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#	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 Giacoma	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?	Luke Miner	Follow-Up Needed
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	For Future Discussion

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 12/11/2019
Requester: Anna Swenson
2.12. Question/Comment: Incorrect data on Map 7, cropscape is historically wrong. Will this be corrected?

Response: The data presented in the "Land Use Map" at the December 2019 Stakeholder Engagement Committee meeting was actually a "Vegetation Map"and not a "Land Use Map." The map was based on 2016 satellite data. The DCA has acquired 2018 crop type data from United States Department of Agriculture (USDA) and updated this map. The DCA has compiled land use data from adopted general plans of Contra Costa, Sacramento, San Joaquin, Solano, and Yolo counties and is developing a Land Use map to be presented in a March Stakeholder Engagement Committee meeting.

Date: 12/11/2019
Requester: General
2.13. Question/Comment: What constitutes a recreational facility in terms of representing sensitive receptors?

Response: The map presented at the December Stakeholder Engagement Committee meeting was prepared with information collected in past studies. The recreational areas shown on that map included fishing marinas, parks, and wildlife viewing areas, that could be affected by noise, light, and air quality emissions. The database used for this map also included support facilities for the recreation areas, such as power poles. The database has been updated and the updated map with recreational facilities is being presented at the 2/26/20 Stakeholder Engagement Committee meeting.

The database has been updated using information from Californinia state agencies and the updated map with recreational facilities is being presented at the 2/26/20 Stakeholder Engagement Committee meeting.

A separate map with publicly.available marinas, boat launches, refuges, and habitat preserves has been completed and is being presented at the 2/26/20 Stakeholder Engagement Committee meeting. This map was also developed in response to Comment 2.15.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 1/16/2020
Requester: Barbara Barrigan.Parrilla
2.15. Question/Comment: 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.

> **Response:** All maps presented since January 2020 at the Stakeholder Engagement Committee meetings include major highways, railroads, legend in miles and names of the islands. A separate map with publicly.available launches, refuges, and habitat preserves has been completed and is being presented at the 2/26/20 Stakeholder Engagement Committee meeting.

Date: 2/12/2020
Requester: Anna Swenson
4.01. Question/Comment: Does the project set up a system where taxpayers are paying for the construction and also for the ramifications of the construction?

> **Response:** As described in the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) (published January 15, 2020), the proposal is for physical improvements to the State Water Project (SWP) Delta conveyance system, as such project beneficiaries will pay project costs.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.02. Question/Comment: What construction is going to be happening simultaneously throughout the whole project?

> **Response:** At this point in the project, the sizes and locations of the facilities under the proposed project and the potential alternatives are being developed. As more information becomes defined, the construction schedules for facilities would be developed.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.03. Question/Comment: 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?

> **Response:** The environmental impact analysis for Delta Conveyance will include evaluation of cumulative impact analysis of other past, present, and reasonably foreseeable future actions. The environmental impact analysis for Delta Conveyance will also include air quality impact analysis. These results could be considered in relationship with items included in AB 617. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Gil Cosio
4.04. Question/Comment: When will members receive information about the cumulative impacts of the project?

> **Response:** The environmental impact analysis for Delta Conveyance will include evaluation of cumulative impact analysis of other past, present, and reasonably foreseeable future actions as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Anna Swenson
4.05. Question/Comment: How do you analyze the cumulative effects of existing chemicals combined with new chemicals introduced into the environment by the project?

> **Response:** The environmental impact analysis for Delta Conveyance will describe existing water quality and evaluate changes in water quality related to construction and operation of the proposed project and the alternatives as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Anna Swenson
4.06. Question/Comment: 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?

> **Response:** The environmental impact analysis for Delta Conveyance will include evaluation of cumulative impact analysis of other past, present, and reasonably foreseeable future actions as part of the EIR. The cumulative impact analysis will be completed for each environmental resource considered under the California Environmental Quality Act (CEQA), including noise, air quality, water flows, and water quality. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.07. Question/Comment: Has there been outreach done to COG's for traffic analysis, and what are the real economic impacts?

> **Response:** The environmental impact analysis for Delta Conveyance will describe existing and future traffic conditions without and with implementation of the proposed project or the alternatives as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.08. Question/Comment: How will increased barge, rail and truck traffic out of the Port of Stockton affect Stockton's economic recovery?

