



SEC Member
Question/Comment Tracking Log
Updated 06.24.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Date Responded	Response Status
8.01	5/21/2020	Lindsey Liebig	Concerned about the topics that arise in the SEC meetings as being narrow and limited where they can't explore at a greater compacity and would like more open Q&A discussions.	We are happy to work with the Stakeholder Engagement Committee to create space for more reflection and more time for Questions/Answers if that is something the Stakeholder Engagement Committee feels is missing.	Nazli Parvizi	6/24/2020	Responded
8.02	5/21/2020	Lindsey Liebig	Biggest concern is the potential loss of permanent crops such as orchards and vineyards and the way this will affect the agricultural economy.	We will be working with Stakeholder Engagement Committee Member Liebig to reach out to the agricultural community to further discuss issues around reuse of agricultural land.	Nazli Parvizi	6/24/2020	Responded
8.03	5/21/2020	Karen Mann	Emphasized that the Central Corridor route is not a preferred option. It was noted that the Independent Technical Review (ITR) team hired by the DCA said that the Central Corridor was not feasible and that there are no benefits to the East Contra Costa County. This route will affect the wells, the Sandhill cranes, and will go through the a heavily used recreation area and the National Heritage area.	The December ITR stated that compared to the Eastern Corridor, the Central Corridor more impractical due to limited accessibility of the tunnel shaft sites using existing roads. The Shaft Siting Analyses presented at the February 12 and February 26, 2020 Stakeholder Engagement Committee meetings indicated that potential tunnel shaft sites along the Central Corridor were determined to have a higher potential for conflicts with wells and Greater Sandhill Cranes habitat than the Eastern Corridor. Water-based recreational opportunities presented at the February 26, 2020 Stakeholder Engagement Committee meeting indicated similar occurrences along the Central and Eastern corridors. This information was only at a screening level; DWR will complete an assessment of potential impacts within the Environmental Impact Report.	Gwen Buchholz	6/24/2020	Responded
8.04	5/21/2020	Karen Mann	Concerned about the layout of the Byron maintenance shaft being within only 1000 feet of residences.	The currently proposed Byron Tract Tunnel Maintenance Shaft would be over 4,100 feet (0.75 miles) from the eastern boundary of Discovery Bay development. The tunnel crosses under State Route 4 at approximately 120 feet below the ground surface and about 750 feet from the southeastern corner of Discovery Bay development.	Gwen Buchholz	6/24/2020	Responded
8.05	5/27/2020	Angelica Whaley	As part of the CEQA process, is a current traffic study being conducted using data that is more recent than 2018?	We used data from Caltrans' Freeway Performance Monitoring System (PeMS). PeMS has imbedded loops that continuously collect information that helps their traffic management center react to different instances on the road, so that is quite recent. For other places, we have updated the traffic counts done in previous years to current (pre-COVID) volumes using the growth projections from Sacramento Area Council of Governments (SACOG) and San Joaquin Council of Governments (SJCOG). We did anticipate there would be some growth, and again used the regional traffic models to forecast this growth. We noted some anomalies, such as some of the traffic before the recession was actually higher than more recently. But in any case we are using the best available data. The 2018 data considered by our analysis was based on data published in the 2019 report, which is the most recent SJCOG congested management program's Monitoring and Performance Report.	Carrie Buckman	6/24/2020	Responded



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8.06	5/27/2020	Angelica Whaley	Has there been an analysis of the agricultural traffic separate from day to day traffic along the Delta?	The original plan was to do traffic counts for certain locations at 4 different times during the year in order to get the seasonal differences. It's not currently advisable given current traffic patterns. If it changes, I recommend doing that. We do have information for the Caltrans facilities from their embedded loops that are continuously collecting information. We can compare data from different months to get some information on seasonality.	Carrie Buckman	6/24/2020	Responded
8.07	5/27/2020	Angelica Whaley	Grape harvesting trucks take up the whole road.	The original plan was to do traffic counts for certain locations at 4 different times during the year in order to get the seasonal differences. It's not currently advisable given current traffic patterns. If this changes, I recommend doing that. We do have information for the Caltrans facilities from their embedded loops that are continuously collecting information. We can compare data from different months to get some information on seasonality.	Neil Paynter	6/24/2020	Responded
8.08	5/27/2020	Anna Swenson	Clarify the statement "DWR is not subject to local regulations." 6-ft shoulder going through Stones Lake is worrisome because it will take up valuable habitat with big trucks. Since new census surveys were just filled out, does this mean you will be using old census information? Caltrans isn't the best model about how to approach traffic in the Delta as they can share inaccuracies with road closures and signage. They are not the best model for signage or communication.	<p>DWR is a state agency, so as a general rule it is not subject to local regulation.</p> <p>Regarding Stone Lake and the bike lane, it is just one of three alternative paths to get between Interstate 5 and the potential haul roads to the intakes, including 1) Hood-Franklin Rd, 2) Lambert Road, and 3) Twin Cities Road. All three routes have low volumes of traffic compared to their capacities and so could accommodate project traffic while maintaining the target LOS. The choice of route(s) can be made using non-traffic criteria, or a combination of routes could be used.</p> <p>The U.S. Census is done once every 10 years; however, the American Community Survey is completed more frequently and was used in the current analysis.</p> <p>We did not base our approach on Caltrans' methodology, although they use a very similar methodology for forecasting because it is industry best practice. We also did not take our traffic standards from Caltrans, though again there are similarities in standard traffic engineering practice. We did use data from Caltrans. Caltrans has imbedded loops that continuously collect information that helps their traffic management center react to different instances on the road. That information is available and that is the information received from Caltrans.</p>	Don Hubbard	6/24/2020	Responded



