil Ryan	Responded 2/12/2020
3.09	1/22/20	Cecille Giacomia	Can you provide the truck trip estimates for operational traffic for hauling away sediment?	Phil Ryan	Responded 2/12/2020
3.10	1/22/20	Jim Wallace	How will this facility be kept operational once it is constructed considering the amount of dewatering that needs to occur?	Phil Ryan	Responded 2/12/2020
3.11	1/22/20	Jim Wallace	Will the sediment basin be lined, and if not, will the basins be in groundwater from 4 or 5 feet below existing ground level and below? Does DCA expect the slurry walls to keep them out of the groundwater?	Andrew Finney	Responded 2/12/2020
3.12	1/22/20	Michael Moran	Is there any correlation with outside bends and in-migration and out-migration of fish?	Carrie Buckman	Responded 2/12/2020

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3.13	1/22/20	Barbara Barrigan-Parrilla	Can SEC members get answers to questions about the river bends even if it comes from fish biologists, since there is a difference of opinion within the fish biology community?	Carrie Buckman	Responded 2/12/2020
3.14	1/22/20	Barbara Barrigan-Parrilla	Will the impact analysis of the fish screen brushing on the food web be performed to a microscopic level?	Carrie Buckman	Responded 2/12/2020
3.15	1/22/20	Michael Moran	Is there any consideration given to any type of unexpected wildlife that gets stuck in the sedimentation basin, such as monitoring of eggs?	Phil Ryan	Responded 2/12/2020
3.16	1/22/20	Douglas Hsia	How will this facility be ensured to not kill Delta smelt, as has been reported to be happening at Clifton Forebay?	Phil Ryan	Responded 2/12/2020
3.17	1/22/20	Sean Wirth	Is it possible to incorporate a riparian zone into the design of an intake facility, and would that be easier with the cylindrical tee screen or vertical flat plate type?	Phil Ryan	Responded 2/12/2020
3.18	1/22/20	Cecille Giacomia	What is the fish screen noise in decibels?	Phil Ryan	Responded 2/12/2020
3.19	1/26/20	Karen Mann	It was mentioned that there would be new barge routing and landing "overlay maps". Do you know if they are available yet for either the proposed eastern route or the westerly (original route)?	Luke Miner	Responded 2/12/2020
3.20	1/22/20	Karen Mann	Would the barge mapping change depending on which corridor is ultimately selected?	Luke Miner	Responded 2/12/2020
3.21	1/22/20	Barbara Barrigan-Parrilla	Can you provide an effects comparison chart for SEC members to compare the effects between rail, barges and roads? The chart should include effects on water quality, boating, truck trips, etc.	Gwen Buchholz	Responded 2/12/2020
3.22	1/22/20	Michael Moran	Are there yet any proposed locations for tunnel shafts?	Luke Miner	Responded 2/12/2020
3.23	1/22/20	Barbara Barrigan-Parrilla	Will there be discussion about the flow capacity used and will it be pressurized or not pressurized?	Terry Krause	Responded 2/12/2020
3.24	1/22/20	Barbara Barrigan-Parrilla	Will there be real-time disclosure with water quality issues found during construction?	Gwen Buchholz	Responded 2/12/2020

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3.25	1/22/20	Barbara Barrigan-Parrilla	Why aren't there more meetings in Antioch and Rio Vista? Concern that the scoping meetings are not broad enough for the project.	Janet Barbieri	Responded 2/12/2020
3.26	1/22/20	Jesus Tarango	Can additional scoping meetings for Northern, Central and Southern tribes be held?	Carrie Buckman	Responded 2/12/2020
3.27	1/22/20	Douglas Hsia	Is the corridor that was proposed through the Deepwater Channel with an intake near Rio Vista still a possibility?	Carrie Buckman	Responded 2/12/2020
3.28	1/22/20	Malissa Tayaba	Why all of this for one region?	Carrie Buckman	Responded 2/12/2020
3.29	1/22/20	Mike Hardesty	Will there be some information provided to the committee regarding hydraulic impacts such as water surface elevations and velocity?	Carrie Buckman	Responded 2/12/2020
3.30	1/25/20	David Gloski	Asking for initial modeling results around intakes per a prior email. Drought in wet years, various tides including the slack tides, min and max take flows. Points of interest include the flows at the downstream end of the intake, and even of there is a stronger take on the upstream end of the intake leading to what is necessary or optimum size along the river.	Carrie Buckman	Responded 2/12/2020
3.31	1/22/20	Malissa Tayaba	Why were Southern California reservoirs full when Northern California reservoirs were empty during the last drought?	Carrie Buckman	Responded 2/12/2020
3.32	1/22/20	Malissa Tayaba	How much water is being pulled out and from where?	Carrie Buckman	Responded 2/12/2020
3.33	1/22/20	Malissa Tayaba	Concerns include water quality, water levels rising and falling and how that will affect fish and plants?	Carrie Buckman	Responded 2/12/2020
3.34	1/22/20	James Cox	Will the pile driving vibration effects on the fisheries be studied?	Carrie Buckman	Responded 2/12/2020
3.35	1/22/20	Michael Moran	What effect will restoration plans and mitigation plans have on state parks?	Carrie Buckman	Responded 2/12/2020

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3.36	1/22/20	Michael Moran	What is the process in place for any undocumented cultural sites that might be discovered during construction?	Carrie Buckman	Responded 2/12/2020
3.37	1/22/20	Malissa Tayaba	Do people in Southern California know that the project is impacting villages in Northern California?	Carrie Buckman	Responded 2/12/2020
4.01	2/12/20	Anna Swenson	Does the project set up a system where taxpayers are paying for the construction and also for the ramifications of the construction?	Gwen Buchholz	Responded 2/26/2020
4.02	2/12/20	Barbara Barrigan-Parrilla	What construction is going to be happening simultaneously throughout the whole project?	Gwen Buchholz	Responded 2/26/2020
4.03	2/12/20	Barbara Barrigan-Parrilla	Is there a cumulative analysis in order to understand the true impact of the project, especially for AB 617 communities in Stockton who commute to Sacramento or the Bay Area for work?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.04	2/12/20	Gil Cosio	When will members receive information about the cumulative impacts of the project?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.05	2/12/20	Anna Swenson	How do you analyze the cumulative effects of existing chemicals combined with new chemicals introduced into the environment by the project?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.06	2/12/20	Anna Swenson	Will members be receiving a cumulative analysis of noise, air, water, etc. impacts for all the construction that will be taking place throughout the Delta?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.07	2/12/20	Barbara Barrigan-Parrilla	Has there been outreach done to COG's for traffic analysis, and what are the real economic impacts?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.08	2/12/20	Barbara Barrigan-Parrilla	How will increased barge, rail and truck traffic out of the Port of Stockton affect Stockton's economic recovery?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020

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4.09	2/12/20	Barbara Barrigan-Parrilla	What is the trade-off analysis between jobs generated by the project and potential jobs losses from small businesses that close due to construction?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.10	2/12/20	Barbara Barrigan-Parrilla	What kind of outreach is currently being done with the Port of Stockton?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.11	2/12/20	Barbara Barrigan-Parrilla	Can you provide information about harmful algal blooms?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.12	2/12/20	Gil Cosio	DWR's boring data should be released to SEC members without a PRA.	Gwen Buchholz	Responded 2/26/2020
4.13	2/12/20	Jim Wallace	How far upstream and downstream will new infrastructure such as riprap or levee raises be put in place?	Phil Ryan	Responded 2/26/2020
4.14	2/12/20	Jim Wallace	How far upstream and downstream will the levees be affected and what kind of mitigation will be used? How do changes to the East Bank affect the West Bank, and what kind of mitigation will be used?	Phil Ryan	Responded 2/26/2020
4.15	2/12/20	Jim Wallace	Where will water pumped in the dewatering process go?	Gwen Buchholz	Responded 2/26/2020
4.16	2/12/20	General	How will dewatering affect subsidence?	Gwen Buchholz	Responded 2/26/2020
4.17	2/12/20	Jim Wallace	Why is the Western portion of the Delta not being considered for this project?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.18	2/12/20	Barbara Barrigan-Parrilla	What are the construction impacts of building the infrastructure needed to support the project, such as power lines, additional roads, barge landings, rail terminals, etc.?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.19	2/12/20	Mike Hardesty	What are the impacts to the hydrology, water levels and water quality in the areas around Prospect, Briar and Liberty, and how will those impacted be made whole?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.20	2/12/20	Jim Cox	Why have intakes in the Delta at all?	Gwen Buchholz and Carrie	Responded 2/26/2020

