

SEC Member Question/Request Tracking Log Presented 04.22.2020

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 Giacoma	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

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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

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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

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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

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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

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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

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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
6.01	3/11/20	Mike Hardesty	Will project sites be seen from the freeway? Are the sites going to be recovered afterwards and not be an eye sore? What will shaft sites look like at end of project?	Gwen Buccholz	For Future Discussion
6.02	3/11/20	Mike Hardesty	What percentage of sites will be recovered at the end of the project?	Gwen Buccholz	For Future Discussion
6.03	3/11/20	Anna Swenson	When will landowners be notified that their properties are the targets and by what means does DCA intend to take their land?	Andrew Finney	Responded 4/22/2020
6.04	3/11/20	Anna Swenson	What should landowners do if they didn't receive a scoping postcard. Things have been sent out that landowners never received.	Gwen Buchholz	Responded 4/22/2020
6.05	3/11/20	Jim Wallace	Will Hood Franklin Road be widened or will a parallel haul road be constructed?	Jim Lorenzen	Responded 4/22/2020
6.06	3/11/20	Jim Wallace	The Hood Franklin interchange is a clover leaf already. What kind of improvements are necessary to go over I-5?	Jim Lorenzen	Responded 4/22/2020
6.07	3/11/20	Jim Wallace	Haul roads have a specific purpose and are usually just designed for a project. Would the project's proposed new haul roads be removed and reclaimed at the end of the project?	Jim Lorenzen	Responded 4/22/2020
6.08	3/11/20	Jim Wallace	Will there be sediment trucks hauling muck out of shafts during construction as well as trucks removing sediment during operations?	Phil Ryan	Responded 4/22/2020
6.09	3/11/20	Jim Wallace	Would there be a lot of trucks running on the roads once the project is built?	Phil Ryan	Responded 4/22/2020

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Num	Date	Requester	Questions/Comments	Responder	Status
6.10	3/11/20	Anna Swenson	Instead of prioritizing a construction lane, there should be a dedicated road for residents and for moving farm equipment. The construction traffic should be timed to be most advantageous for the people of the Delta. There should not be an assumption that the construction project has priority.	Jim Lorenzen	Responded 4/22/2020
6.11	3/11/20	Mike Moran	Could there possibly be two roads to the intake sites that could be alternated?	Jim Lorenzen	Responded 4/22/2020
6.12	3/11/20	Mike Moran	Would there be traffic on both Hood Franklin Road and Lambert Road every day, or will the truck traffic would be on one of the roads on certain days and on the other road on the other days?	Jim Lorenzen	Responded 4/22/2020
6.13	3/11/20	Angelica Whaley	Has there been investigation into extending Elk Grove Blvd. instead of using Hood Franklin Road.	Jim Lorenzen	Responded 4/22/2020
6.14	3/11/20	Anna Swenson	How many acres are anticipated for the Glanville Launch Shaft Site footprint and how any acres are specifically for RTM storage? Will the RTM storage be on the site long term, or only during drying? When will the land used for RTM storage be relinquished from the project and allowed to go back in production, if possible?	John Caulfield	Responded 4/22/2020
6.15	3/11/20	David Gloski	Would there be a conveyor belt going from the launch shaft to the RTM storage area?	John Caulfield	Responded 4/22/2020
6.16	3/11/20	Jim Wallace	How high would the RTM storage elevation and the perimeter berm be at Glanville Tract Launch Shaft, because the airport there would have Part 77 airport space restrictions for penetration.	John Caulfield	Responded 4/22/2020
6.17	3/11/20	Doug Hsia	Why would West Walnut Grove Road need to be extended from the railroad to Mokelumne River?	Jim Lorenzen	Responded 4/22/2020
6.18	3/11/20	Anna Swenson	Is DCA only considering levee work for Bouldin, or also for levees across from the project? It's an interconnected system and when one area is improved but another isn't, that area can be put at risk.	Graham Bradner	Responded 4/22/2020
6.19	3/11/20	Anna Swenson	How many acres is the Staten Island Maintenance Shaft?	John Caulfield	Responded 4/22/2020

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Num	Date	Requester	Questions/Comments	Responder	Status
6.20	3/11/20	Anna Swenson	How many acres of the Bouldin Island Launch Shaft Site would be used for RTM storage?	John Caulfield	Responded 4/22/2020
6.21	3/11/20	Anna Swenson	Is DCA is working with the Reclamation Districts to ensure there is great data, experience and all the goodness that Reclamation Districts can bring?	Graham Bradner	Responded 4/22/2020
6.22	3/11/20	Mike Moran	Would the proposed new barge site on Bouldin Island be used to transport RTM once it is tested, dried, etc.?	Jim Lorenzen	Responded 4/22/2020
6.23	3/11/20	Doug Hsia	What is the sequence of the construction of all the shafts?	Phil Ryan	Responded 4/22/2020
6.24	3/11/20	Mike Hardesty	Will new bridges constructed for the project be permanent or temporary?	Jim Lorenzen	Responded 4/22/2020
6.25	3/11/20	David Gloski	Is the proposed new barge landing on Bouldin Island on the south side of the island because it is more barge accessible than the north side? It would be closer to Hwy 12 if it was on the north side.	Jim Lorenzen	Responded 4/22/2020
6.26	3/11/20	David Gloski	Mr. Gloski said DCA might consider getting the barge landing right out on the San Joaquin River, west of where it is currently shown on the conceptual site plan map.	Jim Lorenzen	Responded 4/22/2020
6.27	3/11/20	Anna Swenson	Delta bridges are part of the Delta's appeal. How is the historic value of a bridge retained if a bridge is upgraded to a modern level? Who is involved in the process of determining which bridge will receive an update and how the upgrade will be done? Will DCA invite stakeholders from the community to have input?	Jim Lorenzen	Responded 4/22/2020
6.28	3/11/20	Jim Wallace	Does the aggressive amount of infrastructure on Bouldin Island have anything to do with who owns the island?	Gwen Buchholz	Responded 4/22/2020
6.29	3/11/20	David Gloski	Would new bridges be built to certain height specifications in consideration of boaters? There will be an advantage if boaters are not waiting for bridges.	Jim Lorenzen	Responded 4/22/2020
6.30	3/11/20	Anna Swenson	If there are historic railroads, would DCA build a parallel railroad?	Jim Lorenzen	Responded 4/22/2020

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Num	Date	Requester	Questions/Comments	Responder	Status
6.31	3/11/20	Anna Swenson	If RTM can't be reused, what would DCA do with the RTM and how would the project supplement the materials needed for the project?	Gwen Buchholz	Responded 4/22/2020
6.32	3/11/20	Anna Swenson	Is there any plan to upgrade the aqueduct that connects with the project since it is currently subsiding, is at a very heavy earthquake risk and is losing 30% of its water because it is not enclosed? Is there any plan for this project to correct that so we aren't building a multi-million dollar plumbing system and then putting it in a sieve?	Gwen Buchholz	Responded 4/22/2020
6.33	3/11/20	Anna Swenson	Would there be a third-party verification of the determination about RTM's usability so the public knows it's not DWR's sole decision and that it's a decision based on the realities of science and research?	John Caulfield	Responded 4/22/2020
6.34	3/11/20	Peter Robertson	Are the project's workdays five days with double shifts?	John Caulfield	Responded 4/22/2020
6.35	3/11/20	Peter Robertson	Will barges or other commercial vehicles be moved on the weekends?	Jim Lorenzen	Responded 4/22/2020
6.36	3/11/20	Peter Robertson	Weekend construction barging restrictions at the proposed new barge landing near the bedrooms would be helpful.	Jim Lorenzen	Responded 4/22/2020
6.37	3/11/20	David Gloski	There is currently a problem with algae in the South Delta during the summer. Could the project perhaps help address the bad water and algae, either through its design or through mitigation efforts, by taking some of the water and flushing it back into the Delta if there is a challenge there?	Gwen Buchholz	Responded 4/22/2020
6.38	3/11/20	Jim Wallace	Is the Southern Forebay an above ground facility, and if so, how tall is the levee that will create the forebay?	Graham Bradner	Responded 4/22/2020
6.39	3/11/20	Jim Wallace	Will the Southern Forebay be subject to the Division of Safety of Dams (DOSD)?	Graham Bradner	Responded 4/22/2020
6.40	3/11/20	Anna Swenson	What kind of studies have been done to ensure that the noise and vibrations from tunnel boring won't affect the cranes? How do we know that the cranes will stay?	Gwen Buchholz	Responded 4/22/2020