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8.09	5/27/2020	Cecilia Giacomia	Concern with data from 2018 because traffic has increased extremely each year. Is there 2019 data that you can access from Caltrans?	We used data from Caltrans' Freeway Performance Monitoring System (PeMS). PeMS has imbedded loops that continuously collect information that helps their traffic management center react to different instances on the road, so that is quite recent. For other places, we have updated the traffic counts done in previous years to current (pre-COVID) volumes using the growth projections from SACOG and SJCOG. We did anticipate there would be some growth, and again used the regional traffic models to forecast this growth. We noted some anomalies, such as some of the traffic before the recession was actually higher than more recently. But in any case we are using the best available data. The 2018 data considered by our analysis was based on data published in the 2019 report, which is the most recent SJCOG congested management program's Monitoring and Performance Report.	Don Hubbard	6/24/2020	Responded
8.1	5/27/2020	Lindsey Liebig	Regardless of COVID, agricultural traffic will be the same with the same capacity and you should be able to do those studies calculated appropriately because there is no impact to agriculture right now and work is at the same speed. This is important because there is concern about grade trucks which can be looked at easily. Caltrans can be difficult to work with.	Based on the prior WaterFix project, we anticipate that seasonality may be an area of interest. We therefore planned to count the same locations at different times of the year to learn more about that. Hopefully when traffic patterns more closely reflect normal conditions, we can do that. We do have information for the Caltrans facilities from their embedded loops that are continuously collecting information. We can compare data from different months to get some information on seasonality.	Carrie Buckman	6/24/2020	Responded
8.11	5/27/2020	Karen Mann	Noticed that San Joaquin County and Sacramento County data were used. Why wasn't Eastern Contra Costa County data used? They have good data to look at for Highway 4. Contra Costa County is going to be adversely affected significantly, we are in the DNF category on your charts.	We did look at a number of other studies with data from other counties; for example, a study on improvements to Byron Highway. But for the purposes of this presentation we wanted to focus on San Joaquin and Sacramento counties. In doing so we found that the situations in the north, middle, and south areas are all quite different. The south area, which is the focus of this question, definitely has existing traffic conditions that are challenging and that accounted for in the analysis.	Don Hubbard	6/24/2020	Responded
8.12	5/27/2020	Karen Mann	On Highway 4 there are 3 bridges between Stockton and Discovery Bay and a proposed maintenance shaft Semi trucks take two lanes to get on bridge because it is narrow. How do you work around old bridges with no shoulder and how are you going to go about historical bridges?	At this time, it is anticipated that most construction material would be transported from Interstate 5 in a westward direction, and, depending on the alignment selected, may not need to cross some of the State Route 4 bridges. On State Route 12, the Central Alignment would include trucks from Interstate 5 over the Little Potato Slough Bridge. We are considering the best approach for that location.	Don Hubbard	6/24/2020	Responded



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8.13	5/27/2020	Karen Mann	On Byron Highway there is agricultural and school traffic.	Byron Highway is heavily congested and has a LOS F in the peak commute periods and LOS E in the mid-day off-peak period. These high traffic patterns would interfere with the transport of construction materials to and from the Southern Forebay Complex. We are looking at different strategies to minimize or eliminate project travel on that road, including direct rail access, to reduce the volume of construction trucks during some periods of the project, including during the beginning of the project when fill material would be moved from the south portion of the Southern Forebay complex to the northern portion of the Southern Forebay. These truck traffic could not be moved by rail; however, these trucks could be moved at night or by conveyor belts or bridges over Byron Highway.	Don Hubbard	6/24/2020	Responded
8.14	5/27/2020	Karen Mann	On the Highway 4 route, how about access for emergency equipment since lanes are old and narrow? There's been existing issues with blocked traffic.	We did not base our approach on Caltrans' methodology, although they use a very similar methodology for forecasting because it is industry best practice. We also did not take our traffic standards from Caltrans, though again there are similarities in standard traffic engineering practice. We did use data from Caltrans. Caltrans has imbedded loops that continuously collect information that helps their traffic management center react to different instances on the road. That information is available and that is the information received from Caltrans.	Don Hubbard	6/24/2020	Responded
8.15	5/27/2020	Dr. Mel Lytle	Is there an actual quantity of truck traffic that has been proposed?	The powerpoint file provided for the May 2020 Stakeholder Engagement Committee meeting included histograms showing the currently proposed truck volumes to separate construction sites by month.	Don Hubbard	6/24/2020	Responded
8.16	5/27/2020	Jim Wallace	Although CEQA doesn't require projects to use level of service, surely that can't be the ONLY factor?	Per SB 743, upon the adoption of the revised CEQA guidelines, which occurred in December 2018, automobile delay (like LOS) can no longer be used for determining impacts under CEQA. Agencies must use some other metric that matches the three goals in SB 743, namely reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Most state agencies have chosen to use vehicle miles of travel (VMT). Level of service is not going away, since it can still be used for general plan conformity and impact fees, but it will not be used for CEQA. We used LOS for this planning study because we know that it represents local traffic conditions which are important to both Delta communities and to the project. DWR has indicated that it is planning to include LOS information within the Environmental Impact Report to provide additional information, but it will not be the basis for determining significance.	Carrie Buckman	6/24/2020	Responded