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4.21	2/12/20	Anna Swenson	How will you overcome the challenge of not disrupting RD routine levee maintenance during periods of high flood? How will we mitigate for the required seasonal and annual inspections to ensure reclamation districts are able to keep the community safe?	Graham Bradner	Responded 2/26/2020
4.22	2/12/20	Isabella Gonzalez-Potter	Is there is a comparison document that compares WaterFix to the new proposed project and highlights the key differences from the administration's perspective and why those changes are being made?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.23	2/12/20	Anna Swenson	Has there ever been three intakes of a similar size utilizing tee screens within the same proximity on the same river?	Phil Ryan	Responded 2/26/2020
4.24	2/12/20	Anna Swenson	Will acousticians conduct on-the-ground surveys in the actual Delta?	Phil Ryan	Responded 2/26/2020
4.25	2/12/20	Anna Swenson	Will the other levees across from the proposed intake sites will need to be raised, widened, etc.?	Phil Ryan	Responded 2/26/2020
4.26	2/12/20	Mike Moran	Is there a possibility that the project itself could be used as a flood control mechanism?	Gwen Buchholz and Carrie	Responded 2/26/2020
4.27	2/12/20	Cecille Giacoma	What will be the impact of dewatering and excavation on aquifers?	Gwen Buchholz	Responded 2/26/2020
4.28	2/12/20	Cecille Giacoma	Can members have a detailed map identifying groundwater and aquifers in the Delta?	Gwen Buchholz	Responded 2/26/2020
4.29	2/12/20	Jim Cox	Where will water extracted during the dewatering process be disposed?	Gwen Buchholz	Responded 2/26/2020
4.30	2/12/20	Jim Cox	Will the dewatering process create odors?	Gwen Buchholz	Responded 2/26/2020
4.31	2/12/20	Barbara Barrigan-Parrilla	What can be done with soil to create habitat projects due to legacy mercury?	Gwen Buchholz	Responded 2/26/2020
4.32	2/12/20	Barbara Barrigan-Parrilla	Do soil conditioners aggravate the methylenation of mercury?	Andrew Finney	Responded 2/26/2020
4.33	2/12/20	Barbara Barrigan-Parrilla	What is seepage when tunnel segments are put together?	John Caulfield	Responded 2/26/2020

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4.34	2/12/20	Barbara Barrigan-Parrilla	What is air pollution from truck traffic and cement construction?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.35	2/12/20	Philip Merlo	How much noise will be produced by shaft boring process?	John Caulfield	Responded 2/26/2020
4.36	2/12/20	Philip Merlo	How many tons of concrete will be poured on the launch shaft site pads?	John Caulfield	Responded 2/26/2020
4.37	2/12/20	Philip Merlo	How much peat dirt will be displaced in the process of excavating?	Andrew Finney	Responded 2/26/2020
4.38	2/12/20	Philip Merlo	When peat dirt is displaced, what mitigation efforts will be made to make sure the peat doesn't increase the asthma problems in the Delta?	Gwen Buchholz	Responded 2/26/2020
4.39	2/12/20	Philip Merlo	What types of mitigation will be provided to schools in terms of noise, air quality and water quality?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.40	2/12/20	Anna Swenson	How many launch shaft pads are being proposed?	Phil Ryan	Responded 2/26/2020
4.41	2/12/20	Anna Swenson	Do soil conditioners need to be removed from the soil before it is reused?	John Caulfield	Responded 2/26/2020
4.42	2/12/20	Anna Swenson	How is the safety of the soil determined?	John Caulfield	Responded 2/26/2020
4.43	2/12/20	Anna Swenson	Can the informational materials please represent barge and rail trips as round trips?	Luke Ryan	Responded 2/26/2020
4.44	2/12/20	Dr. Mel Lytle	Has there been anywhere a tunneling project with this magnitude, soil condition, length, etc. has ever been performed?	John Caulfield	Responded 2/26/2020
4.45	2/12/20	Dr. Mel Lytle	What is done with saltwater that is brought to the surface?	Andrew Finney	Responded 2/26/2020
4.46	2/12/20	Gil Cosio	Is RTM subject to waste discharge requirements?	Gwen Buchholz	Responded 2/26/2020
4.47	2/12/20	Gil Cosio	Do you plan to rehabilitate the levees at launch sites and to what level in order to protect construction operations?	John Caulfield	Responded 2/26/2020
4.48	2/12/20	Gil Cosio	Are there going to be activities such as dewatering, power lines or pipelines between the launch shafts, in addition to	John Caulfield	Responded 2/26/2020

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4.49	2/12/20	Gil Cosio	Will the SEC members receive information about the soil and water testing program once it has been determined?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.50	2/12/20	Gil Cosio	Has DWR started consulting with tribes?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.51	2/12/20	Mike Moran	How should committee members treat hand-outs or other information provided by the public, especially when the source is not clear?	Josh Nelson	Responded 2/26/2020
4.52	2/12/20	Barbara Barrigan-Parrilla	Who is responsible for the weekly spoils testing reporting during construction?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.53	2/12/20	Barbara Barrigan-Parrilla	Will DWR be publishing soil and water testing data for the public to see?	Gwen Buchholz	Responded 2/26/2020
4.54	2/12/20	Barbara Barrigan-Parrilla	How frequently will HAB data be reported and how accessible will it be to the public?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.55	2/12/20	Barrigan-Parrilla	How many miles are between the Eastern Corridor's Launch Site B to the Port of Stockton?	Graham Bradner	Responded 2/26/2020
4.56	2/12/20	Barbara Barrigan-Parrilla	Has there been any analysis on how far away the top end of Launch Site B is from urban housing to the east and north?	Graham Bradner	Responded 2/26/2020
4.57	2/12/20	Anna Swenson	Will conveyor belts will be moving RTM across farmland to the drying areas?	Gwen Buchholz	Responded 2/26/2020
4.58	2/12/20	Anna Swenson	Is the build still anticipated to take 13 years?	Phil Ryan	Responded 2/26/2020
4.59	2/12/20	Peter Robertson	What is the anticipated labor load for each shift and the plan for caring and feeding of those individuals?	Gwen Buchholz	Responded 2/26/2020
4.60	2/12/20	Jim Cox	How close is this construction to residential areas?	Graham Bradner	Responded 2/26/2020
4.61	2/12/20	Douglas Hsia	Is it feasible to use barges at all, since opening the bridges stops the traffic in both directions?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020

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4.62	2/12/20	Jim Wallace	Is new rail siding needed on existing rail lines if rail is used, or will DCA build a spur to the launch sites?	Jim Lorenzen	Responded 2/26/2020
4.63	2/12/20	Karen Mann	How will pockets of gas and water be avoided during tunneling?	John Caulfield	Responded 2/26/2020
4.64	2/12/20	Karen Mann	What effect does that (i.e., pockets of gas) have on the employees underground?	John Caulfield	Responded 2/26/2020
4.65	2/12/20	Karen Mann	What happens if you accidentally pierce a pocket of gas, oil or water during tunneling?	John Caulfield	Responded 2/26/2020
4.66	2/12/20	Mike Moran	How are the tunnels ventilated?	John Caulfield	Responded 2/26/2020
4.67	2/12/20	Mike Moran	If the top of the tunnel is about 100 ft below surface, will these depths still be in the range of human habitation considering the deposition of the Delta over the years and sea level rise?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.68	2/12/20	Jim Wallace	How will first responders be informed of all the construction and be able to respond to emergencies that occur in the tunnel?	Phil Ryan	Responded 2/26/2020
4.69	2/12/20	Dr. Mel Lytle	How does tunneling operate in regards to potential for seismic issues due to the tunneling and the motion of the drives?	John Caulfield	Responded 2/26/2020
4.70	2/12/20	Dr. Mel Lytle	What is the subsidence potential for hitting various unknowns such as sand lenses?	John Caulfield	Responded 2/26/2020
4.71	2/12/20	Dr. Mel Lytle	How does tunneling work in an unconsolidated soil type?	John Caulfield	Responded 2/26/2020
4.72	2/12/20	Dr. Mel Lytle	What is the seismic vulnerability of the tunnel itself?	John Caulfield	Responded 2/26/2020
4.73	2/12/20	Dr. Mel Lytle	How is the lining of the tunnel rated on seismic strength?	John Caulfield	Responded 2/26/2020
4.74	2/12/20	Sean Wirth	Can the SEC members provide the criteria they find important and have DCA perform additional studies to determine how that geography might change through refinement or by shifting the priority levels?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020