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Num	Date	Requester	Questions/Comments	Responder	Status
6.41	3/11/20	Jesus Tarango	Tribes have already expressed that the intake locations affect sacred, religious sites. Why are the intakes not being moved for tribal people? All three intake sites are highly	Gwen Buchholz	Responded 4/22/2020
6.42	3/11/20	Jesus Tarango	A road would not be placed through Stone Lakes in honor of the wildlife there, so why isn't there a response to the concerns for wildlife from native peoples?	Gwen Buchholz	Responded 4/22/2020
6.43	3/11/20	Malissa Tayaba	Why is a 40-mile tunnel being planned through the biggest equestrian [editor's note: I think she meant estuary?] on the west coast? The locations of the intakes are so sensitive to tribes, that it is unclear why they are even an option. The project wouldn't be built through someone else's cemetery. Besides the pipelines, there are other factors.	Gwen Buchholz	Responded 4/22/2020
6.44	3/11/20	Malissa Tayaba	No one is talking about salmon or the animals. Native peoples have a direct relationship with the animals, land and water. Why haven't these factors been considered?	Gwen Buchholz	Responded 4/22/2020
6.45	3/11/20	Malissa Tayaba	Tribes are still waiting for their AB 52 consultation. There are huge concerns with where the intakes are going and with the new roads. Those areas are all very important issues that tribes are waiting to discuss and adjust in their	Gwen Buchholz	Responded 4/22/2020
6.46	3/11/20	Anna Swenson	Can members get a post-construction map that represents the truck traffic, activity and noise that will be present during operations?	Gwen Buchholz	For Future Discussion
6.47	3/11/20	David Gloski	Is it possible at some point to develop an overlay of the benefits such as parks and other facilities that might be developed?	Luke Miner	For Future Discussion
6.48	3/11/20	Mike Moran	Is the New Hope Maintenance Tract at the same latitude on both corridors but closer to I-5 on the Eastern Corridor?	Luke Miner	Responded 4/22/2020
6.49	3/11/20	Anna Swenson	How will the new access road on Rough and Ready Island be connected to I-5?	Jim Lorenzen	Responded 4/22/2020

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Num	Date	Requester	Questions/Comments	Responder	Status
6.50	3/11/20	Anna Swenson	Can maps be revised to show how the roads connect to I-5?	Luke Miner	For Future Discussion
6.51	3/11/20	Cecille Giacomia	Ms. Giacomia said she previously requested a list of the soil conditioners that will be used. The tracking packet said the request was responded to, but that list has not been received.	Luke Miner	Responded 4/22/2020
6.52	3/11/20	Jim Wallace	Get BASF to provide material safety data sheets on soil conditioners	Andrew Finney	Responded 4/22/2020
6.53	3/11/20	Anna Swenson	Ms. Swenson said the Delta Protection Commission (DPC) is pushing forward the National Heritage movement in the Delta and she is dismayed at the parallel processes in light of Ms. Mallon's comments that DCA is working with them. DCA needs to work with everyone existing in the Delta, because while DCA is planning, the DPC is implementing a plan that you might be dropping a feature on top of or DPC might be doing improvements on an area that might not exist after the project. The DPC's actions with the Delta's National Heritage status shouldn't be wasted on areas that won't be of significance or relevance due to the project. There has to be more collaboration and close collaboration. DWR and DPC are both state departments that should be talking to one another.	Gwen Buccholz	Responded 4/22/2020

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Num	Date	Requester	Questions/Comments	Responder	Status
6.54	3/11/2020	David Gloski	The question tracking packet numbering was changed and it was difficult to find his earlier questions. Can members have an Excel version of the table so questions and status can be filtered? Also, a "closed" status could be helpful to distinguish between questions that received a response but are still outstanding and questions that have been completely resolved.	Luke Miner	Responded 4/22/2020
6.55	3/11/2020	Anna Swenson	Can SEC members invite guests to attend the tours?	Josh Nelson	Responded 4/22/2020
6.56	3/11/2020	Anna Swenson	Can members of the public follow the tour vehicles?	Josh Nelson	Responded 4/22/2020
6.57	3/11/2020	Jim Wallace	In a perfect world, what's the start date for construction year 1? Are we talking 2024? 2025? When will the project be started?	Gwen Buchholz	Responded 4/22/2020
6.58	3/11/2020	Jim Wallace	Are we talking about a start date of 2027?	Gwen Buchholz	Responded 4/22/2020
6.59	3/11/2020	Philip Merlo	What types of goodwill campaigns are you considering?	Gwen Buchholz	Responded 4/22/2020
6.60	3/11/2020	Gil Cosio	What's the estimated cubic yards needed for the new forebay levees?	Graham Bradner	Responded 4/22/2020
6.61	3/11/2020	Gil Cosio	What will go along the pipeline itself at the surface? Will those properties be impacted at all? The last plan included dewatering along pipeline. Is that going to happen this time?	Andrew Finney	Responded 4/22/2020

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Num	Date	Requester	Questions/Comments	Responder	Status
6.62	3/11/20	Michael Moran	As far as the mitigation and goodwill effort, these things go in a sequence. Is there a way we can make that sequence public? That way folks can see there is that mitigation coming down the line and there could be some public benefit coming down the line. Talking to county's HCP and other jurisdictions that might be eager to look at mitigation funding and projects where this takes place and have that up front.	Gwen Buccholz	Responded 4/22/2020
6.63	3/11/20	Gloski	It sounded like you mentioned the Eastern one is easier to do, yet, the schedule looks like it's the same number of years. Is it the same cost? Does the "easiness" have anything to do with time and money?	Phil Ryan	Responded 4/22/2020
6.64	3/11/20	Douglas Hsai	If it takes longer to build the Eastern alignment, is there any other reason not to go for the Eastern alignment?	Phil Ryan	Responded 4/22/2020
6.65	3/11/20	Gil Cosio	The recent NOP described the finished product as a tunnel dual conveyance. Will the DCA work on timing and the improvements needed for levee stabilization along the pathway?	Graham Bradner	Responded 4/22/2020
6.66	3/11/20	Cecille Giacomia	There was the allusion to using spoils to improve the ability to carry on agriculture in area, as a by-product of this project to make improvements in the Delta, but how can agriculture carry on when water is diverted out of the	Gwen Buccholz	Responded 4/22/2020
6.67	3/11/20	Anna Swenson	When will members see the impacts on properties across from the intakes? Would like to see some more detail about what will happen to the levees, the homes, and the folks that are directly across from intakes. Can those levees be armored? Do homes need to be set back? Which properties could potentially be in that footprint of impact directly across from the intakes?	Gwen Buccholz	For Future Discussion