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8.17	5/27/2020	Douglas Hsia	2 weeks ago, provided suggestion to widen Diersson Road; is this under your consideration?	After the May 2020 Stakeholder Engagement Committee meeting, we adjusted shaft locations to avoid any improvements at the Dierssen Road overpass at Interstate 5.	Don Hubbard	6/24/2020	Responded
8.18	5/27/2020	Cecilia Giacoma	It's important that Contra Costa County data is included in this information.	Contra Costa County information was included in the analysis presented at the May 2020 Stakeholder Engagement Committee meeting. The powerpoint file presented at the meeting included information for Contra Costa County related to State Route 4 and Byron Highway, and focused on southwestern Sacramento County and western San Joaquin County where most of the construction traffic would occur.	Don Hubbard	6/24/2020	Responded
8.19	5/27/2020	Sean Wirth	What is the possibility of moving the proposed haul road to the intakes? What if we shifted it closer to the Sacramento River than the eastern levee?	The proposed haul road along the western toe of the railroad embankment would be located so that vehicles could enter and leave the intake sites from the east side. We currently propose avoiding access to the intake sites from the west along State Route 160 to avoid construction traffic in the town of Hood and extensive truck traffic on State Route 160 which appears to be unsuitable for large volumes of truck traffic.	Phil Ryan	6/24/2020	Responded
8.2	5/27/2020	Cecilia Giacoma	On the graphic of truck trips, are estimates included for trucks hauling fill?	The graphics in the powerpoint file presented in the May 2020 Stakeholder Engagement Committee meeting showed that the trucks for different materials using a color code, including blue color for the trucks hauling fill material.	Don Hubbard	6/24/2020	Responded
8.21	5/27/2020	Jim Wallace	If you improve the intersection of I-5 and Hood Franklin does that involve Federal Highways Administration? What do the communities think? Running trucks through Hood on the Sacramento River is a good idea, keeping it out of Hood is the best way to go, just a haul route, so without knowing how many trips that is, might have a more difficult time when trying to determine how that impacts wildlife.	After the May 2020 Stakeholder Engagement Committee meeting, we determined that there would not be a need for an improvement of the intersection of Hood-Franklin Road and Interstate 5. As currently proposed, employees accessing Intakes 2 and 3 would exit Hood-Franklin Road to the east of the community of Hood onto a haul road that would be parallel to State Route 160.	Neil Paynter	6/24/2020	Responded
8.22	5/27/2020	Anna Swenson	Why are you not including traffic info for Yolo County, all connected so all traffic affects everywhere? The idea of driving those trucks through those preserves and the town of Hood is bad. I don't agree that there is no capacity issue on these roads; all it takes is one incident for it to last hours before you can pass. Twin Cities is rocky and bumpy and that should be a capacity limiter. Impacting the slough with trucks is bad and would like to see data that no damage will happen to the Slough and Stone Lakes Reserve.	None of the routes currently planned for the project use any of the local roads through Yolo County (some project traffic will use the Yolo portions of I-80 and I-5). None of the three routes between Interstate 5 and the intake locations would go through the community of Hood. The primary construction route would be along a haul road located to the west of the abandoned railroad embankment. As described in May 2020 Stakeholders Engagement Committee meeting, several roads would be widened to provide two 12-foot wide lanes with 4 to 6-foot wide shoulders which would provide adequate space in case a vehicle breaks down. We are proposing to make improvements to Twin Cities Road.	Don Hubbard	6/24/2020	Responded



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8.23	5/27/2020	Sean Wirth	It would be better if truck traffic flushed wildlife into safe area in west than to an unsafe area.	The proposed haul road would be located to the west of the toe of the abandoned railroad embankment which would include the eastern edges of the three intake sites.	Gwen Buchholz	6/24/2020	Responded
8.24	5/27/2020	Anna Swenson	I love the idea of widening Highway 12, long needed, big issue at various times of the day, not safe to drive on, leave it better than you found it.	As currently proposed, State Route 12 would be widened from Interstate 5 to the construction site.	Phil Ryan	6/24/2020	Responded
8.25	5/27/2020	Sean Wirth	Widening should take into consideration the fact that traffic will not change; that is a problem.	The Delta Conveyance Project would consider the increased traffic patterns due to construction in addition to traffic that would occur without the Delta Conveyance Project. For State Route 12, the portion of the roadway between Interstate 5 and the construction site is proposed to be widened to accommodate the construction traffic, but not other traffic patterns that would occur without the project.	Phil Ryan	6/24/2020	Responded
8.26	5/27/2020	David Gloski	Widening Route 12 would be great and would save lives and improve safety.	Under Central Corridor, State Route 12 would be widened from Interstate 5 to the construction site to accommodate the construction traffic to a new Bouldin Island offramp/onramp.	Phil Ryan	6/24/2020	Responded
8.27	5/27/2020	Karen Mann	We were told that the water board agreed that the Bouldin Island wouldn't work, and sending toxic fumes to a place where people live full time might not be the best move.	The State Water Resources Control Board did not come to any findings for the WaterFix Project before the application for change in point of diversion of the existing water rights was withdrawn. It is recognized that concerns were raised by opponents of the project, including concerns about air quality emissions during construction of a tunnel launch shaft site on Bouldin Island. The EIR for this project will evaluate air quality emissions due to implementation of the project.	Carrie Buckaman	6/24/2020	Responded
8.28	5/27/2020	Karen Mann	In order for a truck to get onto the bridge, because of the S-curve the traffic coming the opposite way would have to stop to let the truck on. It takes both lanes for the vehicle to be able to get on the bridge.	The analysis we presented at the Stakeholder Engagement Committee meeting was high level analysis using LOS based on the number of lanes. For the number of lanes on State Route 4, our computer model shows LOS D. The EIR analyses and future engineering analyses would consider more details, including constraining curves.	Don Hubbard	6/24/2020	Responded
8.29	5/27/2020	Karen Mann	Contra Costa County fire marshal was concerned because at the Discovery Bay Bridge, there are no emergency services from that bridge east, so no firefighters, etc. if there was an issue. If there's anything happening on Highway 4, it can take 8-10 hours to clear the vehicles. That road is a levee road which means that the 2 lane road is higher than the rest of the island; one side has ponds and the other side is agriculture so the turnouts would only be on the south sides of the road.	The DCA is considering the potential effects of vehicle break downs on traffic and construction operations. Therefore, we are considering a design standard of 12-foot wide lanes with 4-foot wide shoulders for routes that would carry a lot of construction trucks. We are also considering providing occasional turn-outs if road widening would not be feasible. We are also considering relocation of some tunnel shafts, including shafts that would be accessed from State Route 4.	Don Hubbard	6/24/2020	Responded