> **Response:** The EIR will describe existing and future conditions in accordance with adopted city and county plans. The environmental impact analysis for Delta Conveyance will describe existing and future road, rail, and navigation traffic conditions without and with implementation of the proposed project or the alternatives as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.09. Question/Comment: What is the trade.off analysis between jobs generated by the project and potential jobs losses from small businesses that close due to construction?

> **Response:** The environmental impact analysis for Delta Conveyance will evaluate changes in employment in a range of sectors with implementation of the proposed project or the alternatives as compared to existing and future conditions without the project. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.10. Question/Comment: What kind of outreach is currently being done with the Port of Stockton?

Response: The primary outreach effort to communities and agencies, including the Port of Stockton, will be conducted as part of DWR's EIR process. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.11. Question/Comment: Can you provide information about harmful algal blooms?

Response: DWR will evaluate the potential for harmful algal blooms through a comparison of conditions with and without implementation of the project and alternatives. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Gil Cosio
4.12. Question/Comment: DWR's boring data should be released to SEC members without a PRA.

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

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

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Jim Wallace
4.13. Question/Comment: How far upstream and downstream will new infrastructure such as riprap or levee raises be put in place?

Response: Transitions of the final restored highway location to the existing highway would extend about 1000 to 1500 feet upstream and downstream of the intake structures, depending on the site. The final roadway grade would include small levee raises (about 1.3 feet). Riprap would extend a few hundred feet, or less, upstream and downstream of the intake sheet pile training walls. The exact extent depends on the hydrodynamic modeling that has not yet been conducted.

Date: 2/12/2020
Requester: Jim Wallace
4.14. Question/Comment: 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?

Response: Hydrodynamic modelng has not yet been conducted. However, it is expected from previous modeling that the intake structures would not materially impact the water levels in the river during high flows. The Project may reduce water levels at some time periods. Water level impacts are expected to be below the USACE threshold for action. Therefore, levee improvements for water level impacts upstream of the structures would not be expected to be necessary. Hydrodynamic modeling is also planned to be conducted to evaluate more localized erosive conditions, which could lead to the need for slope protection on some locations along the levees. Those impacts are expected to be limited to a few hundred feet, or less, upstream and downstream of the intake sheet pile training walls.

Date: 2/12/2020
Requester: Jim Wallace
4.15. Question/Comment: Where will water pumped in the dewatering process go?

Response: The dewatering water would be tested to determine if on.site treatment would be required prior to reuse or removal from the site. The treatment could range from removal of sediment to removal of other constituents. The treated water would be considered for on.site reuse, including use for dust control or mixing with slurry, grout, or cement materials. At this time, the volume of dewatering flows and water supplies have not been calculated for each construction site. Therefore, the need for off.site disposal of dewatering flows is not known. However, the dewatering flows would not be discharged to local drainages and stormwater facilities in a manner that would reduce capacity for continued use of these existing facilities by local lands or cause a rise in groundwater and seepage problems on lands adjacent to the drainages.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Jim Wallace
4.16. Question/Comment: How will dewatering affect subsidence?

> **Response:** As described at the January 22, 2020 SEC meeting, the intake construction site would be surrounded by a slurry wall. Slurry walls would serve to isolate the site from surface water and groundwater to minimize the potential for seepage either into or out of the construction site. The construction activities would require minimum dewatering and would not affect short.term or long.term subsidence. Additionally, based upon the geological information available for the intake locations, it appears that there are adequate clay lenses below the excavations to isolate the site from surrounding groundwater.

Date: 2/12/2020
Requester: Jim Wallace
4.17. Question/Comment: Why is the Western portion of the Delta not being considered for this project?

> **Response:** DWR did not identify a western corridor as part of the proposed project in the NOP. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.18. Question/Comment: 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.?

> **Response:** The environmental impact analysis for Delta Conveyance will describe impacts to the physical, biological, and human environment related to construction and operation of the proposed project and the alternatives as part of the EIR. The description of the project and the alternatives prepared by the DCA will include the conveyance facilities and modifications to existing infrastructures, including modifications or new power lines, roads, railroads, and barge landings. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Mike Hardesty
4.19. Question/Comment: 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?