SEC Member Question/Request Tracking Log Presented 04.22.2020

Num	Date	Requester	Questions/Comments	Responder	Status
6.68	3/11/20	Sean Wirth	Since there is some flexibility in terms of the placement of the maintenance and the reception shafts, how would you bracket those on the map, in terms of the wiggle room north to south?	Phil Ryan	Responded 4/22/2020
6.69	3/11/20	Michael Moran	Where the barges are coming from and where are they going to? If you're so close to rail, why would you have barges?	Jim Lorenzen	Responded 4/22/2020
6.70	3/11/20	Philip Merlo	Regarding the rail possibility, to be clear, the RTM would go to Stockton for companies interested in using it for concrete?	Jim Lorenzen	Responded 4/22/2020
6.71	3/11/20	Douglas Hsai	In Santa Clara muck was being shipped to Tracy. Does anyone know where in Tracy they're shipping to?	Jim Lorenzen	Responded 4/22/2020
6.72	3/11/20	Michael Moran	Does material coming out of Lower Roberts site need to go to the Southern Forebay?	Jim Lorenzen	Responded 4/22/2020
6.73	3/10/20	David Gloski	I think it was said that the standard regulation is 27% open area but I think it was also said that in California the reg is	Gwen Buccholz	Responded 4/22/2020
6.74	3/10/20	David Gloski	I'd like to hear a discussion about the risk of overruns and loss of budget. How can the project be structured so that everyone in the Delta can be assured that the project is not stopped half way due to budget problems and the land, facilities and everything is just left in some limbo state?	Gwen Buccholz	Responded 4/22/2020
6.75	3/10/20	David Gloski	Regarding the tables associated with estimates of trucks, barges, trains, etc. At one point it was said that these tables will be constantly updated. Can we get dates on the tables then so we know what version we have when we have one in front of us or two and we don't know which one is the latest.	Luke Miner	Responded 4/22/2020
6.76	3/13/20	Barbara Barrigan-Parrilla	Can you tell me how much RTM there will be?	John Caulfield	Responded 4/22/2020
6.77	3/11/20	Philip Merlo	What types of archaeological studies are going to take place?	Gwen Buccholz	Responded 4/22/2020

SEC Member Question/Request Tracking Log Presented 04.22.2020

Num	Date	Requester	Questions/Comments	Responder	Status
6.78	3/11/20	Peter Robertson	Had the DCA been able to produce an overlay for the maps with channel markers?	Gwen Buccholz	Responded 4/22/2020
6.79	3/30/20	Peter Robertson	Who is going to communicate with boaters about in-water work? Coast Guard or DCA?		Responded 4/22/2020
6.80	3/11/20	Barbara Barrigan Parrilla	Will we have a session where we can review and discuss DWR's HABS data and the SCCWRP HABS Impacts Study that was discussed on the Region 5 Water Board HABS Committee update Monday? What I am looking for is how alignment choice will impact development of HABS and if there is an opportunity to use the project to increase water circulation in hotspots to mitigate HABS early on/and in later years of project operation.		Follow up required
6.81	3/11/20	Barbara Barrigan Parrilla	Observation: 10 feet perimeter levee seems too low to protect RTM with flood at Twin Cities Rd.		Follow up required
6.82	3/11/20	Barbara Barrigan Parrilla	New Hope Maintenance Tract: Walnut Grove Rd. is loaded with farm trucks. What will impacts be on Greater Sandhill Cranes on Staten Island with road extension and truck traffic?		Follow up required
6.83	3/11/20	Barbara Barrigan Parrilla	Bouldin Island -- the bedrooms are impossible around the first 8 days of July for barge traffic; same for other holiday weekends.		Follow up required
6.84	3/11/20	Barbara Barrigan Parrilla	Byron Tract -- Is there RTM? containment of soil for schools in Byron is a concern		Follow up required
6.85	3/11/20	Barbara Barrigan Parrilla	Will RTM at South Forebay cover plants essential to Native American practices found in that area? And burial grounds? (I don't need answer; tribes do)		Follow up required



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Anna Swenson

6.03. Question/Comment: When will landowners be notified that their properties are the targets and by what means does DCA intend to take their land?

Responder: Andrew Finney

Response: DWR sent scoping notices to 14,000 landowners within the Central and Eastern Corridor (as identified in the DWR Delta Conveyance Notice of Preparation (NOP)). The scoping notices asked the landowners to submit comments as to the potential location and configuration of the project facilities. DWR has not begun real estate acquisition and, assuming DWR moves forward with Delta Conveyance, would not do so until the CEQA and other applicable regulatory processes were completed.

Date: 3/11/2020

Requester: Anna Swenson

6.04. Question/Comment: What should landowners do if they didn't receive a scoping postcard. Things have been sent out that landowners never received.

Responder: Gwen Buchholz

Response: Landowners may email their address for inclusion on future mailing lists to DWR Scoping at: DeltaConveyanceScoping@water.ca.gov or mail their comments as Delta Conveyance Scoping Comments, Attn: Renee Rodriguez, Department of Water Resources, P.O. Box 942836, Sacramento, CA 94236.

Date: 3/11/2020

Requester: Jim Wallace

6.05. Question/Comment: Will Hood Franklin Road be widened or will a parallel haul road be constructed?

Responder: Jim Lorenzen

Response: The conceptual facilities plan presented to the SEC for feedback on engineering considerations includes use of Hood Franklin Road as an access road to the intake sites. This plan included widening Hood-Franklin Road to include an additional lane in both directions and wider shoulders. The conceptual plan did not include a determination on whether the widened road would be dedicated to construction traffic.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Jim Wallace

6.06. Question/Comment: The Hood Franklin interchange is a clover leaf already. What kind of improvements are necessary to go over I-5?

Responder: Jim Lorenzen

Response: The conceptual facilities plan presented to the SEC for feedback on engineering considerations included widening the off-ramps and on-ramps, including 12-foot wide lanes and 8-foot wide shoulders to accommodate large trucks.

Date: 3/11/2020

Requester: Jim Wallace

6.07. Question/Comment: Haul roads have a specific purpose and are usually just designed for a project. Would the project's proposed new haul roads be removed and reclaimed at the end of the project?

Responder: Jim Lorenzen

Response: Until a final project is approved by DWR, this is unknown. Moreover, the use of haul roads will likely depend on operational issues with the purview of DWR. Based on the DCA's current understanding, there would be infrequent need to access the key project features during operations. However, for some features including the intakes and pumping plant, more frequent operational tasks may be conducted. For example, sediment trucks would need to remove and haul sediment from the intakes to an approved disposal site. Shared community use of haul roads for agricultural and emergency services may be possible.

Date: 3/11/2020

Requester: Jim Wallace

6.08. Question/Comment: Will there be sediment trucks hauling muck out of shafts during construction as well as trucks removing sediment during operations?

Responder: Phil Ryan

Response: The frequency and volume of sediment captured and removed from the intakes would be determined by the diversion patterns at the intakes as to be developed by DWR. For example, higher diversion patterns during high sediment periods following wet weather may result in higher sediment captured by the intakes. These diversion patterns will be developed by DWR during the on-going CEQA process and following the Scoping Period which will be completed on April 17, 2020.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Jim Wallace

6.09. Question/Comment: Would there be a lot of trucks running on the roads once the project is built?

Responder: Phil Ryan

Response: The frequency and volume of sediment captured and removed from the intakes would be determined by the diversion patterns at the intakes as to be developed by DWR. For example, higher diversion patterns during high sediment periods following wet weather may result in higher sediment captured by the intakes. These diversion patterns will be developed by DWR during the on-going CEQA process and following the Scoping Period which will be completed on April 17, 2020.