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4.75	2/12/20	Karen Mann	Should the committee also be considering different sites for the intakes?	Gwen Buchholz and Carrie Buckman	Responded 2/26/2020
4.76	2/12/20	Cecille Giacoma	Can SEC members please have a copy of the Independent Technical Review Committee assessment results?	Luke Miner	Responded 2/26/2020
4.77	2/12/20	General	Can members tour intake facilities to see examples of flat panel screens and cylindrical screens?	Valerie Martinez	Responded 3/11/2020
4.78	2/12/20	Cecille Giacoma	Can members have a list of soil conditioners considered for use? What is the composition of soil conditioners?	John Caulfield	Responded 2/26/2020
4.79	2/12/20	Jim Wallace	Is the project subject to the jurisdiction of the Mine Safety and Health Administration (MSHA)?	Josh Nelson	Responded 2/26/2020
4.80	2/13/20	Gil Cosio	A report from DWR documented their observation of cracking that occurred on the Grand Island Steamboat Slough levee during the last drought. As I mentioned yesterday, my observations, which were confirmed by an independent geotechnical engineer hired by Mr. Knickerbocker, lead to the conclusion that the loss of moisture due to the presence of trees on the levee slope and along the property line near the house caused subsidence and cracking of the ground and levee. This is a common feature on levees where trees exist near the landside levee crown, however, this case is much more severe based on the number of trees. It's my concern that as the water table drops during dewatering, the same will occur on a much larger basis as the porous sands (some borings have even shown gravels) in the soil column settle.	Gwen Buchholz and Carrie Buckman	Follow up required
5.01	2/26/20	Cecille Giacoma	Where are the alternatives that are being suggested in scoping meetings?	Carrie Buckman	Responded 3/11/2020
5.02	2/26/20	Lindsey Liebig	Will the alternatives that come out of the CEQA process based off of scoping comments be given the same consideration as the options being presented to the SEC?	Carrie Buckman	Responded 3/11/2020

# SEC Member Question/Request Tracking Log Presented 03.11.2020

Num	Date	Requester	Questions/Comments	Responder	Status
5.03	2/26/20	Barbara Barrigan-Parrilla	If the Central Corridor really isn't feasible engineering wise, is it really worth the committee's time?	Phil Ryan	Responded 3/11/2020
5.04	2/26/20	General	Inform SEC members immediately when there is a technical report released that may be of concern or interest to the community.	Kathryn Mallon	Responded 3/11/2020
5.05	2/26/20	Anna Swenson	The ITR report also there are no active fault crossings in the Delta conveyance alignment and that seismic demands are not extreme compared to other projects, and the DCA indicated it agreed on that statement. Why are we building tunnels if seismic issues are not a concern?	Andrew Finney	Responded 3/11/2020
5.06	2/26/20	Douglas Hsia	Should add tribal and historic sites to the evaluation matrix for launch shaft siting.	Carrie Buckman	Responded 3/11/2020
5.07	2/26/20	Jim Wallace	The DCA should first propose a design and then ask the community what benefits DCA could provide to them.	Luke Miner	Responded 3/11/2020
5.08	2/26/20	Barbara Keegan	How does the community benefits discussion fit into the CEQA process?	Carrie Buckman	Responded 3/11/2020
5.09	2/26/20	Barbara Keegan	Request for a time frame of the community benefits discussion to be provided at the next meeting.	Luke Miner  Carrie Buckman	Follow up required
5.10	2/26/20	Karen Mann	Could members have a tour of the proposed intake sites in order to better understand where the facilities would be sited?	Luke Miner	Responded 3/11/2020
5.11	2/26/20	Karen Mann	At the last meeting, a letter from a member was shared that said the intakes at these locations could not be approved by the Water Resources Control Board and Delta Stewardship Council during the WaterFix project. What has changed since the previous project to make the proposed intake sites viable?	Phil Ryan	Responded 3/11/2020

# SEC Member Question/Request Tracking Log Presented 03.11.2020

Num	Date	Requester	Questions/Comments	Responder	Status
5.12	2/26/20	David Gloski	Heritage would be an important factor to add to the siting ranking criteria. In one of the previous meetings a comment was made about staying out of environmental considerations. How can at least some high-level aspects of environmental considerations be completely disregarded in the ranking of potential sites?	Graham Bradner	Responded 3/11/2020
5.13	2/26/20	Barbara Keegan	It would be important to put the ITR into context, including how the ITR is the opinion of one group of people.	Phil Ryan	Responded 3/11/2020
5.14	2/26/20	Dr. Mel Lytle	The proposed project is a 40-foot diameter TBM that is tunneling 40 miles. There may be four TBM's, but the process is the same. What happens if the TBM gets stuck? What about safety in the tunnels?	John Caulfield	Responded 3/11/2020
5.15	2/26/20	Dr. Mel Lytle	Will the ITR's recommended adjustments to the NOP corridors be considered as an alternative?	Carrie Buckman	Responded 3/11/2020
5.16	2/26/20	Jesus Tarango	What economics effects will we see if those people reliant on the Delta lose its use?	Carrie Buckman	Responded 3/11/2020
5.17	2/26/20	Jesus Tarango	Why are the tribes being forced to sit idly by while they watch the destruction of land that we once called home to our ancestors and remain the final resting place for so many?	Carrie Buckman	Responded 3/11/2020
5.18	2/26/20	Jim Cox	How long would it take a salmon fry to move past ¼ mile of intakes and how many times would that fry have to swim back out of the flow? Is it possible that the outgoing tide at the lower end of the screen will be full of dead fish that didn't have the stamina to continue swimming for the entire length of the intake, and how has that been factored into the design?	Phil Ryan	Responded 3/11/2020
5.19	2/26/20	Angelica Whaley	Does the Department of Fish and Wildlife (DFW) undergo the CEQA process in their decision as to where the intakes would go?	Gwen Buchholz	Responded 3/11/2020
5.20	2/26/20	Angelica Whaley	Is there an option to have more intakes with a smaller capacity?	Carrie Buckman	Responded 3/11/2020

# SEC Member Question/Request Tracking Log Presented 03.11.2020

Num	Date	Requester	Questions/Comments	Responder	Status
5.21	2/26/20	Karen Mann	Why does the tunnel need to go 40 miles when it looks like there is a straight shot from around Antioch to Clifton Forebay?	Carrie Buckman	Responded 3/11/2020
5.22	2/26/20	David Gloski	Would tunnel segments still be lowered into the tunnel from launch shafts even if there was a maintenance shaft available?	Andrew Finney	Responded 3/11/2020
5.23	2/26/20	David Gloski	What is the power source for the tunnel cutter head?	Andrew Finney	Responded 3/11/2020
5.24	2/26/20	Cecille Giacoma	Do any of the images or videos shared show tunneling through peat soils?	Andrew Finney	Responded 3/11/2020
5.25	2/26/20	Cecille Giacoma	How does the project team know about the soil composition at the depths of the tunnel, which is over 100 feet below the surface?	Andrew Finney	Responded 3/11/2020
5.26	2/26/20	Karen Mann	What happens if a levee surrounding a shaft site breaks, since the shafts will be built on islands that are lower than the surrounding levees? How will the shafts not fill with water if a surrounding levee fails?	Andrew Finney	Responded 3/11/2020
5.27	2/26/20	Karen Mann	If heavy concrete is put on top of these soils, how will the sites be stable?	Andrew Finney	Responded 3/11/2020
5.28	2/26/20	Karen Mann	Does the project include plans to eliminate critters that eat away at the levees?	Andrew Finney	Responded 3/11/2020
5.29	2/26/20	Douglas Hsia	Are the maintenance and retrieval shafts being kept or filled after construction of the project?	Andrew Finney	Responded 3/11/2020
5.30	2/26/20	Barbara Barrigan-Parrilla	What flood standard is being used to determine the height of the shaft pads compared to what DWR has analyzed in the fourth climate change assessment for storm surge and downstream flood risk?	Carrie Buckman	Responded 3/11/2020
5.31	2/26/20	Anna Swenson	It would be helpful if there was a map that could provide where all of the shafts would be located in order to understand how much prime ag land would be taken and rendered useless for the project.	Gwen Buchholz	Responded 3/11/2020