> **Response:** Construction in the proposed central or eastern corridors would not occur near Prospect, Briar, or Liberty islands which are located in the western Delta and along the Sacramento Deep Water Ship Channel and lower Yolo Bypass. The environmental impact analysis for Delta Conveyance will describe impacts to hydrology, surface water elevations, and water quality throughout the Delta related to operation of the proposed project and the alternatives as part of the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Jim Cox
4.20. Question/Comment: Why have intakes in the Delta at all?

> **Response:** DWR did not identify locations of intakes outside of the Delta as part of the proposed project in the NOP. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Anna Swenson
4.21. Question/Comment: 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?

> **Response:** Reclamation Districts (RDs) have important requirements for maintenance, monitoring, and flood fighting. These efforts will need to continue during construction and operation of the Delta Conveyance facilities. During design, the DCA will coordinate with potentially affected RDs to understand their typical processes and annual schedules to minimize disruptions. The DCA will also work closely with the RDs to develop strategies and contingencies for high.water conditions to ensure their ability to maintain, monitor, and implement flood.fight activities during construction and operations.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Isabella Gonzalez.Potter
4.22. Question/Comment: 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?

Response: In July 2017, DWR had previously approved a conveyance project in the Delta involving two tunnels referred to as "California WaterFix." In his State of the State address delivered February 12, 2019, Governor Newsom announced that he did not "support WaterFix as currently configured" but does "support a single tunnel." On April 29, 2019, Governor Newsom issued Executive Order N.10.19, directing several agencies to (among other things), "inventory and assess… [c]urrent planning to modernize conveyance through the Bay Delta with a new single tunnel project." The Governor's announcement and Executive Order led to DWR's withdrawal of all approvals and environmental compliance documentation associated with California WaterFix. The current CEQA process being completed by DWR will, as appropriate, utilize relevant information from the past environmental planning process for California WaterFix but the proposed project will include new alternatives and undergo a new stand.alone environmental analysis leading to issuance of a new EIR. It would be difficult to compare the California WaterFix alternatives to the new EIR alternatives because they are different projects and due to the time lapse, some analysis may be updated. of different assumptions used in the current CEQA process as compared to previous analyses. This comment could be related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Anna Swenson
4.23. Question/Comment: Has there ever been three intakes of a similar size utilizing tee screens within the same proximity on the same river?

Response: Intake fish screens constructed along the Sacramento River near the City of Sacramento or in the Delta were smaller than the intake fish screens being considered for the Delta Conveyance project.

Date: 2/12/2020
Requester: Anna Swenson
4.24. Question/Comment: Will acousticians conduct on.the.ground surveys in the actual Delta?

Response: The DCA may consider on.site acoustical surveys near potential construction sites to develop site.specific noise reduction methods. These types of surveys would not be conducted until specific construction sites and methods have been developed.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Anna Swenson
4.25. Question/Comment: Will the other levees across from the proposed intake sites will need to be raised, widened, etc.?

> **Response:** Since water level impacts would not be expected to require levee modifications, impacts to the bank opposite the intakes would be evaluated using the same river modeling described in a previous response regarding localized erosive conditions. Given the results of similar modeling previously conducted, impacts on the opposite bank would be expected to be minimal.

Date: 2/12/2020
Requester: Mike Moran
4.26. Question/Comment: Is there a possibility that the project itself could be used as a flood control mechanism?

> **Response:** DWR did not identify flood management as an objective of the Delta Conveyance project in the NOP. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Cecille Giacoma
4.27. Question/Comment: What will be the impact of dewatering and excavation on aquifers?

> **Response:** As described at the January 22, 2020 SEC meeting, the intake construction site would be surrounded by a slurry wall. Slurry walls would serve to isolate the site from surface water and groundwater to minimize the potential for seepage either into or out of the construction site. The construction activities would require minimum dewatering and would not affect short.term or long.term subsidence. Additionally, based upon the geological information available for the intake locations, it appears that there are adequate clay lenses below the excavations to isolate the site from surrounding groundwater.

Date: 2/12/2020
Requester: Cecille Giacoma
4.28. Question/Comment: Can members have a detailed map identifying groundwater and aquifers in the Delta?

> **Response:** At this time, DCA does not have knowledge of detailed maps of the groundwater aquifers in the Delta that extend across county boundaries to form a uniform map or dataset. Agencies within Contra Costa, Sacramento, San Joaquin, Solano, and Yolo counties are currently preparing groundwater management plans in accordance with the California Sustainable Groundwater Management Act. Information from those efforts may be available in the future to prepare n uniform map.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Jim Cox
4.29. Question/Comment: Where will water extracted during the dewatering process be disposed?