Date: 3/11/2020

Requester: Anna Swenson

6.10. Question/Comment: Instead of prioritizing a construction lane, there should be a dedicated road for residents and for moving farm equipment. The construction traffic should be timed to be most advantageous for the people of the Delta. There should not be an assumption that the construction project has priority.

Responder: Jim Lorenzen

Response: The options developed by DCA in its conceptual plan of facilities included widening several roads by adding a lane in both directions. For example, widening either Lambert Road or Hood-Franklin Road to access the intake construction sites; Dierssen Road, and Twin Cities Road to access tunnel launch shafts at Glanville Road; and State Route 12 to access either a tunnel launch shaft on Bouldin Island or a tunnel reception shaft at Terminous Tract. Rules for use of the additional lanes during and following construction have not been developed at this time.

Date: 3/11/2020

Requester: Mike Moran

6.11. Question/Comment: Could there possibly be two roads to the intake sites that could be alternated?

Responder: Jim Lorenzen

Response: In the conceptual facilities plan presented to the SEC for feedback on engineering considerations, intake construction sites would be accessed by a road on the western side of the abandoned railroad embankment. Access to this new road could be from Lambert Road and/or Hood-Franklin Road.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Mike Moran

6.12. Question/Comment: Would there be traffic on both Hood Franklin Road and Lambert Road every day, or will the truck traffic would be on one of the roads on certain days and on the other road on the other days?

Responder: Jim Lorenzen

Response: In the conceptual facilities plan presented to the SEC for feedback on engineering considerations, intake construction sites would be accessed by a road on the western side of the abandoned railroad embankment. Access to this new road could be from Lambert Road and/or Hood-Franklin Road. If Intakes 2 and 3 are utilized, the access could be from Hood-Franklin Road. If other intake combinations are utilized, the access could be from Lambert Road. It would also possible to widen both Hood-Franklin and Lambert roads for intake construction. This still needs to be determined.

Date: 3/11/2020

Requester: Angelica Whaley

6.13. Question/Comment: Has there been investigation into extending Elk Grove Blvd. instead of using Hood Franklin Road.

Responder: Jim Lorenzen

Response: The conceptual facilities plan presented to the SEC for feedback on engineering considerations did not include an extension of Elk Grove Boulevard as this would require a new roadway through areas of Stone Lakes National Wildlife Refuge (NWR). Given this, it has not been considered to date by DCA.

Date: 3/11/2020

Requester: Anna Swenson

6.14. Question/Comment: How many acres are anticipated for the Glanville Launch Shaft Site footprint and how many acres are specifically for RTM storage? Will the RTM storage be on the site long term, or only during drying? When will the land used for RTM storage be relinquished from the project and allowed to go back in production, if possible?

Responder: John Caulfield

Response: At Glanville Tract, the two tunnel launch shafts, including tunnel segment storage, is currently proposed to be located on about 35 acres. The RTM testing, dewatering, and storage areas are proposed to be about 460 acres. This RTM could be used in construction of the Southern Forebay embankments. Any necessary long-term storage area at this site would be dependent upon the rate and the volume of RTM removed for re-use in embankments or other uses.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: David Gloski

6.15. Question/Comment: Would there be a conveyor belt going from the launch shaft to the RTM storage area?

Responder: John Caulfield

Response: At Glanville Tract, a conveyor is currently proposed to move RTM from the launch shafts under the Interstate 5 to the RTM handling areas on the eastern side of Interstate 5.

Date: 3/11/2020

Requester: Jim Wallace

6.16. Question/Comment: How high would the RTM storage elevation and the perimeter berm be at Glanville Tract Launch Shaft, because the airport there would have Part 77 airport space restrictions for penetration.

Responder: John Caulfield

Response: As currently proposed, the perimeter levee around the RTM handling and storage areas could be up to 10 feet high and the RTM could be up to 20 feet high at maximum storage volumes. Construction activities at Glanville Tract, including the tunnel shaft and RTM locations, would include height restrictions to comply with the Federal Aviation Regulation Part 77 criteria for obstruction clearances and approvals from the Federal Aviation Administration and California Department of Transportation would be obtained prior to construction.

Date: 3/11/2020

Requester: Doug Hsia

6.17. Question/Comment: Why would West Walnut Grove Road need to be extended from the railroad to Mokelumne River?

Responder: Jim Lorenzen

Response: ***Please note that subsequent to the March 11, 2020 Stakeholder Engagement Committee meeting, it was determined that West Walnut Grove Road is not currently being proposed to be modified to access the New Hope Tract or Staten Island tunnel maintenance shafts.***



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Anna Swenson

6.18. Question/Comment: Is DCA only considering levee work for Bouldin, or also for levees across from the project? It's an interconnected system and when one area is improved but another isn't, that area can be put at risk.

Responder: Graham Bradner

Response: As currently proposed, levee modifications at Bouldin Island and Lower Roberts Island would occur on the landside levee and no work would occur on the waterside of the levee. Therefore, and subject to necessary further evaluation, flow rates between the levees would not be affected.

Date: 3/11/2020

Requester: Anna Swenson

6.19. Question/Comment: How many acres is the Staten Island Maintenance Shaft?

Responder: John Caulfield

Response: Staten Island Tunnel Maintenance Shaft construction site are currently proposed to be about 15 acres.

Date: 3/11/2020

Requester: Anna Swenson

6.20. Question/Comment: How many acres of the Bouldin Island Launch Shaft Site would be used for RTM storage?

Responder: John Caulfield

Response: As currently proposed, the Bouldin Island site would include a tunnel launch shaft and a tunnel reception shaft. The RTM handling and storage area would be about 200 acres for the Bouldin Island Tunnel Launch Shaft.

Date: 3/11/2020

Requester: Anna Swenson

6.21. Question/Comment: Is DCA is working with the Reclamation Districts to ensure there is great data, experience and all the goodness that Reclamation Districts can bring?

Responder: Graham Bradner

Response: During preparation of its engineering work, DCA representatives have met with Reclamation Districts in the project area.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Mike Moran

6.22. Question/Comment: Would the proposed new barge site on Bouldin Island be used to transport RTM once it is tested, dried, etc.?

Responder: Jim Lorenzen

Response: Re-use opportunities for RTM at the Bouldin Island Tunnel Launch Shaft have not been developed at this time. However, the proposed barge landing could be used to move the RTM from Bouldin Island.

Date: 3/11/2020

Requester: Doug Hsia

6.23. Question/Comment: What is the sequence of the construction of all the shafts?

Responder: Phil Ryan

Response: For all tunnel shaft sites, the construction sequence is currently anticipated to be as follows: the areas would be cleared, security fencing and gates would be installed around the perimeter, slurry walls would be installed around the shaft diameter to minimize connections to surrounding groundwater, earth fill would be placed to form a raised pad at the shaft opening at an adequate elevation to protect the opening from flooding, the shaft would be drilled vertically and shaft liners would be installed to the design depth, a tremie concrete base would be installed at the bottom of the shaft to seal the shaft, and water inside the sealed shaft would be removed.

Date: 3/11/2020

Requester: Mike Hardesty

6.24. Question/Comment: Will new bridges constructed for the project be permanent or temporary?

Responder: Jim Lorenzen

Response: It has not been determined at this time if the bridges and access roads would be permanent following construction and would be determined by DWR with input from the local agencies and communities as part of the CEQA review process.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: David Gloski

6.25. Question/Comment: Is the proposed new barge landing on Bouldin Island on the south side of the island because it is more barge accessible than the north side? It would be closer to Hwy 12 if it was on the north side.