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8.3	5/27/2020	David Gloski	I think Highway 4 traffic is event driven, it's always an issue. Wondering why rail wouldn't work?	As stated during the May 2020 Stakeholder Engagement Committee meeting, we are not proposing to direct significant construction truck traffic to the Southern Forebay complex along State Route 4, and instead extend rail lines to the Southern Forebay complex.	Neil Paynter	6/24/2020	Responded
8.31	5/27/2020	Philip Merlo	Most of the prevailing winds along Highway 4 are going into Stockton which is a city of low income people. Are any studies concerning CO2 emissions being conducted considering a vast majority of those emissions will be affecting a community with one of the highest rates of asthma? Civil rights issue since perks will be going to white people but the problems will be affecting people of color. Any reliance on rail that reduces truck traffic is appreciated.	As part of the EIR, DWR will be conducting air quality analyses as well as human health risk assessments related to construction vehicles and equipment. The EIR also will include analyses of Environmental Justice impacts to determine if the impacts would be disproportionately high and adverse on minority and low-income populations. Additionally, water from the proposed Delta Conveyance Project would be used by 27 million Californians, including minority and low-income communities.	Carrie Buckman	6/24/2020	Responded
8.32	5/27/2020	Anna Swenson	How is it that you are able to continue your work during a time when all other agencies are cutting their budgets? What is the truck traffic on the port of Stockton and what economic groups will be the most impacted? Make sure the voices of those who have lesser than us and will have to do more than us will be heard.	The environmental and permitting efforts for the Delta Conveyance Project are funded by the agencies that may receive water from the project. As part of the EIR, DWR will be conducting traffic and economic analyses related to construction vehicles and equipment. The EIR also will include analyses of Environmental Justice impacts to determine if the impacts would be disproportionately high and adverse on minority and low-income populations.	Carrie Buckman	6/24/2020	Responded
8.33	5/27/2020	Jim Cox	Reiterate that Karen was saying about bridges on Highway 4. I have a pickup and when trucks are going across the Highway, you're making it essentially a one lane Highway so it takes time for trucks to get over bridges and therefore traffic backs up.	We are considering relocation of several tunnel shafts located along State Route 4 to reduce construction traffic along this road. If relocation is not advisable, the DCA can consider alternatives.	Don Hubbard	6/24/2020	Responded
8.34	5/27/2020	Anna Swenson	The traffic data is incorrect because the traffic near Elk Grove is insane no matter which direction. It worries me when you say you will not affect traffic because the data is wrong. The other idea the people of Stockton will not notice is ingenuine. I know their traffic is already bad so increasing it would be terrible. Your modeling isn't aligning with the people who live there, get accurate representations for the Twin Cities connection.	The graph presented at the May 2020 Stakeholder Engagement Committee meeting showed the anticipated traffic volumes on Interstate 5 between the community of Elk Grove and Hood-Franklin Road. In that roadway section, the volumes would be within the capacity of the freeway. There are times when traffic congestion would occur due to traffic issues outside of this freeway section and not due to capacity problems in this section of freeway. For the section of Interstate 5 within the Stockton area, we showed in graphs at the Stakeholder Engagement Committee meeting that there is recurrent congestion in this area. But we also showed that the construction traffic would be a small proportion of the daily variation in traffic. For example, in the southbound direction the construction traffic would be only about 10 percent of the variation that occurs in daily peak hours.	Don Hubbard	6/24/2020	Responded



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8.35	5/27/2020	Jim Cox	Why improvements on Clifton Court weren't being included in this, the answer in the answer packet wasn't one. The damage being done at Clifton Court has been happening for years. Nothing has changed since 1995. I feel that this subject needs to be approached, this is the worst part of the Delta but if you're operating the same, you're still killing fish and all the problems with the current project. You're dodging the most critical part of the project. There wouldn't be a hotspot if they're wasn't flow in Clifton Court, and even cutting back down limits the problem. You're dodging the biggest concerns in this project, part of the act that created this said to restore the habitats of the Delta.	Modifications to Clifton Court or the Skinner Fish Facility are not part of the Delta Conveyance Project. DWR reached out separately to interested parties to help improve understanding of the issue.	Carrie Buckman	6/24/2020	Responded
8.36	5/27/2020	Karen Mann	I keep waiting to hear what the benefits are for those who live near the Delta. I contacted part of my stakeholders (people in bus and gov) the fire chief of eastern Contra Costa County voiced his concern about increased traffic or heavy equipment of any projects. He has never been contacted for this project. The manager of Discovery Bay was taken by surprise by the location and approximation of the shaft and tunnel (600 ft within homes). Where this tunnel is planned, our only source for water is right there (400 ft away) our only waste treatment plant is on Highway 4 which will be above the tunnel. The municipalities need to be aware.	This DCA has discussed this comment with DWR, especially its emergency response team. Based on those discussions, the DCA and DWR anticipate additional outreach efforts in the near future.	Nazli Parvizi	6/24/2020	Responded
8.37	5/27/2020	Dr. Mel Lytle	In my review of the presentation looking at the Southern Bay Embankment design, there was a measure of the external slope, one being 6 ft of free board and another being 28 ft. How was that number derived and whether or not I can get the info on how that's being estimated?	The flood elevation of 20.8 ft near the Southern Forebay was determined using DSM2 Bay-Delta model simulations performed for the conceptual engineering design. The 200-year hydrographs (CVHS Scaled Events) from Central Valley Flood Protection Plan (CVFPP) 2017 update representing late century climate change hydrology were used for boundary flows at Sacramento River, Yolo Bypass, San Joaquin River and East-side streams. The analysis assumed projected sea level rise of 10.2 ft at Martinez for the year 2100 (State of California, Sea-Level Rise Guidance, 2018 Update). Only flows within the channels at DSM2 boundary locations were considered in this analysis. This analysis assumed no levee overtopping or breaches within the DSM2 Bay-Delta domain and represents a conservative projection of water surface levels in the Delta under the projected climate change and sea level rise conditions. Climate change and sea level rise projections are evolving and further analysis using the latest data and modeling tools will be conducted to refine flood protection elevations for final design and construction.	Graham Bradner	6/24/2020	Follow Up