Response: The dewatering water would be tested to determine if on.site treatment would be required prior to reuse or removal from the site. The treatment could range from removal of sediment to removal of other constituents. The treated water would be considered for on.site reuse, including use for dust control or mixing with slurry, grout, or cement materials. At this time, the volume of dewatering flows and water supplies have not been calculated for each construction site. Therefore, the need for off.site disposal of dewatering flows is not known. However, the dewatering flows would not be discharged to local drainages and stormwater facilities in a manner that would reduce capacity for continued use of these existing facilities by local lands or cause a rise in groundwater and seepage problems on lands adjacent to the drainages.

Date: 2/12/2020
Requester: Jim Cox
4.30. Question/Comment: Will the dewatering process create odors?

Response: The largest extent of dewatering flows on the Delta Conveyance project construction sites would probably be from the vertical tunnel shaft locations which would extend less than 200 feet below the ground surface. During design, soil investigations would be conducted which would include observations of groundwater levels and odors from the borings. If odors, especially due to high sulfide constituents, are present during soil investigations, the on.site dewatering treatment process would include methods to minimize noxious odors on adjacent properties.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.31. Question/Comment: What can be done with soil to create habitat projects due to legacy mercury?

Response: All soils excavated during construction, including reuseable tunnel material (RTM), would be tested for the presence of constituents, including mercury. The concentration of these constituents would be compared to criteria developed by the SWRCB, Regional Water Quality Control Board, California Department of Fish and Wildlife, and U.S. Fish and Wildlife Service prior to use in habitat projects, as well any other disposal proposal. For soils with constituent concentrations higher than allowed criteria, soil treatment could be used to remove specific constituents or other disposal plans would be developed.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.32. Question/Comment: Do soil conditioners aggravate the methylenation of mercury?

Response: The addition of soil conditioners (surfactants) is not anticipated to increase methyl mercury in the RTM.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.33. Question/Comment: What is seepage when tunnel segments are put together?

Response: We do not expect seepage from connecting tunnel segments due to the construction method. The tunnel segments are put together within the cylindrical steel shield of the TBM and seepage is controlled by multiple wire brush seals as the segments are assembled together. The segments themselves are gasketed at all of the joints, essentially providing a completely sealed system.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.34. Question/Comment: What is air pollution from truck traffic and cement construction?

Response: DWR will be analyzing air quality in the environmental review. This comment could be related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Philip Merlo
4.35. Question/Comment: How much noise will be produced by shaft boring process?

Response: The shaft construction process would require a large crane or milling machine for the slurry panel excavation or panel excavator for if cutter soil mix panels were used. A second crane would be required to support operations for the panel construction (i.e. lifting the steel rebar reinforcing cages into the panel excavations). Based on current information, the loudest construction noise would generally be related to the motor noise from these two pieces of equipment.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Philip Merlo
4.36. Question/Comment: How many tons of concrete will be poured on the launch shaft site pads?

Response: At a tunnel launch shaft, a gantry style crane probably would be used for support of the tunneling operations, and a temporary concrete pad would be constructed around the shaft to allow for rails of the crane supports and to provide a work area. The concrete pad would be temporary and would be removed following construction. The concrete pad could be approximately 189,000 square feet and about 6 inches thick, or approximately 3500 cubic yards. This amount of concrete would weigh approximately 7100 tons.

Date: 2/12/2020
Requester: Philip Merlo
4.37. Question/Comment: How much peat dirt will be displaced in the process of excavating?

Response: Excavated soils, with or without peat, would need to be managed on.site to prevent particulate matter, including dust and peat material, from leaving the construction site boundary. At the tunnel shaft locations, the excavated material (approximately 600 cubic yards from the vertical shaft excavation) would be placed in areas to be managed to allow for testing prior to disposal or reuse. This will be analyzed in the environmental document and any mitigation will be provided there. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Philip Merlo
4.38. Question/Comment: 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?