Responder: Jim Lorenzen

Response: In the conceptual facilities plan presented to the SEC for feedback on engineering considerations, placement of a barge landing on Bouldin Island along the South Fork Mokelumne River was considered as an option to a barge landing on Potato Slough. Initial analysis indicated that a South Fork Mokelumne River barge landing would be more difficult. Access to the South Fork Mokelumne River at the northern side of Bouldin Island for barges would be limited from the Stockton Deep Water Ship Channel due to the Mokelumne River Swing Bridge and several narrow areas. A barge landing on the South Fork Mokelumne River would require crossing of State Route 12.

Date: 3/11/2020

Requester: David Gloski

6.26. Question/Comment: Mr. Gloski said DCA might consider getting the barge landing right out on the San Joaquin River, west of where it is currently shown on the conceptual site plan map.

Responder: Jim Lorenzen

Response: DWR has indicated to the DCA that the western boundaries of Bouldin Island are an area with high potential for restoration of managed wetlands and/or tidal marsh that could be used by DWR for future habitat mitigation efforts. The mitigation plans have not been developed at this time; however, barge landings were not identified in the conceptual facilities plan in these areas due to the high potential for habitat restoration.

Date: 3/11/2020

Requester: Anna Swenson

6.27. Question/Comment: Delta bridges are part of the Delta's appeal. How is the historic value of a bridge retained if a bridge is upgraded to a modern level? Who is involved in the process of determining which bridge will receive an update and how the upgrade will be done? Will DCA invite stakeholders from the community to have input?

Responder: Jim Lorenzen

Response: In the conceptual facilities plan presented to the SEC for feedback on engineering considerations, the DCA proposed several bridge modifications to accommodate widened roads for construction traffic access. However, specific architectural criteria have not been developed at this time. DWR will consider the historical values of the bridges and potential effects of the bridge modifications during the CEQA review process.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Jim Wallace

6.28. Question/Comment: Does the aggressive amount of infrastructure on Bouldin Island have anything to do with who owns the island?

Responder: Gwen Buchholz

Response: Conceptual tunnel shaft locations were identified based upon the expected operational abilities of the Tunnel Boring Machine. Under the current conceptual facilities plan, the typical distance between the tunnel launch shaft site to the tunnel reception shaft would be up to 15 miles. Tunnel maintenance shafts would be located approximately every 4 to 6 miles between the launch and reception shafts to provide for an opportunity to repair equipment that cannot occur from within the tunnel. It was determined that the most northern launch shaft would be at Glanville Tract (primarily to access the intakes) and the most southern launch shaft would be at the Southern Forebay. To determine the location of the launch shaft between Glanville Tract and Southern Forebay was based upon the maximum tunnel drive of 15 miles, need to avoid sensitive habitat, ability to access the launch shaft site by at least two modes of transportation (road, rail, and/or barge), geotechnical conditions, presence of existing infrastructure, and existing land use. Bouldin Island was located within the mileage criteria, could be accessed by roads and barges, has minimal infrastructure, and no adopted changes in future land use plans.

Date: 3/11/2020

Requester: David Gloski

6.29. Question/Comment: Would new bridges be built to certain height specifications in consideration of boaters? There will be an advantage if boaters are not waiting for bridges.

Responder: Jim Lorenzen

Response: As currently anticipated, the bridges would be of adequate height for boaters that currently use the water body and avoid the need for operable bridges that could slow construction access.

Date: 3/11/2020

Requester: Anna Swenson

6.30. Question/Comment: If there are historic railroads, would DCA build a parallel railroad?

Responder: Jim Lorenzen

Response: In the conceptual facilities plan presented to the SEC for feedback on engineering considerations, the rail-served materials depots would be constructed adjacent to the existing railroads with connections to the new rail facilities to allow trains to enter and leave the new facilities. No changes would be made to existing railroad bridges or embankments.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Anna Swenson

6.31. Question/Comment: If RTM can't be reused, what would DCA do with the RTM and how would the project supplement the materials needed for the project?

Responder: Gwen Buchholz

Response: Based on all available information, RTM would be suitable for construction of the Southern Forebay embankment. If the RTM was not available, the embankment fill material would be purchased from commercial facilities most likely located in the Sacramento and San Joaquin Valleys.

Date: 3/11/2020

Requester: Anna Swenson

6.32. Question/Comment: Is there any plan to upgrade the aqueduct that connects with the project since it is currently subsiding, is at a very heavy earthquake risk and is losing 30% of its water because it is not enclosed? Is there any plan for this project to correct that so we aren't building a multi-million dollar plumbing system and then putting it in a sieve?

Responder: Gwen Buchholz

Response: DWR continues to evaluate and repair existing facilities, as required, to maintain the State Water Project operations. One of these projects includes evaluation of necessary improvements on the California Aqueduct where subsidence has occurred. This project is a separate project from the Delta Conveyance Project and its implementation is not connected to the Delta Conveyance Project.

Date: 3/11/2020

Requester: Anna Swenson

6.33. Question/Comment: Would there be a third-party verification of the determination about RTM's usability so the public knows it's not DWR's sole decision and that it's a decision based on the realities of science and research?

Responder: John Caulfield

Response: DWR and DCA anticipate completing engineering and environmental health evaluations. These evaluations will be provided for review when available and appropriate.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Peter Robertson

6.34. Question/Comment: Are the project's workdays five days with double shifts?

Responder: John Caulfield

Response: As currently anticipated, many of the features would be constructed only during the daytime, including shaft construction. Some features could be completed after sunset if critical work was not completed. Some features would require continuous construction over longer periods of time, such as tunneling operations scheduled to be continuous for 24-hours/day on a 5-day basis using two 10-hour shifts for tunnel operations and a 4-hour shift for maintenance each day.

Date: 3/11/2020

Requester: Peter Robertson

6.35. Question/Comment: Will barges or other commercial vehicles be moved on the weekends?

Responder: Jim Lorenzen

Response: There are currently no known restrictions to moving barges or commercial traffic on the weekends. DWR and DCA may work with stakeholders to determine if less weekend barge travel during certain times of the year would be preferable.

Date: 3/11/2020

Requester: Peter Robertson

6.36. Question/Comment: Weekend construction barging restrictions at the proposed new barge landing near the bedrooms would be helpful.

Responder: Jim Lorenzen

Response: There are currently no known restrictions to moving barges or commercial traffic on the weekends in the Stockton Deep Water Ship Channel or Potato Slough during the weekends. Input from the SEC would be considered related to weekend project traffic. Water traffic patterns will also be analyzed in the CEQA analysis.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: David Gloski

6.37. Question/Comment: There is currently a problem with algae in the South Delta during the summer. Could the project perhaps help address the bad water and algae, either through its design or through mitigation efforts, by taking some of the water and flushing it back into the Delta if there is a challenge there?

Responder: Gwen Buchholz

Response: The key conceptual facilities plan prepared by the DCA does not include considerations of operations. DWR will likely develop and analyze operational options and develop mitigation measures for significant adverse impacts during the CEQA process.

Date: 3/11/2020

Requester: Jim Wallace

6.38. Question/Comment: Is the Southern Forebay an above ground facility, and if so, how tall is the levee that will create the forebay?

Responder: Graham Bradner

Response: As proposed in the conceptual facilities plan, the Southern Forebay embankments would be constructed above the existing ground surfaces. The existing ground surfaces at the site range from -8 to 4 feet. The elevation of the top of the Southern Forebay embankment would be approximately 28 feet.

Date: 3/11/2020

Requester: Jim Wallace

6.39. Question/Comment: Will the Southern Forebay be subject to the Division of Safety of Dams (DOSD)?

Responder: Graham Bradner

Response: As proposed in the conceptual facilities plan, the Southern Forebay would be a Division of Safety of Dams jurisdictional facility based on the storage volume and embankment height.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Anna Swenson

6.40. Question/Comment: What kind of studies have been done to ensure that the noise and vibrations from tunnel boring won't affect the cranes? How do we know that the cranes will stay?