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8.38	5/27/2020	Anna Swenson	On 4/22, I asked what the ongoing noise would be. Phil answered noise should be minimal, but nothing can be minimal from 400-600 ft. The other thing I would like to encourage is that Susie has been very active and is knowledgeable in that area. I hope the DWR will take a genuine swipe at discovering what personal toll will have on her and her family. Karen: the domestic wells are close to the 150 ft down tunnel. What are you going to do about them?	The currently proposed Byron Tract Tunnel Maintenance Shaft would be over 4,100 feet (0.75 miles) from the eastern boundary of Discovery Bay development. The tunnel crosses under State Route 4 at approximately 120 feet below the ground surface and about 750 feet from the southeastern corner of Discovery Bay development.	Gwen Buchholz	6/24/2020	Responded
8.39	5/27/2020	Cecilia Giacomini	Given the issues with east Highway 4, I think that you should plan to build a safety center before Discovery Bay that includes more than tow trucks; ambulance and emergency personnel will be needed. Poor served area so you will need safety to go along with this project.	We are considering relocation of several tunnel shafts located along State Route 4 to reduce construction traffic along this road. If relocation is not advisable, the DCA can consider alternatives.	Don Hubbard	6/24/2020	Responded
8.4	5/27/2020	Jim Cox	How about the tours of the fishing manufacturing?	We can plan a visit to the ISI facility in Freeport that manufacturers cylindrical tee fish screens. This will be discussed in more detail at the June SEC meeting.	Nazli Parvizi	6/24/2020	Responded
8.41	5/27/2020	Jim Wallace	Map 13 is wrong, it says Sacramento River but it should say Slough.	Map reference has subsequently been corrected.	Don Hubbard	6/24/2020	Responded
8.42	5/27/2020	Melissa Tayaba	Where are cultural resources in all of this? The AB52 meeting hasn't happened yet, we have concerns but we haven't had communication with them at this time. There are concerns about fish, pollution, restoration, birds. Some of those topics I feel like I can't bring to this setting here but all the maps that you're showing us, there are sites there. They're not being accounted for. We keep asking for alternatives but still we have those big questions. How will you protect sites and cultural resources.... before COVID, we were looking into the screens. Do you have any kind of statistics from the north and about screens and how they affected the fish and do you have the science of the vibrations on the fish?	DWR is responsible for tribal consultations under AB 52, and has reached out to all tribes with initial communications and updates. However, DWR understands that the tribes may not be staffing their offices during the COVID-19 operations. Additional updates will be provided to the tribes as alternatives are developed. The DCA can provide flash drives to the tribes with meeting presented at the Stakeholder Engagement Committee meetings.	Carrie Buckman	6/24/2020	Responded
8.43	5/27/2020	Sean Wirth	I've continued to do outreach and have talked to Kathryn. The major concern is the largest impact environmentally of areas that were set aside for the environment. It's concerning to see that level of impact on areas that we should completely avoid. We're going to need to return to get new aspects on what we can do for these species that we need to protect.	DWR will identify potential environmental impacts and mitigation measures during development of the EIR.	Carrie Buckman	6/24/2020	Responded
8.44	5/27/2020	Douglas Hsia	How many more meetings do we have ahead of us?	We would like to have the Stakeholder Engagement Committee meetings continue as an ongoing process. We are planning for one meeting each month during the next year. Between June and September, we will be discussing siting and engineering items. In September, we can revisit the purpose and structure of the meetings.	Nazli Parvizi	6/24/2020	Responded