Response: Excavated soils, with or without peat, would need to be managed on.site to prevent particulate matter, including dust and peat material, from leaving the construction site boundary. At the tunnel shaft locations, the excavated material (approximately 600 cubic yards from the vertical shaft excavation) would be placed in areas to be managed to allow for testing prior to disposal or reuse. This will be analyzed in the environmental document and any mitigation will be provided there. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Philip Merlo
4.39. Question/Comment: What types of mitigation will be provided to schools in terms of noise, air quality and water quality?

Response: The environmental impact analysis for Delta Conveyance will include evaluation of each environmental resource considered under CEQA, including noise, air quality, and water quality; and development of mitigation measures to reduce significant adverse effects. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Anna Swenson
4.40. Question/Comment: How many launch shaft pads are being proposed?

Response: The potential tunnel alignments and shaft locations in the central and eastern corridor are still being developed. At this time, it appears that two tunnel launch shafts would be located within the footprint of the Southern Forebay and 2 to 3 tunnel launch shafts per corridor would be located to the north of the Southern Forebay.

Date: 2/12/2020
Requester: Anna Swenson
4.41. Question/Comment: Do soil conditioners need to be removed from the soil before it is reused?

Response: Soil conditioners would only be removed from the RTM if determined to be necessary as part of the testing program. Generally, the expected concentrations of conditioners in the RTM would not affect whether RTM would be available for reuse or disposal.

Date: 2/12/2020
Requester: Anna Swenson
4.42. Question/Comment: How is the safety of the soil determined?

Response: The soil material coming out of the tunneling or shaft excavations would be conveyed to a Material Classification Area where it would be placed within smaller segregated areas. These areas would be tested to identify critical constituents related to the disposal or reuse of the RTM, including constituents that would identify the RTM for hazardous materials and contamination. Laboratory results would be used to define the appropriate, pre.approved storage, reuse or disposal locations.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Anna Swenson
4.43. Question/Comment: Can the informational materials please represent barge and rail trips as round trips?

> **Response:** All data related to barge and rail trips presented to the Stakeholder Engagement Committee have been described as "round trips." Future presentations will include the specific units.

Date: 2/12/2020
Requester: Dr. Mel Lytle
4.44. Question/Comment: Has there been anywhere a tunneling project with this magnitude, soil condition, length, etc. has ever been performed?

> **Response:** There are many places in the world where tunnels with similar features referenced have been constructed or are under construction, including tunnels at the Port of Miami, Hong Kong (China), Madrid (Spain), and Turkey.

Date: 2/12/2020
Requester: Dr. Mel Lytle
4.45. Question/Comment: What is done with saltwater that is brought to the surface?

> **Response:** The dewatering water would be tested to determine if on.site treatment would be required prior to reuse or removal from the site. The treatment could range from removal of sediment to removal of other constituents. If the salinity is too high for on.site reuse or discharge to a receiving water body, on.site water treatment could be considered or the water would be discharged to a permitted disposal facility that allowed for discharge of water with the high salinity. During design, soil investigations would be conducted which would include observations of groundwater levels and quality.

Date: 2/12/2020
Requester: Gil Cosio
4.46. Question/Comment: Is RTM subject to waste discharge requirements?

> **Response:** DWR's enviromental review process will evaluate permitting requirements for the proposed project and placement of the RTM at the construction site for either temporary or long.term storage may require compliance with specific measures in the Storm Water Pollution Prevention Plan, a type of Waste Discharge Permit issued by the SWRCB and Regional Water Quality Control Boards.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Gil Cosio
4.47. Question/Comment: Do you plan to rehabilitate the levees at launch sites and to what level in order to protect construction operations?

Response: The work areas at the tunnel launch sites would be placed on elevated pads to protect the site from the 200.year flood event, sea level rise, and wind fetch with a specified freeboard height.

Date: 2/12/2020
Requester: Gil Cosio
4.48. Question/Comment: Are there going to be activities such as dewatering, power lines or pipelines between the launch shafts, in addition to construction of the launch shaft sites?

Response: All construction between tunnel shafts is anticipated to be located at the TBM below the ground. Dewatering would not occur along the tunnel alignment between tunnel shafts. No pipelines would be constructed along the tunnel alignment between tunnel shafts. Power line alignments have not been developed at this time.

Date: 2/12/2020
Requester: Gil Cosio
4.49. Question/Comment: Will the SEC members receive information about the soil and water testing program once it has been determined?