Responder: Gwen Buchholz

Response: The CEQA process will include evaluation of the construction effects of the proposed project on terrestrial species, including Greater Sandhill Cranes.

Date: 3/11/2020

Requester: Jesus Tarango

6.41. Question/Comment: Tribes have already expressed that the intake locations affect sacred, religious sites. Why are the intakes not being moved for tribal people? All three intake sites are highly sensitive.

Responder: Gwen Buchholz

Response: The intake locations presented in the SEC meetings were selected as the most viable sites located along the Sacramento River between Freeport and the confluence with Sutter Slough, as described in the Notice of Preparation published by DWR on January 15, 2020. DWR is consulting with tribes under AB 52 and DWR's tribal consultation guidelines to assist in the evaluation of potential effects.

Date: 3/11/2020

Requester: Jesus Tarango

6.42. Question/Comment: A road would not be placed through Stone Lakes in honor of the wildlife there, so why isn't there a response to the concerns for wildlife from native peoples?

Responder: Gwen Buchholz

Response: During the DCA analysis of the conceptual facilities plan, publicly available information related to sensitive land uses, including wildlife habitats, was used to develop sites for intakes, tunnel shafts, Southern Forebay, and South Delta Conveyance control structures. Locations of sensitive tribal areas were not publicly available to the DCA. DWR will consider information developed during tribal consultation to evaluate impacts related to tribal cultural resources.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Malissa Tayaba

6.43. Question/Comment: Why is a 40-mile tunnel being planned through the biggest equestrian [editor's note: I think she meant estuary?] on the west coast? The locations of the intakes are so sensitive to tribes, that it is unclear why they are even an option. The project wouldn't be built through someone else's cemetery. Besides the pipelines, there are other factors.

Responder: Gwen Buchholz

Response: During the DCA analysis of the conceptual facilities plan, publicly available information related to sensitive land uses, including wildlife habitats, was used to develop sites for intakes, tunnel shafts, Southern Forebay, and South Delta Conveyance control structures. Locations of sensitive tribal areas were not publicly available to the DCA. DWR will consider comments submitted during the CEQA process to evaluate impacts related to environmental resources, including tribal considerations.

Date: 3/11/2020

Requester: Malissa Tayaba

6.44. Question/Comment: No one is talking about salmon or the animals. Native peoples have a direct relationship with the animals, land and water. Why haven't these factors been considered?

Responder: Gwen Buchholz

Response: During the DCA analysis of the conceptual facilities plan, publicly available information related to sensitive land uses, including wildlife habitats, was used to develop sites for intakes, tunnel shafts, Southern Forebay, and South Delta Conveyance control structures. Locations of sensitive tribal areas were not publicly available to the DCA. DWR will consider comments submitted during the CEQA and tribal consultation processes to evaluate impacts related to environmental resources, including tribal considerations. DWR also will develop and evaluate options related to operations of the intakes along the Sacramento River and at the existing Clifton Court Forebay inlet.

Date: 3/11/2020

Requester: Malissa Tayaba

6.45. Question/Comment: Tribes are still waiting for their AB 52 consultation. There are huge concerns with where the intakes are going and with the new roads. Those areas are all very important issues that tribes are waiting to discuss and adjust in their meetings with DWR.

Responder: Gwen Buchholz

Response: DWR is conducting the AB 52 consultation and will consider information discussed in those consultations during the CEQA process.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Mike Moran

6.48. Question/Comment: Is the New Hope Maintenance Tract at the same latitude on both corridors but closer to I-5 on the Eastern Corridor?

Responder: Luke Miner

Response: The information presented at the March 11, 2020 SEC meeting related to the New Hope Tunnel Maintenance Shafts was incorrect. Updated material was provided at dcdca.org with the correct locations of the New Hope Maintenance Shafts for Central and Eastern corridors. The New Hope Maintenance Shaft for the Central Corridor is located to the northwest of the New Hope Maintenance Shaft for the Eastern Corridor.

Date: 3/11/2020

Requester: Anna Swenson

6.49. Question/Comment: How will the new access road on Rough and Ready Island be connected to I-5?

Responder: Jim Lorenzen

Response: In the conceptual facilities plan, access to the Lower Roberts Island Tunnel Reception and Launch Shafts would be from existing roads on Rough and Ready Island. New access roads would extend from Fyffe Street on the western side of the Port of Stockton lands to a new bridge over Burns Cut and continuing on Lower Roberts Island.

Date: 3/11/2020

Requester: Cecille Giacoma

6.51. Question/Comment: Ms. Giacoma said she previously requested a list of the soil conditioners that will be used. The tracking packet said the request was responded to, but that list has not been received.

Responder: Luke Miner

Response: Page 38 of the response packet issued at the Feb 26 meeting and online at <https://www.dcdca.org/pdf/2020-02-26-4a-FollowUpRoundtableonFebruary122020SECMeeting.pdf> says: Many different types and brands of conditioners are used in tunneling based upon soil conditions present along the alignment. Conditioners are generally categorized as foams, polymers and bentonites. On recent projects, DCA consultants have observed the use of Soilax S products (available from the manufacturer Boraid Products) which are surfactants (i.e. detergents) and mixed with clean water as a foaming conditioner. Sometimes, a cellulose product, like Soilax C, is added into the conditioner mix to provide added strength to the soap bubbles, which helps when the conditioner is injected into certain soil formations. Thickening agents, such as polymers and a bentonite (a naturally occurring clay), are also used for different soil conditions. These include such products available from Mapei Products. These are just examples of some products that could be used. The construction specifications would require any conditioners to be inert (chemically inactive).



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Jim Wallace

6.52. Question/Comment: Get BASF to provide material safety data sheets on soil conditioners

Responder: Andrew Finney

Response: Material Safety Data Sheets for 2 of the conditioners previously evaluated have been included in the upcoming SEC materials.

Date: 3/11/2020

Requester: Anna Swenson

6.53. Question/Comment: Ms. Swenson said the Delta Protection Commission (DPC) is pushing forward the National Heritage movement in the Delta and she is dismayed at the parallel processes in light of Ms. Mallon's comments that DCA is working with them. DCA needs to work with everyone existing in the Delta, because while DCA is planning, the DPC is implementing a plan that you might be dropping a feature on top of or DPC might be doing improvements on an area that might not exist after the project. The DPC's actions with the Delta's National Heritage status shouldn't be wasted on areas that won't be of significance or relevance due to the project. There has to be more collaboration and close collaboration. DWR and DPC are both state departments that should be talking to one another.

Responder: Gwen Buccholz

Response: The DCA and DWR are collaborating with the DPC and the other organizations and stakeholders within the Delta. Kathryn Mallon of DCA and Carrie Buckman of DWR have been coordinating with the Delta Protection Commission (DPC).

Date: 3/11/2020

Requester: David Gloski

6.54. Question/Comment: The question tracking packet numbering was changed and it was difficult to find his earlier questions. Can members have an Excel version of the table so questions and status can be filtered? Also, a "closed" status could be helpful to distinguish between questions that received a response but are still outstanding and questions that have been completely resolved.

Responder: Luke Miner

Response: The DCA requests that SEC members identify questions that appear to continue to need further discussion or additional information to respond to the comment or question.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Anna Swenson

6.55. Question/Comment: Can SEC members invite guests to attend the tours?

Responder: Josh Nelson

Response: The DCA cannot provide public access to the tours due to logistics of the tours with the owner of the facility, liability concerns, and other constraints. Tours are intended to be an educational opportunity for SEC members and individual tours cannot include a quorum of SEC members due to Brown Act requirements.