# SEC Member Question/Request Tracking Log Presented 03.11.2020

Num	Date	Requester	Questions/Comments	Responder	Status
5.32	2/26/20	Anna Swenson	Soil test results have been previously requested and members are still waiting for those results. Members would like the data to see for themselves and not be told that the DCA disagrees with the results because they are from a different contractor than the one DCA wants to use. Borings have been taken for the past 7 years. Can members please have the soil analysis results from those borings?	Gwen Buchholz	Responded 3/11/2020
5.33	2/26/20	Anna Swenson	Can members also have a map with approximate locations of all the project components along the NOP corridors as well as the alignment suggested by the ITR team?	Luke Miner Carrie Buckman	Responded 3/11/2020
5.34	2/26/20	Mike Moran	Does the slide showing truck trips per day reflect the number for one shaft or for multiple shafts? Are all of the shafts constructed simultaneously or is their construction staggered?	Andrew Finney	Responded 3/11/2020
5.35	2/26/20	Mike Moran	Would construction of the maintenance and reception shafts utilize the same staging areas (parking lots, roads, etc.) as the launch shafts?	John Caulfield	Responded 3/11/2020
5.36	2/26/20	Dr. Mel Lytle	Are the safe haven shafts included as part of the planned components or if they are only created in case of emergency?	Andrew	Responded 3/11/2020
5.37	2/26/20	Dr. Mel Lytle	The ITR report sought to determine if CEQA could have an approach for the unknowns. How can that comment be assimilated? The Big Bertha TBM used on the Alaska Way Viaduct got stuck 1,000ft. into the tunnel drive. How is that type of possibility going to be addressed from the engineering point of view?	John Caulfield	Responded 3/11/2020
5.38	2/26/20	Lindsey Liebig	In order to provide adequate comments on any questionnaires or proposed siting, we need actual maps and coordinates. Stakeholders primarily want to know if the project comes through their property.	Luke Miner	Responded 3/11/2020
5.39	2/26/20	Douglas Hsia	Request for the compensation calculations for landowners displaced due to shaft construction or underground tunneling.	Carrie Buckman	Responded 3/11/2020
5.40	2/26/20	Karen Mann	Was the road access quality rating based on the quality for Delta residents or for the construction vehicles?	Graham Bradner	Responded 3/11/2020

# SEC Member Question/Request Tracking Log Presented 03.11.2020

Num	Date	Requester	Questions/Comments	Responder	Status
5.41	2/26/20	Anna Swenson	Where did the road quality data come from?	Graham Bradner	Responded 3/11/2020
5.42	2/26/20	Anna Swenson	What are Mr. Bradner's qualifications to accurately survey roads?	Graham Bradner	Responded 3/11/2020
5.43	2/26/20	Anna Swenson	Should verify the schools in all areas are reflected on the map.	Gwen Buchholz	Responded 3/11/2020
5.44	2/26/20	Jim Wallace	Are the railroads just being considering for siding to off-load equipment and take muck south, or is the DCA still considering spurs? The purpose of the question is that the railroad parallels Franklin Blvd and the rail beds are about 8 or 9 feet higher than the road. It seems like it would take maybe a 2-mile spur to get off and get back on the main line.	Jim Lorenzen	Responded 3/11/2020
5.45	2/26/20	Barbara Barrigan-Parrilla	There will need to be a drive route along both corridor options that her group can evaluate independently. SEC members need their own checklists for what to see and evaluate that is independent from the DCA, but there will be issues accessing certain places like Bouldin and Rindge Tract. Perhaps a bus tour or a led tour with a caravan is the answer, but it is essential to try to put the pieces together and would enable a better response.	Luke Miner	Responded 3/11/2020
5.46	2/26/20	Karen Mann	Recommended Rose Marie charter boat currently docked at Tower Park Marina to tour both corridor options.	Luke Miner	Responded 3/11/2020
5.47	2/26/20	Karen Mann	Having accessors' parcel numbers on printed maps during the tour available would be helpful.	Gwen Buchholz	Responded 3/11/2020
5.48	2/26/20	Lindsey Liebig	Are the launch shafts about 100 acres?	John Caulfield	Responded 3/11/2020
5.49	2/26/20	Lindsey Liebig	Are the maintenance and retrieval shafts about 10 acres?	John Caulfield	Responded 3/11/2020
5.50	2/26/20	Karen Mann	Has DCA determined if these trestle bridges would be a hazard for either the trains or the workers in the dig areas? Will the TBM be tunneling under the bridges?	John Caulfield	Responded 3/11/2020
5.51	2/26/20	Karen Mann	Where would barges be parked at nights and on weekends?	Jim Lorenzen	Responded 3/11/2020

# SEC Member Question/Request Tracking Log Presented 03.11.2020

Num	Date	Requester	Questions/Comments	Responder	Status
5.52	2/26/20	Anna Swenson	Asked about the timing of the scoping meetings. A ton more scoping letters would have been received by residents from Locke and Walnut Grove if they were aware of not only the intakes but about all the other project components that are required. It feels like the scoping meetings are ill-timed compared with the information that is being given to people who are going to be directly affected.	Carrie Buckman	Responded 3/11/2020
5.53	2/26/20	Anna Swenson	There was no mention of launch shafts, maintenance shafts or retrieval shafts at scoping meetings. How can you do this process right if you are not disclosing this information to the public up front?	Carrie Buckman	Responded 3/11/2020



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 02/13/2020

**Requester:** Gil Cosio

**2.35. Question/Comment:** A report from DWR documented their observation of cracking that occurred on the Grand Island Steamboat Slough levee during the last drought. As I mentioned yesterday, my observations, which were confirmed by an independent geotechnical engineer hired by Mr. Knickerbocker, lead to the conclusion that the loss of moisture due to the presence of trees on the levee slope and along the property line near the house caused subsidence and cracking of the ground and levee. This is a common feature on levees where trees exist near the landside levee crown, however, this case is much more severe based on the number of trees. It's my concern that as the water table drops during dewatering, the same will occur on a much larger basis as the porous sands (some borings have even shown gravels) in the soil column settle.

**Responder:** Gwen Buccholz

**Response:** DCA intends to provide a response at a future meeting.

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**Date:** 2/12/2020

**Requester:** General

**4.77. Question/Comment:** Can members tour intake facilities to see examples of flat panel screens and cylindrical screens?

**Responder:** Valerie Martinez

**Response:** The DCA has scheduled tours of both corridors for up to 8 SEC members at a time, available on a first-come, first-served basis. Emails with dates and further coordination details have been sent to members. Please contact [ValerieMartinez@dcdca.org](mailto:ValerieMartinez@dcdca.org) to sign up.

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**Date:** 2/26/2020

**Requester:** Cecille Giacomia

**5.01. Question/Comment:** Where are the alternatives that are being suggested in scoping meetings?

**Responder:** Carrie Buckman

**Response:** Alternatives are developed by DWR as part of completion the EIR in accordance with CEQA, including consideration of scoping comments. Scoping comments will inform the development of alternatives. At this time, DWR has only asked DCA to evaluate the proposed project corridors specified in the NOP. Because it is more cost-effective to evaluate different flow capacities at one time, DWR also asked DCA to evaluate a flow capacity of 6,000 cubic feet per second (cfs) and three different flow capacities as alternatives (3,000, 4,500, and 7,500 cfs). However, it is not a commitment that the alternate flow capacities will be analyzed in detail as alternatives.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Lindsey Liebig

**5.02. Question/Comment:** Will the alternatives that come out of the CEQA process based off of scoping comments be given the same consideration as the options being presented to the SEC?

**Responder:** Carrie Buckman

**Response:** All options suggested during the scoping process will be analyzed for their ability to meet the project objectives and/or reduce environmental effects. Based upon the review of the options, DWR will determine which alternatives will move forward for further analysis in the EIR. Many of the scoping comments that have been submitted at this time include a wide range of options to be considered. At the end of the scoping process, the entire range of options will be reviewed, and a final range of alternatives will be identified to be included in the EIR for analysis at a similar level of detail.

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**Date:** 2/26/2020

**Requester:** Barbara Barrigan-Parrilla

**5.03. Question/Comment:** If the Central Corridor really isn't feasible engineering wise, is it really worth the committee's time?

**Responder:** Phil Ryan

**Response:** The ITR report is merely a single data point. As such, it is being considered with the evaluation results of many design, construction, and operations considerations. The ITR report only considered a subset of the engineering and geographical issues relevant to tunnel construction activities as noted by several tunnel construction contractors and tunnel manufacturers, and does not represent detailed conclusions about Central or Eastern Corridor options. Moreover, the ITR expressly did not consider other relevant environmental factors that will be consider through the CEQA process.

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**Date:** 2/26/2020

**Requester:** General

**5.04. Question/Comment:** Inform SEC members immediately when there is a technical report released that may be of concern or interest to the community.

**Responder:** Kathryn Mallon

**Response:** As future ITR reviews are completed, that information will be provided to the SEC. However, consistent with prior DCA Board direction, ITRs will be publicly presented at DCA Board meetings.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Anna Swenson

**5.05. Question/Comment:** The ITR report also there are no active fault crossings in the Delta conveyance alignment and that seismic demands are not extreme compared to other projects, and the DCA indicated it agreed on that statement. Why are we building tunnels if seismic issues are not a concern?

**Responder:** Andrew Finney

**Response:** The ITR report's note reflects the fact that the current tunnel corridors do not contain active faults and tunneling options themselves would not be uniquely affected by seismic considerations. It was not expressing any opinion regarding the need for or benefit of Delta Conveyance for providing increased seismic reliability to the State Water Project. On this point and in 2014, the U.S. Geological Survey (USGS) estimated that there was a 72 percent probability of a magnitude 6.7 or greater earthquake (a "major event") occurring in the San Francisco Bay Area by 2043. Levees in portions of the Delta could be at risk of failure in the event of a "major event," such as an earthquake of at least magnitude 6.7. If the levee failures occur in portions of the western, central, or southern Delta, the reliability of freshwater SWP diversions at Clifton Court Forebay could be compromised.