Response: Initial soil investigation methods were proposed and are being evaluated through an Draft Initial Study/Mitigated Negative Declaration (published in November 20, 2019) by DWR. Water quality testing programs have not been developed at this time.

Date: 2/12/2020
Requester: Gil Cosio
4.50. Question/Comment: Has DWR started consulting with tribes?

Response: Tribal consultation is the responsibility of DWR. DWR is planning to consult with interested tribes as required by law.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Mike Moran
4.51. Question/Comment: How should committee members treat hand.outs or other information provided by the public, especially when the source is not clear?

> **Response:** Hand.outs or similar information provided by members of the public should be treated as a public comment. Please ask DCA staff regarding the source of any information if it is unclear.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.52. Question/Comment: Who is responsible for the weekly spoils testing reporting during construction?

> **Response:** During construction, testing of excavated soils would occur in compliance with monitoring requirements adopted by DWR in the Final EIR (with the Mitigation Monitoring and Reporting Plan) and in permits obtained by DWR and the DCA, including Stormwater Pollution Prevention Plans for construction programs. While the DCA would likely conduct most of the testing as part of the construction process, compliance with monitoring plans and permits is ulitmately the responsibility of DWR.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.53. Question/Comment: Will DWR be publishing soil and water testing data for the public to see?

> **Response:** Initial soil investigation methods were proposed and are being evaluated through an Draft Initial Study/Mitigated Negative Declaration (published in November 20, 2019) by DWR. Water quality testing programs have not been developed at this time.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.54. Question/Comment: How frequently will HAB data be reported and how accessible will it be to the public?

> **Response:** Harmful Algal Blooms (HAB) data currently are not included in most Stormwater Pollution Prevention Plan construction permits. Historically, analysis for potential for algal blooms in the Delta rely on operational assumptions, including diversion patterns at the north and south Delta intakes, that will be evaluated in the EIR. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.55. Question/Comment: How many miles are between the Eastern Corridor's Launch Site B to the Port of Stockton?

Response: The potential Launch Site B presented in the February 12, 2020 Stakeholder Engagement Committee meeting was approximately 3 to 4 miles from the Port of Stockton.

Date: 2/12/2020
Requester: Barbara Barrigan.Parrilla
4.56. Question/Comment: 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?

Response: The screening process presented in the February 12, 2020 Stakeholder Engagement Committee meeting considered avoidance of construction within adopted city spheres of influence boundaries. The initial launch shaft sites were at least one mile from housing.

Date: 2/12/2020
Requester: Anna Swenson
4.57. Question/Comment: Will conveyor belts will be moving RTM across farmland to the drying areas?

Response: Conveyors could be located either within a construction site or parallel to roads to minimize vehicle use. The specific uses for conveyors are currently being developed and will be discussed at future Stakeholder Engagement Committee meetings.

Date: 2/12/2020
Requester: Anna Swenson
4.58. Question/Comment: Is the build still anticipated to take 13 years?

Response: The preliminary construction schedule is currently estimated at 13 years. More detailed schedules are under development and would depend on identified tunnel drive lengths. Construction schedules will be discussed at future Stakeholder Engagement Committee meetings.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Peter Robertson
4.59. Question/Comment: What is the anticipated labor load for each shift and the plan for caring and feeding of those individuals?

> **Response:** Labor estimates will be developed on a monthly basis for each construction sites. In addition, use of centralized parking areas, mobile food trucks, and centralized material consolidation centers are being considered as methods to reduce vehicle traffic during construction. These items will be discussed at future Stakeholder Engagement Committee meetings.

Date: 2/12/2020
Requester: Jim Cox
4.60. Question/Comment: How close is this construction to residential areas?

> **Response:** Specific construction sites are still being identified. However, based on the tunnel launch shaft areas presented at the Stakeholder Engagement Meeting on February 12, 2020, the tunnel launch shaft would be at least one mile from residential areas.

Date: 2/12/2020
Requester: Douglas Hsia
4.61. Question/Comment: Is it feasible to use barges at all, since opening the bridges stops the traffic in both directions?

> **Response:** The environmental impact analysis for Delta Conveyance will include evaluation of road traffic on operable bridges to allow for barge traffic. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Jim Wallace
4.62. Question/Comment: Is new rail siding needed on existing rail lines if rail is used, or will DCA build a spur to the launch sites?