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8.45	5/27/2020	Douglas Hsia	Is the DCA Board meeting monthly? Will the 4 SEC presenters happen every month?	The DCA Board of Directors meeting happens on the third Thursday of every month. The idea was for the Stakeholder Engagement Committee members to present to the Board of Directors. Depending upon what the Committee members desire, the presentation can continue to be 1 to 4 people. Due to the need for compliance with the Brown Act, Committee members cannot meet with a quorum of the other SEC members for their thoughts or opinions for this report to the Board of Directors.	Nazli Parvizi	6/24/2020	Responded
8.46	5/26/2020	Sean Wirth	The northern stretch of both corridors is the same and so those comments are combined. The proposed haul roads for intakes 2 and 3 bisect lands in the Stone Lakes National Wildlife Refuge and would be very destructive and disruptive to the wildlife that use and travel between the two sides that the road bisects. Sandhill Cranes use that area extensively in the fall and winter months. The hauling should be done on the River Road to the west to avoid the construction and use of such damaging new haul roads in the refuge. The intakes, which are drivers for the haul roads, but also have hugely damaging effects on the Refuge, should be moved to an area that has less negative effects to the Refuge, which is one of the most important regional conservation efforts in the Sacramento area.	The proposed haul road would be located along the western toe of the abandoned railroad embankment so that vehicles can enter and leave the intake sites from the east side of the construction sites. It should be recognized that the intake construction sites extend towards the western toe of the abandoned railroad embankment. We currently do not want to access the intake sites from the west near the river side to try to stay out of the community of Hood, and to avoid using State Route 160 which may not be suitable for large volumes of truck traffic. The haul roads would also be sited west of the toe of the abandoned railroad embankment in order to be outside of the Stone Lakes National Wildlife Refuge to take advantage of the embankment and tree barrier to serve as a buffer from the wildlife refuge on the east.	Phil Ryan	6/24/2020	Responded
8.47	5/26/2020	Sean Wirth	The proposed Hood Franklin interchange improvement would be growth inducing and the storage facility depicted southeast of that interchange would be disruptive to Refuge lands to the north and lands within the jurisdictional boundary of the Refuge to the south. The inducement of development east of I-5 would impact critical foraging habitat for sandhill crane and other migratory waterfowl. The road widening and bridge improvements on Hood Franklin Road would be disruptive to the Blue Heron Trails facility and would further isolate wildlife attempting terrestrial movement to the north and south in the Refuge. The use of the river or the River Road (160) would avoid these additional disruptions and impacts to the Refuge.	We have modified the roadway access plans to avoid using Hood-Franklin Road for major construction vehicles that would access Intakes 2 and 3.	Phil Ryan	6/24/2020	Responded



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8.48	5/26/2020	Sean Wirth	For the proposed Lambert maintenance shaft, the new interchange on Lambert Road would be growth inducing and potentially lead to increased urbanization to the east which would have demonstrable negative cumulative effects on local wildlife. The road widening of Lambert would be disruptive to wildlife and further isolate wildlife attempting terrestrial movement to the north and south in the Refuge, as well as wildlife attempting to utilize habitats nearby the road. The haul roads to the north and to the south of Lambert Road would also be disruptive to wildlife. Use of River Road (160) or the river to move material to the intake sites would lessen these impacts on the Refuge. The location of the Lambert maintenance shaft and the new haul road that would access it would also have substantial negative effects on wildlife from the Refuge.	We have modified the roadway access plans to avoid the need for a new interchange at Lambert Road and Interstate 5. Lambert Road and the bridge are not proposed to be widened over Snodgrass Slough and the embankment with the abandoned railroad alignment within the Stone Lakes National Wildlife Refuge. Materials must be moved from Interstate 5 to the intake locations, and DCA believes that Lambert Road currently represents the best overall choice to be used as a single corridor to the intake haul road which would be located to the west of the abandoned railroad embankment. State Route 160 may not be suitable for this amount of construction traffic and the traffic would go through the community of Hood.	Phil Ryan	6/24/2020	Responded
8.49	5/26/2020	Sean Wirth	For the intakes 3 and 5 configuration, the widening of Lambert road and the new interchange was just mentioned. The new haul roads associated with this configuration would disrupt and isolate wildlife in the Refuge.	We have modified the roadway access plans to avoid the need for a new interchange at Lambert Road and Interstate 5. Lambert Road and the bridge are not proposed to be widened over Snodgrass Slough and the embankment with the abandoned railroad alignment within the Stone Lakes National Wildlife Refuge. Materials must be moved from Interstate 5 to the intake locations, and DCA believes that Lambert Road currently represents the best overall choice to be used as a single corridor to the intake haul road which would be located to the west of the abandoned railroad embankment. State Route 160 may not be suitable for this amount of construction traffic and the traffic would go through the community of Hood.	Phil Ryan	6/24/2020	Responded



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8.5	5/26/2020	Sean Wirth	The conclusion is that for both corridor options presented in the Map Books, the negative terrestrial effects on the Stone Lakes National Wildlife Refuge would be severe unless the River Road and the Sacramento River were used for access and for hauling material to and from the intake sites.	<p>The proposed haul road would be located along the western toe of the abandoned railroad embankment so that vehicles can enter and leave the intake sites from the east side of the construction sites. It should be recognized that the intake construction sites extend towards the western toe of the abandoned railroad embankment.</p> <p>We currently do not wish to access the intake sites from the west near the river side to try to stay out of the community of Hood, and to avoid using State Route 160 which may not be suitable for large volumes of truck traffic. The proposed haul roads would also be sited west of the toe of the abandoned railroad embankment in order to be outside of the Stone Lakes National Wildlife Refuge to take advantage of the embankment and tree barrier to serve as a buffer from the wildlife refuge on the east.</p> <p>It may not be feasible to move large volumes of equipment, construction materials, and employees on barges along the Sacramento River. The Sacramento River between Rio Vista and the intake locations includes several relatively shallow areas, including one area between Rio Vista and Walnut Grove where barges could only move during high tides. There are also four moveable bridges between the intakes and Rio Vista which would affect traffic on the river road.</p>	Gwen Buchholz	6/24/2020	Responded