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**Date:** 2/26/2020

**Requester:** Douglas Hsia

**5.06. Question/Comment:** Should add tribal and historic sites to the evaluation matrix for launch shaft siting.

**Responder:** Carrie Buckman

**Response:** The environmental impact analysis for Delta Conveyance will include evaluation of cultural resources and historic sites.

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**Date:** 2/26/2020

**Requester:** Jim Wallace

**5.07. Question/Comment:** The DCA should first propose a design and then ask the community what benefits DCA could provide to them.

**Responder:** Luke Miner

**Response:** The SEC meetings that started in December 2019 and will continue at this time have sought SEC feedback on siting design of individual features. The March 11 SEC meeting will present the siting and basic design of each feature and will seek SEC feedback on these topics. The reason that this has not been presented earlier is that the siting and design for this project has only recently progressed to this level, and is continuing to be updated for consideration in the EIR.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Barbara Keegan

**5.08. Question/Comment:** How does the community benefits discussion fit into the CEQA process?

**Responder:** Carrie Buckman

**Response:** The CEQA process will evaluate benefits, as well as adverse effects, of the alternatives. If there are items related to consideration of developing community benefits as part of an option; please consider submitting this comment through DWR's CEQA scoping process.

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**Date:** 2/26/2020

**Requester:** Karen Mann

**5.10. Question/Comment:** Could members have a tour of the proposed intake sites in order to better understand where the facilities would be sited?

**Responder:** Luke Miner

**Response:** DCA will add a tour of the proposed intake sites to the list of tours DCA staff is currently arranging.

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**Date:** 2/26/2020

**Requester:** Karen Mann

**5.11. Question/Comment:** At the last meeting, a letter from a member was shared that said the intakes at these locations could not be approved by the Water Resources Control Board and Delta Stewardship Council during the WaterFix project. What has changed since the previous project to make the proposed intake sites viable?

**Responder:** Phil Ryan

**Response:** This statement does not accurately reflect the history of the California WaterFix project. During the previous California WaterFix project, the evaluation of the application for Change in Point of Diversion to the State Water Resources Control Board (SWRCB) and the appeal of the Certification of Consistency by the Delta Stewardship Council were not completed because the California WaterFix project was withdrawn. Although there were many questions discussed in hearings conducted through these processes and requests for additional information, the change petition and Certification of Consistency process did not make final findings regarding on the previous project. As the Delta Conveyance Project continues, new water rights applications and Certification of Consistency, as well as many other permit applications, are expected to be prepared for review by the regulatory agencies.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** David Gloski

**5.12. Question/Comment:** Heritage would be an important factor to add to the siting ranking criteria. In one of the previous meetings a comment was made about staying out of environmental considerations. How can at least some high-level aspects of environmental considerations be completely disregarded in the ranking of potential sites?

**Responder:** Graham Bradner

**Response:** The DCA siting analyses presented at the SEC are focused on design and construction considerations of physical facilities. Environmental considerations will be evaluated as part of CEQA and may require iterative review of sites through the engineering siting studies.

The EIR will describe impacts to the physical, biological, and human environment, including considerations for heritage uses, related to construction and operation of the proposed project and the alternatives as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

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**Date:** 2/26/2020

**Requester:** Barbara Keegan

**5.13. Question/Comment:** It would be important to put the ITR into context, including how the ITR is the opinion of one group of people.

**Responder:** Phil Ryan

**Response:** The ITR report is merely a single data point. As such, it is being considered with the evaluation results of many design, construction, and operations considerations. The ITR report only considered a subset of the engineering and geographical issues relevant to tunnel construction activities as noted by several tunnel construction contractors and tunnel manufacturers, and does not represent detailed conclusions about Central or Eastern Corridor options. Moreover, the ITR expressly did not consider other relevant environmental factors that will be considered through the CEQA process.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Dr. Mel Lytle

**5.14. Question/Comment:** The proposed project is a 40-foot diameter TBM that is tunneling 40 miles. There may be four TBM's, but the process is the same. What happens if the TBM gets stuck? What about safety in the tunnels?

**Responder:** John Caulfield

**Response:** There will be multiple TBM's on the project and they are all expected to utilize a pressurized face method of excavation (Earth Pressure Balance and/or Slurry Shield TBMs). Maintenance shaft spacing would be about every 5 miles and would be sized to allow for major repairs of the TBM at those locations, if necessary. Because the TBM would have major maintenance reviews and repairs approximately every 5 miles, it would not require major repairs between the shafts. The specifications would also require that many of the major TBM parts like the main bearing, seals, and other parts would be replaceable from within the tunnel in case some repairs are necessary between shafts. This approach is actually more conservative than that recommended by the ITR. Worker safety in tunnels is dictated by the regulations provided under Cal/OSHA's Tunnel Safety Orders, which are very prescriptive in terms of the working conditions for such essential items as adequate ventilation, illumination, ingress/egress, and other items to comprehensively address worker safety.

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**Date:** 2/26/2020

**Requester:** Dr. Mel Lytle

**5.15. Question/Comment:** Will the ITR's recommended adjustments to the NOP corridors be considered as an alternative?

**Responder:** Carrie Buckman

**Response:** The ITR team's recommendation will be considered as an option in the scoping process in the same way that other suggested options are considered. DWR will evaluate the options to develop alternatives that will reduce impacts.

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**Date:** 2/26/2020

**Requester:** Jesus Tarango

**5.16. Question/Comment:** What economics effects will we see if those people reliant on the Delta lose its use?

**Responder:** Carrie Buckman

**Response:** The EIR will include evaluations of land use, agricultural use, population and housing, aesthetics, public services, recreation, and utilities that could be used by people who rely upon the Delta for their work and homes. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Jesus Tarango

**5.17. Question/Comment:** Why are the tribes being forced to sit idly by while they watch the destruction of land that we once called home to our ancestors and remain the final resting place for so many?

**Responder:** Carrie Buckman

**Response:** The EIR will include evaluation of historic land use and cultural resources associated with people who are presently and historically with the Delta. Tribal consultation is the responsibility of DWR. DWR is planning to consult with interested tribes as required by law. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

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**Date:** 2/26/2020

**Requester:** Jim Cox

**5.18. Question/Comment:** How long would it take a salmon fry to move past ¼ mile of intakes and how many times would that fry have to swim back out of the flow? Is it possible that the outgoing tide at the lower end of the screen will be full of dead fish that didn't have the stamina to continue swimming for the entire length of the intake, and how has that been factored into the design?

**Responder:** Phil Ryan

**Response:** The fish passage time across the intakes would depend upon the flow velocity in the Sacramento River, depth of the water, and fish swimming patterns across the river and along the river banks, which varies by fish species. The intake would be designed and permitted in accordance with design criteria established by fish biologists for the National Marine Fisheries Service, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife. The permit is likely to include many items, such as requirements for fish refugia along the intake structure to provide a space without fish screens to allow fish to rest. During the permitting process, fisheries biologists will be analyzing the effects of the intake structures and screens on a range of fisheries species, including Delta smelt, salmon, and steelhead. This comment is related to the scope of DWR's EIR and other permitting processes; please consider submitting this comment through DWR's CEQA scoping process.

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**Date:** 2/26/2020

**Requester:** Angelica Whaley

**5.19. Question/Comment:** Does the Department of Fish and Wildlife (DFW) undergo the CEQA process in their decision as to where the intakes would go?

**Responder:** Gwen Buchholz

**Response:** The criteria developed by the regulatory agencies, such as California Department of Fish and Wildlife and the federal fishery agencies, have undergone peer review. Application of the criteria are part of description of the alternatives in the EIR and evaluated in the EIR in accordance with CEQA.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Angelica Whaley

**5.20. Question/Comment:** Is there an option to have more intakes with a smaller capacity?

**Responder:** Carrie Buckman

**Response:** DWR identified three intake locations and a range of capacities to be considered in the NOP, and asked the DCA to develop plans for these options. This comment considering additional options is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

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**Date:** 2/26/2020

**Requester:** Karen Mann

**5.21. Question/Comment:** Why does the tunnel need to go 40 miles when it looks like there is a straight shot from around Antioch to Clifton Forebay?

**Responder:** Carrie Buckman

**Response:** DWR identified the proposed project with intakes to be located along the Sacramento River to the north of Walnut Grove and a tunnel that would extend to a Southern Forebay near Clifton Court Forebay. This comment considering additional options is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

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**Date:** 2/26/2020

**Requester:** David Gloski

**5.22. Question/Comment:** Would tunnel segments still be lowered into the tunnel from launch shafts even if there was a maintenance shaft available?