Date: 3/11/2020

Requester: Anna Swenson

6.56. Question/Comment: Can members of the public follow the tour vehicles?

Responder: Josh Nelson

Response: This question appears to be related to a tour of the facilities and other areas of the Delta. All tours, including the Delta Tour, have been postponed at this time. Once rescheduled, DCA will determine if non-SEC members could follow the SEC member tours in the Delta or if an itinerary or similar accommodation could be provided.

Date: 3/11/2020

Requester: Jim Wallace

6.57. Question/Comment: In a perfect world, what's the start date for construction year 1? Are we talking 2024? 2025? When will the project be started?

Responder: Gwen Buchholz

Response: As described by DWR in the Scoping Process, the CEQA and permitting process would not be complete until at least the end of 2022. Design efforts could be completed in phases; to allow for initial early design projects, such as development of access roads or habitat mitigation areas. However, even the early design projects would not be initiated until after 2022. A schedule for design, land acquisition, final permitting, and construction have not been developed at this time.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Jim Wallace

6.58. Question/Comment: Are we talking about a start date of 2027?

Responder: Gwen Buchholz

Response: As described by DWR in the Scoping Process, the CEQA and permitting process would not be complete until at least the end of 2022. Design efforts could be completed in phases; to allow for initial early design projects, such as development of access roads or habitat mitigation areas. However, even the early design projects would not be initiated until after 2022. A schedule for design, land acquisition, final permitting, and construction have not been developed at this time.

Date: 3/11/2020

Requester: Philip Merlo

6.59. Question/Comment: What types of goodwill campaigns are you considering?

Responder: Gwen Buccholz

Response: At future SEC meetings, opportunities will be discussed for incorporating dual purposes for some features and modifying some features following construction to be used by the communities and/or local agencies.

Date: 3/11/2020

Requester: Gil Cosio

6.60. Question/Comment: What's the estimated cubic yards needed for the new forebay levees?

Responder: Graham Bradner

Response: Based on the conceptual facilities plan presented to the DCA, there would be approximately 10 to 12 million cubic yards of RTM depending upon the corridor and capacity of the Project. Approximately 60 to 70 percent of the RTM would be used in constructing the Southern Forebay.

Date: 3/11/2020

Requester: Gil Cosio

6.61. Question/Comment: What will go along the pipeline itself at the surface? Will those properties be impacted at all? The last plan included dewatering along pipeline. Is that going to happen this time?

Responder: Andrew Finney

Response: As currently proposed, tunnel construction activities the tunnel alignment would occur at the tunnel shaft locations and tunnel shaft auxiliary areas, and along the modified or new corridors to connect the shaft locations to existing roadways. There would be no other construction activities within the tunnel alignment, including dewatering, at the ground surface between the tunnel shaft locations.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Michael Moran

6.62. Question/Comment: As far as the mitigation and goodwill effort, these things go in a sequence. Is there a way we can make that sequence public? That way folks can see there is that mitigation coming down the line and there could be some public benefit coming down the line. Talking to county's HCP and other jurisdictions that might be eager to look at mitigation funding and projects where this takes place and have that up front.

Responder: Gwen Buccholz

Response: Mitigation measures will be developed in the CEQA process to reduce significant adverse impacts of construction or operation of the Delta Conveyance Project as compared to existing conditions. Therefore, those mitigation measures will not be identified until alternatives are further defined and analyzed.

At future SEC meetings, opportunities will be discussed for potential dual benefits.

Date: 3/11/2020

Requester: Gloski

6.63. Question/Comment: It sounded like you mentioned the Eastern one is easier to do, yet, the schedule looks like it's the same number of years. Is it the same cost? Does the "easiness" have anything to do with time and money?

Responder: Phil Ryan

Response: The schedules for the Central and Eastern Corridor conceptual facilities plans presented at the previous SEC meetings were similar. The schedules are being further developed with more detailed analyses. Access to the tunnel shafts from major roadways would be more flexible under the Eastern Corridor as compared to the Central Corridor which could increase production rate of construction.

Date: 3/11/2020

Requester: Douglas Hsai

6.64. Question/Comment: If it takes longer to build the Eastern alignment, is there any other reason not to go for the Eastern alignment?

Responder: Phil Ryan

Response: The CEQA process will analyze construction and operational changes to the physical, biological, and human environment as compared to existing conditions; and then, compare the results between the alternatives to identify the proposed project.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Gil Cosio

6.65. Question/Comment: The recent NOP described the finished product as a tunnel dual conveyance. Will the DCA work on timing and the improvements needed for levee stabilization along the pathway?

Responder: Graham Bradner

Response: DWR continues to evaluate and develop programs to improve levees throughout the Delta. These programs are separate projects and will be implemented with or without the Delta Conveyance Project.

Date: 3/11/2020

Requester: Cecille Giacomia

6.66. Question/Comment: There was the allusion to using spoils to improve the ability to carry on agriculture in area, as a by-product of this project to make improvements in the Delta, but how can agriculture carry on when water is diverted out of the Delta? Species have suffered from over drafting of water. Now you're going to put three more separate intakes in addition to the through Delta water removal, how will you support species and agriculture when so much water is being removed?

Responder: Gwen Buccholz

Response: Potential use of RTM from the Delta Conveyance Project on agricultural lands has not been developed at this time. This type of opportunities to work together with the communities will be discussed at future SEC meetings. With respect to changes in water resources, the CEQA process will evaluate changes to water resources under construction and operation of the alternatives as compared to existing conditions.

Date: 3/11/2020

Requester: Sean Wirth

6.68. Question/Comment: Since there is some flexibility in terms of the placement of the maintenance and the reception shafts, how would you bracket those on the map, in terms of the wiggle room north to south?

Responder: Phil Ryan

Response: Based on the current conceptual facilities plan, the tunnel reception shaft locations can be moved if the tunnel drive length from the tunnel launch shaft remains within 15 miles. The tunnel maintenance shaft locations can be moved if the lengths between the adjacent shafts are within 4 to 5 miles. As noted in previous SEC meetings, the DCA has moved the shaft locations as new information becomes available. For example, following the March 11, 2020 SEC meeting, the tunnel maintenance shaft locations were slightly moved based upon information related to Staten Island.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Michael Moran

6.69. Question/Comment: Where the barges are coming from and where are they going to? If you're so close to rail, why would you have barges?

Responder: Jim Lorenzen

Response: Barges are anticipated to be launched at existing ports near the Delta, including Port of Stockton, Port of Pittsburg, and Port of West Sacramento as well as commercial mooring facilities (e.g., facility in Rio Vista used to load barges with rock).

Tunnel launch shaft sites were identified in the conceptual facilities plan to provide at least two forms of transportation from the options of roadways, barges, and/or rail. For example, tunnel launch shafts at Glanville Tract and Southern Forebay would be accessed by roadways and rail-served materials depots. However, because it would be difficult to access Bouldin Island by rail, the tunnel launch shaft site would be accessed by roadways and barges.

Date: 3/11/2020

Requester: Philip Merlo

6.70. Question/Comment: Regarding the rail possibility, to be clear, the RTM would go to Stockton for companies interested in using it for concrete?

Responder: Jim Lorenzen

Response: Reuse of RTM by others has been discussed; however, detailed plans have not been developed at this time. The RTM is currently anticipated to be stored at the tunnel launch shaft sites and could be moved by barge or rail if those facilities remain following construction.