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8.51	5/26/2020	Sean Wirth	A corridor that is further west of the current Central Corridor should be considered to avoid these substantial adverse effects to the Refuge.	<p>We have modified the roadway plans to eliminate major construction traffic on Hood-Franklin Road between Interstate 5 and the community Hood. We have also moved the proposed tunnel launch shaft site from the site on the western side of Interstate 5 to the Twin Cities Complex on the eastern side of Interstate 5. These changes to reduce the need for road modifications to Hood-Franklin and portions of Lambert Roads.</p> <p>The proposed haul road would be located along the western toe of the abandoned railroad embankment so that vehicles can enter and leave the intake sites from the east side of the construction sites. It should be recognized that the intake construction sites extend towards the western toe of the abandoned railroad embankment.</p> <p>We currently do not wish to access the intake sites from the west near the river side to try to stay out of the community of Hood, and to avoid using State Route 160 which may not be suitable for large volumes of truck traffic. The haul roads would also be sited west of the toe of the abandoned railroad embankment in order to be outside of the Stone Lakes National Wildlife Refuge to take advantage of the embankment and tree barrier to serve as a buffer from the wildlife refuge on the east.</p>	Phil Ryan	6/24/2020	Responded
8.52	5/26/2020	Sean Wirth	Both corridors are squarely within the Pacific flyway and enormous numbers of waterfowl and other migratory birds use the areas being contemplated for both alignments. As well, many non-migratory listed species utilize the areas being contemplated for both alignments. It is important to keep this in mind in any discussion of the two corridors under consideration.	The EIR will analyze the potential impacts of the corridor options on terrestrial species.	Gwen Buchholz	6/24/2020	Responded



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8.53	5/26/2020	Sean Wirth	<p>For the Glanville Tract launch site, the shaft, conveyor belt and new roads are within the boundary of the Stone Lakes National Wildlife Refuge. And here again, the Refuge would take the brunt of the negative effects of the tunnel infrastructure. It is important to note that a long standing conservation goal has been to provide connection for the Stone Lakes Refuge's Sandhill Crane population with that of the Cosumnes River Preserve, and parts further south. This was an important component of the crane conservation measures included in the BDCP to address impacts from the tunnels, and for the CA Waterfix iteration of the project as well.</p> <p>The strategy was to provide suitable permanent roosting complexes appropriately spaced along the spine of the Stone Lakes Refuge to allow cranes access to the foraging habitat within a 2 mile proximity of those sites such that when completed the southern established roosting sites would overlap with those of the Cosumnes Preserve and provide continuity and connection. The presence of the launch shaft and its substantial infrastructure would make this important goal difficult to impossible to accomplish. As well, there would be serious effects to Swainson's hawks and other listed birds from the placement of this shaft and its infrastructure.</p>	The EIR will analyze potential effects of implementation of the alternatives as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.54	5/26/2020	Sean Wirth	Restoring the entire Glanville Tract site to Sandhill Crane roosting and foraging sites, as well as foraging for Swainson's hawks, and supplementing with substantial additional foraging acreage nearby, might help offset the substantial effects to those species from the enormity of the construction planned there.	The EIR will analyze potential effects of implementation of the alternatives as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.55	5/26/2020	Sean Wirth	The Glanville Tract storage and support site are not within the Stone Lakes National Refuge boundary, but they are extremely close to the conserved lands of the Cosumnes River Preserve and the multi year plan of construction would result in negative effects to wildlife in both the Refuge and the Preserve for more than a decade.	The EIR will analyze potential effects of implementation of the alternatives as compared to existing and future conditions without the Delta Conveyance Project on terrestrial resources. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.56	5/26/2020	Sean Wirth	The interchange work at Twin Cities and the road widening would both be growth inducing and have detrimental effects to wildlife, and further isolate and disrupt them.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources and the potential for growth inducement as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded



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8.57	5/26/2020	Sean Wirth	It has been extremely disappointing to see that our most important regional conservation efforts and successes are being squandered for a project that is so regionally damaging to the environment.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources and the potential for growth inducement as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.58	5/26/2020	Sean Wirth	A corridor that is further west should be considered to avoid these substantial adverse effects to the Refuge.	<p>As described in the January 22, 2020 Stakeholder Engagement Committee meeting, intake sites would be located downstream of the Sacramento Regional County Sanitation District Wastewater Treatment Plant outfall to minimize effects to the Sacramento Regional Water Authority Freeport intake. The intakes also would be located north of the confluence of the Sacramento River and Sutter Slough to minimize effects to some Delta fisheries.</p> <p>The proposed haul road would be located along the western toe of the abandoned railroad embankment so that vehicles can enter and leave the intake sites from the east side of the construction sites. It should be recognized that the intake construction sites extend towards the western toe of the abandoned railroad embankment.</p> <p>We do not wish to access the intake sites from the west near the river side to try to stay out of the community of Hood, and to avoid using State Route 160 which may not be suitable for large volumes of truck traffic. The haul roads would also be sited west of the toe of the abandoned railroad embankment in order to be outside of the Stone Lakes National Wildlife Refuge to take advantage of the embankment and tree barrier to serve as a buffer from the wildlife refuge on the east.</p> <p>It also may not be feasible to move large volumes of equipment, construction materials, and employees on barges along the Sacramento River. The Sacramento River between Rio Vista and the intake locations includes several relatively shallow areas, including one area between Rio Vista and Walnut Grove where barges could only move during high tides. There are also four moveable bridges between the intakes and Rio Vista</p>	Gwen Buchholz	6/24/2020	Responded
8.59	5/26/2020	Sean Wirth	New Hope Tract Maintenance Shaft: This is a high use area for Sandhill Cranes and migrating waterfowl, and local listed species. The shaft and the road improvements would effect wildlife and further isolate them. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded



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8.6	5/26/2020	Sean Wirth	Staten Island Maintenance Shaft: Staten Island is ground zero in terms of regional Sandhill Crane population. More cranes and migratory waterfowl use this Island than any other area in our region. I provided coordinates and a description for a maintenance shaft location that should have the least effect on the Island's wildlife, but that statement needs to be tempered with the acknowledgment that any effect on the most important regional resource for Sandhill Cranes and other waterfowl is too much. The suggested location for the maintenance shaft was 38 degrees 10" 59" N by 121 degrees 30'31"W, as near the road as possible, adjacent to Luc's house. This is an already disturbed area and, if near the road and power line, the facility would help keep cranes flying over that spot elevated over the line, perhaps reducing risk of collisions.	The DCA moved the proposed Staten Island tunnel maintenance shaft to the suggested location.	Graham Bradner	6/24/2020	Responded
8.61	5/26/2020	Sean Wirth	Bouldin Island Launch Shaft: This is another important location for foraging and roosting Sandhill Cranes, as well as many other listed species. It is close to Staten Island and an important component of the available conservation for the Sandhill Crane. The Metropolitan Water District of Southern California (MWD) claimed that it purchased this island, along with three other Delta Islands, for the co-equal goals of a "restored Delta and a reliable water supply for California." If the incredibly damaging shaft is not located here, does that mean that MWD would only be planning for restoration for this site? This is an important point to understand in trying to determine which corridor would have less detrimental effects to terrestrial wildlife. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.62	5/26/2020	Sean Wirth	Mandeville Maintenance Shaft: This shaft and its new haul roads and bridges would further isolate and negatively effect local listed species. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded



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8.63	5/26/2020	Sean Wirth	Bacon Island Reception Shaft: This shaft and its new haul roads and bridge would further isolate and negatively effect local listed species. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.64	5/26/2020	Sean Wirth	Byron Tract Maintenance Shaft: This shaft and its new haul roads would further isolate and negatively effect local listed species. No available recommendations to minimize effects.	The proposed tunnel shaft location on Byron Tract north of State Route 4 has been eliminated.	Gwen Buchholz	6/24/2020	Responded
8.65	5/26/2020	Sean Wirth	Southern Forebay Facilities: This huge expansion of the forebay facilities would further isolate and negatively effect local listed species. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility. Given the amount of space depicted between the elements of the facility, there should be ample opportunity to maximize native plantings.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.66	5/26/2020	Sean Wirth	New Hope Tract Maintenance Shaft: This more easterly location is preferable because of the reduction in road improvements, but it is unclear how access to the shaft would be attained. The one described road goes straight to the alignment and then stops with no indication of how it would proceed either north or west. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The proposed access road to the New Hope Tract tunnel maintenance shaft on the Central Corridor would extend to the west from West Lauffer Road. The proposed access road to the New Hope Tract tunnel maintenance shaft on the Eastern Corridor would extend to the west from Blossom Road, generally along a farm road.	Gwen Buchholz	6/24/2020	Responded
8.67	5/26/2020	Sean Wirth	Brack Tract Mainenance Shaft: This shaft is very close to both the north and the south units of the Woodbridge Ecological Reserve, which is second only to Staten Island in terms of Sandhill Crane density. This is also an incredibly popular area for crane viewing, with the south unit parking lot overflowing with visitors on the weekend. The shaft appears to be within one mile of both the north and the south unit roosting areas, making the shaft placement situated in an area an overlap for foraging cranes from both of those roosting areas. The shaft needs to be moved north outside of at least that one mile foraging diameter, and two miles outside would be better.	The proposed tunnel shaft has been moved to Canal Ranch Tract. The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.68	5/26/2020	Sean Wirth	Terminus Tract Reception Shaft: The needed roadwork and level of disturbing effects to terrestrial wildlife is reduced for this shaft compared to its central corridor counterpart. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded



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8.69	5/26/2020	Sean Wirth	Kind Island Maintenance Shaft: The needed roadwork and level of disturbing effects to terrestrial wildlife is reduced for this shaft compared to its central corridor counterpart. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.7	5/26/2020	Sean Wirth	Lower Roberts Island Launch Shaft: local listed species here may be pushed over the brink by the added pressures of the construction and operation of this shaft, which could increase the chance for permanent abandonment of the area by some of those species. This shaft and its new haul roads and bridge and barge landing would further isolate and negatively effect local listed species. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The proposed barge landing was deleted from the Lower Roberts Island tunnel launch shaft site. The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.71	5/26/2020	Sean Wirth	Lower Jones Mainenance Shaft: The needed roadwork and level of disturbing effects to terrestrial wildlife is reduced for this shaft compared to its central corridor counterpart. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.72	5/26/2020	Sean Wirth	Victoria Island Maintenance Shaft: The needed roadwork and level of disturbing effects to terrestrial wildlife is reduced for this shaft compared to its central corridor counterpart. No available recommendations to minimize effects beyond minimizing the footprint and maximizing native plantings on and around the facility.	The proposed Victoria Island tunnel maintenance shaft has been deleted.	Gwen Buchholz	6/24/2020	Responded
8.73	5/26/2020	Sean Wirth	If the Bract Track Maintenance Shaft could be moved further north so that it is more than one mile from both the southern and northern units of the Woodbridge Ecological Reserve, the eastern corridor would appear to have less negative effects on terrestrial wildlife. Much more still needs to be done to reduce effects on wildlife in the Stone Lakes National Wildlife Refuge.	The proposed tunnel shaft has been moved to Canal Ranch Tract. The EIR will analyze potential effects of implementation of the alternatives on terrestrial resources as compared to existing and future conditions without the Delta Conveyance Project. Responses to potential impacts to terrestrial resources would be addressed by DWR.	Gwen Buchholz	6/24/2020	Responded
8.74	5/30/2020	Karen Mann	Please make sure the traffic people are aware and monitor the number of deaths/year on Hwy 4 (San Joaquin County AND Contra Costa County area) – then check Byron Highway.	The DCA shares the community's emphasis on safety regarding State Route 4. We are evaluating potential adjustments to tunnel shaft locations based on Stakeholder Engagement Committee feedback as well as our own observations to minimize construction traffic on the two State Route 4 bridges.	Kathryn Mallon	6/24/2020	Responded