**Responder:** Andrew Finney

**Response:** As currently proposed, the maintenance shaft sites would only be sized to remove the cutter head. The launch shaft sites would be sized to lift the segments into the tunnel, tunnel boring machine trailing gear, and reusable tunnel material handling and storage. The large launch shaft site would only be required every 12 to 15 miles.

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**Date:** 2/26/2020

**Requester:** David Gloski

**5.23. Question/Comment:** What is the power source for the tunnel cutter head?

**Responder:** Andrew Finney

**Response:** As currently proposed, a dedicated high-voltage power supply would be connected to the launch shaft sites to power the tunnel boring machine cutter head.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Cecille Giacoma

**5.24. Question/Comment:** Do any of the images or videos shared show tunneling through peat soils?

**Responder:** Andrew Finney

**Response:** The demonstrations shown likely did not show peat soils. For the Delta Conveyance tunnel, based upon existing available geotechnical information, peat soils would not exist at the depths of the tunnel excavation (approximately greater than 100 feet below the ground surface).

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**Date:** 2/26/2020

**Requester:** Cecille Giacoma

**5.25. Question/Comment:** How does the project team know about the soil composition at the depths of the tunnel, which is over 100 feet below the surface?

**Responder:** Andrew Finney

**Response:** The geotechnical team has collated data from soil borings conducted not only for the prior project but from other construction projects across the Delta, including design documents for roads, bridges and levee improvements. Based on this data, there is a reasonable understanding of the depth of the competent soils. While there is still some information that needs to be obtained, it appears that the tunnel would not be constructed in peat soils. Additional geotechnical information would be collected prior to the completion of design. If peat soils occurred at depths considered for the tunnel, the design would be modified to lower the tunnel to competent soils below the peat soils.

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**Date:** 2/26/2020

**Requester:** Karen Mann

**5.26. Question/Comment:** What happens if a levee surrounding a shaft site breaks, since the shafts will be built on islands that are lower than the surrounding levees? How will the shafts not fill with water if a surrounding levee fails?

**Responder:** Andrew Finney

**Response:** The Delta Conveyance project facilities, including tunnel shafts that are currently proposed to remain following construction, would be constructed at elevations greater than the 200-year flood event and projected sea level rise at Year 2100 with considerations for freeboard and wind fetch waves.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Karen Mann

**5.27. Question/Comment:** If heavy concrete is put on top of these soils, how will the sites be stable?

**Responder:** Andrew Finney

**Response:** As currently proposed, the shaft would be constructed with a diaphragm wall or concrete shell that would extend to the bottom of tunnel where there are structurally competent soils; and therefore, the tunnel shaft would not be expected to settle. The soil on top of the ground at the shaft locations would be treated with ground improvement methods, as necessary to stabilize the site for equipment and the shaft pads.

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**Date:** 2/26/2020

**Requester:** Karen Mann

**5.28. Question/Comment:** Does the project include plans to eliminate critters that eat away at the levees?

**Responder:** Andrew Finney

**Response:** Vector control is an ongoing issue for levee maintenance. The Delta Conveyance project would not affect the continued levee maintenance activities of the existing reclamation districts and levee agencies, including vector control.

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**Date:** 2/26/2020

**Requester:** Douglas Hsia

**5.29. Question/Comment:** Are the maintenance and retrieval shafts being kept or filled after construction of the project?

**Responder:** Andrew Finney

**Response:** Decisions about the post-construction design have not been completed. There are many considerations currently being discussed, including not removing the shafts to allow for access into the tunnel and minimize truck traffic to remove the soil used to form the tunnel shaft pad. If the shaft pads were removed, concrete or other structures would be used to cap the shaft at the ground surface.

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**Date:** 2/26/2020

**Requester:** Barbara Barrigan-Parrilla

**5.30. Question/Comment:** What flood standard is being used to determine the height of the shaft pads compared to what DWR has analyzed in the fourth climate change assessment for storm surge and downstream flood risk?

**Responder:** Carrie Buckman

**Response:** Over the lifetime of the Delta Conveyance Project, the facilities would be designed for the 200-year flood event, projected sea level rise for Year 2100, freeboard criteria, and wind fetch waves. The sea level rise would be consider the Ocean Protection Council's guidance. The criteria do not require that the facilities need to be initially designed for the Year 2100 sea level rise; but be designed to be adaptable over time to protect the facilities with sea level rise.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Anna Swenson

**5.31. Question/Comment:** It would be helpful if there was a map that could provide where all of the shafts would be located in order to understand how much prime ag land would be taken and rendered useless for the project.

**Responder:** Gwen Buchholz

**Response:** Locations of potential facilities, at this time, will be presented at the March 11, 2020 SEC meeting. However, these locations could change in the future.

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**Date:** 2/26/2020

**Requester:** Anna Swenson

**5.32. Question/Comment:** Soil test results have been previously requested and members are still waiting for those results. Members would like the data to see for themselves and not be told that the DCA disagrees with the results because they are from a different contractor than the one DCA wants to use. Borings have been taken for the past 7 years. Can members please have the soil analysis results from those borings?

**Responder:** Gwen Buchholz

**Response:** SEE RESPONSE TO 4.12, PROVIDED ON 2/26/2020: "The geotechnical data currently being evaluated consist of summary reports, well drilling reports, and/or soil investigations by DWR (including flood projects), Caltrans, and other state agencies. These data files include confidential personal information (e.g., property owner names). Due to the confidential nature of these files, most of the individual well logs and soil borings cannot be released. Soil boring data was provided for several locations in previous conceptual engineering reports for canal alignments in the eastern and western Delta and a central-Delta tunnel alignment. Soil boring data was also summarized in the following reports apart of previous studies:

- Draft Phase I Geotechnical Investigation – Geotechnical Data Report – Isolated Conveyance Facility West, 07-12-2010, DWR.
- Draft Phase I Geotechnical Investigation – Geotechnical Data Report – Isolated Conveyance Facility East, 07-12-2010, DWR.
- Draft Phase II Geotechnical Investigation – Geotechnical Data Report – Pipeline/Tunnel Option, 08-22-2011, DWR."



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Anna Swenson

**5.33. Question/Comment:** Can members also have a map with approximate locations of all the project components along the NOP corridors as well as the alignment suggested by the ITR team?

**Responder:** Luke Miner  
Carrie Buckman

**Response:** Locations of potential facilities, at this time, will be presented at the March 11, 2020 SEC meeting. DWR will review the options suggested by the ITR to formulate the alternatives to be considered in detail in the EIR. Any additional locations or considerations for facilities will be evaluated by the DCA based upon requests from DWR.

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**Date:** 2/26/2020

**Requester:** Mike Moran

**5.34. Question/Comment:** Does the slide showing truck trips per day reflect the number for one shaft or for multiple shafts? Are all of the shafts constructed simultaneously or is their construction staggered?

**Responder:** Andrew Finney

**Response:** The data in the presentation was shown for one launch, maintenance, or reception shaft site. The launch shafts would be located approximately 15 miles from the reception shaft with maintenance shafts located approximately every 5 miles between the launch and reception shafts. Several tunnel boring machines could be operating at launch shafts simultaneously; however, the schedules have not been completed at this time.

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**Date:** 2/26/2020

**Requester:** Mike Moran

**5.35. Question/Comment:** Would construction of the maintenance and reception shafts utilize the same staging areas (parking lots, roads, etc.) as the launch shafts?

**Responder:** John Caulfield

**Response:** The locations of the maintenance, reception and launch shafts would be in separate locations so access, support and staging facilities would also be separate.

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**Date:** 2/26/2020

**Requester:** Dr. Mel Lytle

**5.36. Question/Comment:** Are the safe haven shafts included as part of the planned components or if they are only created in case of emergency?

**Responder:** Andrew

**Response:** In the previous project, "safe haven" shafts were identified to allow for maintenance and repair of the tunnel boring machine outside of the tunnel. These shafts are referred to as "maintenance shafts" in the Delta Conveyance Project.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Dr. Mel Lytle

**5.37. Question/Comment:** The ITR report sought to determine if CEQA could have an approach for the unknowns. How can that comment be assimilated? The Big Bertha TBM used on the Alaska Way Viaduct got stuck 1,000ft. into the tunnel drive. How is that type of possibility going to be addressed from the engineering point of view?