Date: 3/11/2020

Requester: Douglas Hsai

6.71. Question/Comment: In Santa Clara muck was being shipped to Tracy. Does anyone know where in Tracy they're shipping to?

Responder: Jim Lorenzen

Response: The DCA has requested information from the Silicon Valley Clean Water Program related to reuse of the RTM.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/11/2020

Requester: Michael Moran

6.72. Question/Comment: Does material coming out of Lower Roberts site need to go to the Southern Forebay?

Responder: Jim Lorenzen

Response: As set forth in the conceptual facilities plan, RTM for construction of the Southern Forebay embankments would primarily be from the tunnel launch shafts located near the Southern Forebay and delivered by rail from the Glanville Tract tunnel launch shafts to reduce RTM storage.

Date: 3/10/2020

Requester: David Gloski

6.73. Question/Comment: I think it was said that the standard regulation is 27% open area but I think it was also said that in California the reg is 50% open area. Can someone explain this and explain why California allows twice the open area?

Responder: Gwen Buccholz

Response: Land use planning is completed by local agencies, generally by cities and counties. The State of California Governor's Office of Planning and Research issue General Plan Guidelines which include guidance for local agencies to establish open space goals for the regional plans. These open space goals could be included in local community development plans.

Date: 3/10/2020

Requester: David Gloski

6.74. Question/Comment: I'd like to hear a discussion about the risk of overruns and loss of budget. How can the project be structured so that everyone in the Delta can be assured that the project is not stopped half way due to budget problems and the land, facilities and everything is just left in some limbo state?

Responder: Gwen Buccholz

Response: Delta Conveyance would be funded by the water users that would use the project, not the State of California. Specific financial plans have not been developed at this time; however, those plans will need to be complete prior to initiation of construction.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/10/2020

Requester: David Gloski

6.75. Question/Comment: Regarding the tables associated with estimates of trucks, barges, trains, etc. At one point it was said that these tables will be constantly updated. Can we get dates on the tables then so we know what version we have when we have one in front of us or two and we don't know which one is the latest.

Responder: Luke Miner

Response: Dates will be provided on future copies of the logistics tables.

Date: 3/13/2020

Requester: Barbara Barrigan-Parrilla

6.76. Question/Comment: Can you tell me how much RTM there will be?

Responder: John Caulfield

Response: The actual amount of RTM would depend upon length and diameter of the tunnel. Based on the conceptual facilities plan, RTM would range from 10 to 12 million cubic yards.

Date: 3/11/2020

Requester: Philip Merlo

6.77. Question/Comment: What types of archaeological studies are going to take place?

Responder: Gwen Bucholz

Response: DWR's CEQA process would include archaeological evaluation of potential changes due to the construction and operation of the Delta Conveyance alternatives as compared to the existing conditions. DWR is leading the AB 52 and DWR's tribal engagement policy. DWR will consider information discussed in those consultations during the CEQA process.

Date: 3/11/2020

Requester: Peter Robertson

6.78. Question/Comment: Had the DCA been able to produce an overlay for the maps with channel markers?

Responder: Gwen Bucholz

Response: Potential barge routes evaluated by the DCA did consider channel widths and depths as provided by National Oceanic and Atmospheric Administration Nautical Charts and DWR bathymetric data and based upon discussions with Delta maritime contractors. This information, as well as information related to bridges, was used to identify waterway reaches in the Delta that could and could not support barge operations.



RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 3/30/2020

Requester: Peter Robertson

6.79. Question/Comment: Who is going to communicate with boaters about in-water work? Coast Guard or DCA?

Responder:

Response: During construction, frequent notifications would be sent by DCA to the Coast Guard and California Division of Boating and Waterways of on-going in-water construction activities, and these agencies would post these notifications. In addition, signs would be posted alerting boaters of on-going in-water construction activities. Approvals of in-water construction activities would be obtained from the Coast Guard during the permitting process.

FOR FUTURE DISCUSSION

Date: 3/11/2020

Requester: Anna Swenson

6.67. Question/Comment: When will members see the impacts on properties across from the intakes? Would like to see some more detail about what will happen to the levees, the homes, and the folks that are directly across from intakes. Can those levees be armored? Do homes need to be set back? Which properties could potentially be in that footprint of impact directly across from the intakes?

Date: 3/11/2020

Requester: Barbara Barrigan Parrilla

6.80. Question/Comment: Will we have a session where we can review and discuss DWR's HABs data and the SCCWRP HABs Impacts Study that was discussed on the Region 5 Water Board HABs Committee update Monday? What I am looking for is how alignment choice will impact development of HABs and if there is an opportunity to use the project to increase water circulation in hotspots to mitigate HABs early on/and in later years of project operation.

Date: 3/11/2020

Requester: Barbara Barrigan Parrilla

6.81. Question/Comment: Observation: 10 feet perimeter levee seems too low to protect RTM with flood at Twin Cities Rd.

Date: 3/11/2020

Requester: Barbara Barrigan Parrilla

6.82. Question/Comment: New Hope Maintenance Tract: Walnut Grove Rd. is loaded with farm trucks. What will impacts be on Greater Sandhill Cranes on Staten Island with road extension and truck traffic?

Date: 3/11/2020

Requester: Barbara Barrigan Parrilla

6.83. Question/Comment: Bouldin Island -- the bedrooms are impossible around the first 8 days of July for barge traffic; same for other holiday weekends.

Date: 3/11/2020

Requester: Barbara Barrigan Parrilla

6.84. Question/Comment: Byron Tract -- Is there RTM? containment of soil for schools in Byron is a concern.

Date: 3/11/2020

Requester: Barbara Barrigan Parrilla

6.85. Question/Comment: Will RTM at South Forebay cover plants essential to Native American practices found in that area? And burial grounds? (I don't need answer; tribes do)

FOR FUTURE DISCUSSION

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?

Date: 12/11/2019

Requester: Anna Swenson

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

Date: 12/11/2019

Requester: Anna Swenson

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

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?

Date: 12/11/2019

Requester: Anna Swenson

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

Date: 12/11/2019

Requester: Anna Swenson

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

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?

Date: 12/11/2019

Requester: Barbara Barrigan-Parrilla

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

Date: 12/11/2019

Requester: Barbara Barrigan-Parrilla

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

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?

FOR FUTURE DISCUSSION

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?

Date: 12/11/2019

Requester: General

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

Date: 12/11/2019

Requester: Gilbert Cosio

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

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?

Date: 12/11/2019

Requester: Karen Mann

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

Date: 3/11/2020

Requester: Mike Hardesty

6.01. Question/Comment: Will project sites be seen from the freeway? Are the sites going to be recovered afterwards and not be an eye sore? What will shaft sites look like at end of project?

Date: 3/11/2020

Requester: Mike Hardesty

6.02. Question/Comment: What percentage of sites will be recovered at the end of the project?

Date: 3/11/2020

Requester: Anna Swenson

6.46. Question/Comment: Can members get a post-construction map that represents the truck traffic, activity and noise that will be present during operations?

Date: 3/11/2020

Requester: David Gloski

6.47. Question/Comment: Is it possible at some point to develop an overlay of the benefits such as parks and other facilities that might be developed?

Date: 3/11/2020

Requester: Anna Swenson

6.50. Question/Comment: Can maps be revised to show how the roads connect to I-5?



FOR FUTURE DISCUSSION

Date: 3/11/2020

Requester: Anna Swenson

6.67. Question/Comment: When will members see the impacts on properties across from the intakes? Would like to see some more detail about what will happen to the levees, the homes, and the folks that are directly across from intakes. Can those levees be armored? Do homes need to be set back? Which properties could potentially be in that footprint of impact directly across from the intakes?