**Responder:** John Caulfield

**Response:** During the ITR team review, it was discussed that use of maintenance shafts approximately every 5 miles with full maintenance procedures at those shafts would substantially reduce the probability of failure between shafts. In addition, it is understood that tunnel boring machine technology is continually evolving and many of the maintenance procedures can be completed from within the tunnel. The ITR team documented one case study which included a main bearing being replaced from inside the tunnel. Technology will continue to change significantly five years from now when the Delta Conveyance Project is projected to be under construction. During the design phase, additional ITR reviews will be conducted to incorporate new technologies. DCA is being conservative in planning full maintenance shafts every five miles in order to avoid the need for an emergency shaft.

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**Date:** 2/26/2020

**Requester:** Lindsey Liebig

**5.38. Question/Comment:** In order to provide adequate comments on any questionnaires or proposed siting, we need actual maps and coordinates. Stakeholders primarily want to know if the project comes through their property.

**Responder:** Luke Miner

**Response:** Locations of potential facilities, at this time, will be presented at the March 11, 2020 SEC meeting. However, these locations could change in the future.

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**Date:** 2/26/2020

**Requester:** Douglas Hsia

**5.39. Question/Comment:** Request for the compensation calculations for landowners displaced due to shaft construction or underground tunneling.

**Responder:** Carrie Buckman

**Response:** DWR has not initiated any considerations for compensation programs at this time. DWR will initiate these considerations following development and analyses of the alternatives.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Karen Mann

**5.40. Question/Comment:** Was the road access quality rating based on the quality for Delta residents or for the construction vehicles?

**Responder:** Graham Bradner

**Response:** The rankings of roads presented at the February 26, 2020 SEC meeting were primarily based upon driving conditions for construction vehicles, including the presence of tight bends and turns and other factors.

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**Date:** 2/26/2020

**Requester:** Anna Swenson

**5.41. Question/Comment:** Where did the road quality data come from?

**Responder:** Graham Bradner

**Response:** The DCA team members drove along the routes, reviewed pavement ratings published by potentially affected cities and counties, and information compiled for previous projects in the area.

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**Date:** 2/26/2020

**Requester:** Anna Swenson

**5.42. Question/Comment:** What are Mr. Bradner's qualifications to accurately survey roads?

**Responder:** Graham Bradner

**Response:** Mr. Bradner used the information compiled by other DCA team members to identify potential sites for shaft locations. The DCA team includes transportation engineers who are familiar with road and pavement evaluations, railroads, and barges.

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**Date:** 2/26/2020

**Requester:** Anna Swenson

**5.43. Question/Comment:** Should verify the schools in all areas are reflected on the map.

**Responder:** Gwen Buchholz

**Response:** The DCA has reviewed the maps with school locations. There are three schools in Clarksburg in the GIS metadata; however, the school "markers" on the map are not discernable due to the scale of the maps presented at the SEC meeting.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Jim Wallace

**5.44. Question/Comment:** Are the railroads just being considering for siding to off-load equipment and take muck south, or is the DCA still considering spurs? The purpose of the question is that the railroad parallels Franklin Blvd and the rail beds are about 8 or 9 feet higher than the road. It seems like it would take maybe a 2-mile spur to get off and get back on the main line.

**Responder:** Jim Lorenzen

**Response:** Rail-served material depots with rail sidings for unit or manifest trains are being considered near Franklin Boulevard and Twin Cities Road and near Byron Highway and Southern Forebay location for both the Central and Eastern corridors; and on King Island for the Eastern Corridor.

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**Date:** 2/26/2020

**Requester:** Barbara Barrigan-Parrilla

**5.45. Question/Comment:** There will need to be a drive route along both corridor options that her group can evaluate independently. SEC members need their own checklists for what to see and evaluate that is independent from the DCA, but there will be issues accessing certain places like Bouldin and Rindge Tract. Perhaps a bus tour or a led tour with a caravan is the answer, but it is essential to try to put the pieces together and would enable a better response.

**Responder:** Luke Miner

**Response:** DCA will add a tour of the proposed intake and launch shaft sites to the list of tours DCA staff is currently arranging.

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**Date:** 2/26/2020

**Requester:** Karen Mann

**5.46. Question/Comment:** Recommended Rose Marie charter boat currently docked at Tower Park Marina to tour both corridor options.

**Responder:** Luke Miner

**Response:** DCA will consider this transportation option for future tours.

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**Date:** 2/26/2020

**Requester:** Karen Mann

**5.47. Question/Comment:** Having accessors' parcel numbers on printed maps during the tour available would be helpful.

**Responder:** Gwen Buchholz

**Response:** Locations of potential facilities, at this time, will be presented at the March 11, 2020 SEC meeting. However, these locations could change in the future.

The maps include parcel lines. Specific assessor parcel numbers have not been included on the map for readability. The DCA does have a list of the assessor parcel numbers for the facilities shown on the maps presented at the March 11, 2020 SEC meeting.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Lindsey Liebig

**5.48. Question/Comment:** Are the launch shafts about 100 acres?

**Responder:** John Caulfield

**Response:** The size of the tunnel launch shaft construction area would be based upon the drive length between the launch shaft and the reception shaft because the launch shaft location would include area for tunnel segment storage, RTM testing, RTM dewatering and treatment, and RTM storage. The longer drives would need more area for tunnel segment storage and RTM handling and storage. For each launch shaft, the area could range from 250 to over 400 acres.

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**Date:** 2/26/2020

**Requester:** Lindsey Liebig

**5.49. Question/Comment:** Are the maintenance and retrieval shafts about 10 acres?

**Responder:** John Caulfield

**Response:** The maintenance and reception shaft construction areas would be approximately 10 acres in size.

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**Date:** 2/26/2020

**Requester:** Karen Mann

**5.50. Question/Comment:** Has DCA determined if these trestle bridges would be a hazard for either the trains or the workers in the dig areas? Will the TBM be tunneling under the bridges?

**Responder:** John Caulfield

**Response:** The tunnel alignment would be constructed over 120 feet below the ground surface, including foundations of trestle bridges. Prior to the completion of design, geotechnical field investigations would identify the soil types/location as well as the groundwater pressures along the entire alignment, including areas of concern such as levees and bridge foundations. Based upon the results of the geotechnical information, the TBM operator would control the rate of boring to minimize changes in the soil structure above and below the tunnel boring machine.

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**Date:** 2/26/2020

**Requester:** Karen Mann

**5.51. Question/Comment:** Where would barges be parked at nights and on weekends?

**Responder:** Jim Lorenzen

**Response:** The DCA team includes barging specialists. The DCA is developing barge landings, as well as rail-served material depots, to recued truck traffic. The plans being developed by DCA will include areas where barges are staged to allow loading and off-loading at the landings. This information will be provided at a future SEC meeting.



## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 2/26/2020

**Requester:** Anna Swenson

**5.52. Question/Comment:** Asked about the timing of the scoping meetings. A ton more scoping letters would have been received by residents from Locke and Walnut Grove if they were aware of not only the intakes but about all the other project components that are required. It feels like the scoping meetings are ill-timed compared with the information that is being given to people who are going to be directly affected.

**Responder:** Carrie Buckman

**Response:** The NOP that initiated the scoping process included a map with three intakes and two options for tunnel alignment corridors. The NOP also included a preliminary description of the facilities, including intake facilities on the Sacramento River, tunnel reaches, tunnel shafts, forebays, pumping plant, and South Delta conveyance facilities.

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**Date:** 2/26/2020

**Requester:** Anna Swenson

**5.53. Question/Comment:** There was no mention of launch shafts, maintenance shafts or retrieval shafts at scoping meetings. How can you do this process right if you are not disclosing this information to the public up front?

**Responder:** Carrie Buckman

**Response:** The NOP describes the use of tunnel launch and reception shafts.

The primary purpose of scoping meetings is to provide an opportunity for attendees to inform DWR of their concerns and issues that could be evaluated in the EIR. DWR also discussed at the SEC meetings in January and February that if there were concerns raised during the SEC meeting related to the proposed project options, those comments should be submitted to DWR through the scoping process.

## FOR FUTURE DISCUSSION

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**Date:** 12/11/2019

**Requester:** Anna Swenson

**2.17. Question/Comment:** How long the bridges have to be up and when for DCA construction barges?

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**Date:** 12/11/2019

**Requester:** Anna Swenson

**2.18. Question/Comment:** What are round trip barge calculations?

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**Date:** 12/11/2019

**Requester:** Anna Swenson

**2.20. Question/Comment:** Features that could end up being permanent?

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**Date:** 12/11/2019

**Requester:** Anna Swenson

**2.21. Question/Comment:** Fuel stations aesthetics, whether they will be temporary or permanent, if they will be underground or above ground tanks, their proximity to schools and people and what safety operations are going to be used to ensure against contamination?

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**Date:** 12/11/2019

**Requester:** Anna Swenson

**2.22. Question/Comment:** Batch plants effects on air quality?

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**Date:** 12/11/2019

**Requester:** Anna Swenson

**2.23. Question/Comment:** Map that depicts an interaction with the bridges?

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**Date:** 12/11/2019

**Requester:** Anna Swenson

**2.25. Question/Comment:** Barges: Size, docking areas, bridges impact, how many barge trips per day, how many docks for barges?

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**Date:** 12/11/2019

**Requester:** Barbara Barrigan-Parrilla

**2.26. Question/Comment:** Toxicity from soil strengthening, potential spread and impact on sloughs?

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**Date:** 12/11/2019

**Requester:** Barbara Barrigan-Parrilla

**2.27. Question/Comment:** Air quality around port of Stockton from increased barge and train traffic?

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**Date:** 12/11/2019

**Requester:** David Gloski

**2.28. Question/Comment:** What are the anticipated waterway rules and process when DCA construction barges are on the waterways?

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## RESPONSE TO QUESTIONS/INFORMATION REQUESTS

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**Date:** 12/11/2019

**Requester:** General

**2.29. Question/Comment:** How the testing, drying, run-off and on-site management of reusable tunnel material will work?

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**Date:** 12/11/2019

**Requester:** General

**2.31. Question/Comment:** RTM testing, usage, drying, run-off and on-site management?

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**Date:** 12/11/2019

**Requester:** Gilbert Cosio

**2.32. Question/Comment:** Specific discussions about the barge loading locations?

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**Date:** 12/11/2019

**Requester:** Karen Mann

**2.34. Question/Comment:** How barges used by DCA during construction would affect the recreational activities in the waterways?

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**Date:** 12/11/2019

**Requester:** Karen Mann

**2.35. Question/Comment:** Waterways safety and usage during construction barging?

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# SEC Member Question/Request Tracking Log Presented 03.11.2020

Num	Date	Requester	Questions/Comments	Responder	Status
5.21	2/26/20	Karen Mann	Why does the tunnel need to go 40 miles when it looks like there is a straight shot from around Antioch to Clifton Forebay?	Carrie Buckman	Responded 3/11/2020
5.22	2/26/20	David Gloski	Would tunnel segments still be lowered into the tunnel from launch shafts even if there was a maintenance shaft available?	Andrew Finney	Responded 3/11/2020
5.23	2/26/20	David Gloski	What is the power source for the tunnel cutter head?	Andrew Finney	Responded 3/11/2020
5.24	2/26/20	Cecille Giacoma	Do any of the images or videos shared show tunneling through peat soils?	Andrew Finney	Responded 3/11/2020
5.25	2/26/20	Cecille Giacoma	How does the project team know about the soil composition at the depths of the tunnel, which is over 100 feet below the surface?	Andrew Finney	Responded 3/11/2020
5.26	2/26/20	Karen Mann	What happens if a levee surrounding a shaft site breaks, since the shafts will be built on islands that are lower than the surrounding levees? How will the shafts not fill with water if a surrounding levee fails?	Andrew Finney	Responded 3/11/2020
5.27	2/26/20	Karen Mann	If heavy concrete is put on top of these soils, how will the sites be stable?	Andrew Finney	Responded 3/11/2020
5.28	2/26/20	Karen Mann	Does the project include plans to eliminate critters that eat away at the levees?	Andrew Finney	Responded 3/11/2020
5.29	2/26/20	Douglas Hsia	Are the maintenance and retrieval shafts being kept or filled after construction of the project?	Andrew Finney	Responded 3/11/2020
5.30	2/26/20	Barbara Barrigan-Parrilla	What flood standard is being used to determine the height of the shaft pads compared to what DWR has analyzed in the fourth climate change assessment for storm surge and downstream flood risk?	Carrie Buckman	Responded 3/11/2020
5.31	2/26/20	Anna Swenson	It would be helpful if there was a map that could provide where all of the shafts would be located in order to understand how much prime ag land would be taken and rendered useless for the project.	Gwen Buchholz	Responded 3/11/2020

# SEC Member Question/Request Tracking Log Presented 03.11.2020

Num	Date	Requester	Questions/Comments	Responder	Status
5.32	2/26/20	Anna Swenson	Soil test results have been previously requested and members are still waiting for those results. Members would like the data to see for themselves and not be told that the DCA disagrees with the results because they are from a different contractor than the one DCA wants to use. Borings have been taken for the past 7 years. Can members please have the soil analysis results from those borings?	Gwen Buchholz	Responded 3/11/2020
5.33	2/26/20	Anna Swenson	Can members also have a map with approximate locations of all the project components along the NOP corridors as well as the alignment suggested by the ITR team?	Luke Miner Carrie Buckman	Responded 3/11/2020
5.34	2/26/20	Mike Moran	Does the slide showing truck trips per day reflect the number for one shaft or for multiple shafts? Are all of the shafts constructed simultaneously or is their construction staggered?	Andrew Finney	Responded 3/11/2020
5.35	2/26/20	Mike Moran	Would construction of the maintenance and reception shafts utilize the same staging areas (parking lots, roads, etc.) as the launch shafts?	John Caulfield	Responded 3/11/2020
5.36	2/26/20	Dr. Mel Lytle	Are the safe haven shafts included as part of the planned components or if they are only created in case of emergency?	Andrew	Responded 3/11/2020
5.37	2/26/20	Dr. Mel Lytle	The ITR report sought to determine if CEQA could have an approach for the unknowns. How can that comment be assimilated? The Big Bertha TBM used on the Alaska Way Viaduct got stuck 1,000ft. into the tunnel drive. How is that type of possibility going to be addressed from the engineering point of view?	John Caulfield	Responded 3/11/2020
5.38	2/26/20	Lindsey Liebig	In order to provide adequate comments on any questionnaires or proposed siting, we need actual maps and coordinates. Stakeholders primarily want to know if the project comes through their property.	Luke Miner	Responded 3/11/2020
5.39	2/26/20	Douglas Hsia	Request for the compensation calculations for landowners displaced due to shaft construction or underground tunneling.	Carrie Buckman	Responded 3/11/2020
5.40	2/26/20	Karen Mann	Was the road access quality rating based on the quality for Delta residents or for the construction vehicles?	Graham Bradner	Responded 3/11/2020

# SEC Member Question/Request Tracking Log Presented 03.11.2020

Num	Date	Requester	Questions/Comments	Responder	Status
5.41	2/26/20	Anna Swenson	Where did the road quality data come from?	Graham Bradner	Responded 3/11/2020
5.42	2/26/20	Anna Swenson	What are Mr. Bradner's qualifications to accurately survey roads?	Graham Bradner	Responded 3/11/2020
5.43	2/26/20	Anna Swenson	Should verify the schools in all areas are reflected on the map.	Gwen Buchholz	Responded 3/11/2020
5.44	2/26/20	Jim Wallace	Are the railroads just being considering for siding to off-load equipment and take muck south, or is the DCA still considering spurs? The purpose of the question is that the railroad parallels Franklin Blvd and the rail beds are about 8 or 9 feet higher than the road. It seems like it would take maybe a 2-mile spur to get off and get back on the main line.	Jim Lorenzen	Responded 3/11/2020
5.45	2/26/20	Barbara Barrigan-Parrilla	There will need to be a drive route along both corridor options that her group can evaluate independently. SEC members need their own checklists for what to see and evaluate that is independent from the DCA, but there will be issues accessing certain places like Bouldin and Rindge Tract. Perhaps a bus tour or a led tour with a caravan is the answer, but it is essential to try to put the pieces together and would enable a better response.	Luke Miner	Responded 3/11/2020
5.46	2/26/20	Karen Mann	Recommended Rose Marie charter boat currently docked at Tower Park Marina to tour both corridor options.	Luke Miner	Responded 3/11/2020
5.47	2/26/20	Karen Mann	Having accessors' parcel numbers on printed maps during the tour available would be helpful.	Gwen Buchholz	Responded 3/11/2020
5.48	2/26/20	Lindsey Liebig	Are the launch shafts about 100 acres?	John Caulfield	Responded 3/11/2020
5.49	2/26/20	Lindsey Liebig	Are the maintenance and retrieval shafts about 10 acres?	John Caulfield	Responded 3/11/2020
5.50	2/26/20	Karen Mann	Has DCA determined if these trestle bridges would be a hazard for either the trains or the workers in the dig areas? Will the TBM be tunneling under the bridges?	John Caulfield	Responded 3/11/2020
5.51	2/26/20	Karen Mann	Where would barges be parked at nights and on weekends?	Jim Lorenzen	Responded 3/11/2020

# SEC Member Question/Request Tracking Log Presented 03.11.2020

Num	Date	Requester	Questions/Comments	Responder	Status
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5.53	2/26/20	Anna Swenson	There was no mention of launch shafts, maintenance shafts or retrieval shafts at scoping meetings. How can you do this process right if you are not disclosing this information to the public up front?	Carrie Buckman	Responded 3/11/2020