> **Response:** Currently, the DCA is considering construction of railyards adjacent to the railroad tracks at locations along the Interstate 5 corridor. Materials would be moved on conveyors and/or trucks from the new railyards to and from the tunnel launch sites. At the tunnel launch shafts in the southern Delta, the DCA is considering extension of the new sidings to the tunnel launch shaft sites. Any changes would be subject to environmental review.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Karen Mann
4.63. Question/Comment: How will pockets of gas and water be avoided during tunneling?

Response: During the design phase, there will be an exploration program to identify and detect buried and/or abandoned water, natural gas and oil wells to allow for removal of the wells prior to tunnel construction. During construction, gas detection methods will be used for flammable gasses. The mechanisms used for tunnel liner construction would provide a sealed work area and protect the boring machine and workers from water intrusions.

Date: 2/12/2020
Requester: Karen Mann
4.64. Question/Comment: What effect does that (i.e., pockets of gas) have on the employees underground?

Response: Tunnels would be constructed in accordance with the laws of the Tunnel Safety Orders (TSO) that are administered by Cal/OSHA to protect worker safety.

Date: 2/12/2020
Requester: Karen Mann
4.65. Question/Comment: What happens if you accidentally pierce a pocket of gas, oil or water during tunneling?

Response: During construction, gas detection methods will be used for flammable gasses. The potential condition for encountering a gas or oil pocket is covered under the Tunnel Safety Orders administered by Cal/OSHA. These laws dictate the safe working environment as well as the conditions that may require removal of workers from the tunnel until they are mitigated. One of the most typical mitigations required includes increasing the amount of ventilation to the affected area. The mechanisms used for tunnel liner construction would provide a sealed work area and protect the boring machine and workers from water intrusions.

Date: 2/12/2020
Requester: Mike Moran
4.66. Question/Comment: How are the tunnels ventilated?

Response: The equipment placed in the tunnel behind the TBM would include ventilation equipment, as will be discussed in upcoming Stakeholder Engagement Committee meetings.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Mike Moran
4.67. Question/Comment: 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?

Response: The environmental impact analysis for Delta Conveyance will include evaluation of cultural resources, including potential areas with human habitation. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Jim Wallace
4.68. Question/Comment: How will first responders be informed of all the construction and be able to respond to emergencies that occur in the tunnel?

Response: Due to the lengths of the tunnel drives and the locations of the potential construction sites, first responders could be required to be located at most of the construction sites to provide response in the required time limits. With or without on.site first responders, all fire, police, ambulance, and hospitals in the area would be notified prior to and during construction of major construction activities and potential traffic considerations along roadways. The environmental impact analysis for Delta Conveyance will include evaluation of emergency services. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Dr. Mel Lytle
4.69. Question/Comment: How does tunneling operate in regards to potential for seismic issues due to the tunneling and the motion of the drives?

Response: The greatest ground motions in a seismic event would occur near the ground surface. At the depths of the TBM and tunnel, the structure would probably tend to move together with the surrounding ground and not be adversely affected by seismic forces.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Dr. Mel Lytle
4.70. Question/Comment: What is the subsidence potential for hitting various unknowns such as sand lenses?

Response: During the design phase, soil investigations would identify soil types and groundwater pressures by location to allow for planning of adequate soil conditioners and TBM face pressures. Control of the amount of ground loss through the TBM face would be an important factor in controlling the ground surface and reduce the potential of ground surface settlement. Conditioning of excavated soil would help to control movement of material through the screw auger. The TBM operator would coordinate the TBM advance rate with the amount of material moving through the screw auger and onto the transfer conveyor.

Date: 2/12/2020
Requester: Dr. Mel Lytle
4.71. Question/Comment: How does tunneling work in an unconsolidated soil type?

Response: The applied TBM face pressure would be balanced against the soil and groundwater pressure by the TBM operator.

Date: 2/12/2020
Requester: Dr. Mel Lytle
4.72. Question/Comment: What is the seismic vulnerability of the tunnel itself?

Response: The greatest ground motions in a seismic event would occur near the ground surface. At the depths of the TBM and tunnel, the structure would probably tend to move together with the surrounding ground and not be adversely affected by seismic forces.

Date: 2/12/2020
Requester: Dr. Mel Lytle
4.73. Question/Comment: How is the lining of the tunnel rated on seismic strength?

Response: The tunnel would be designed for seismic ground motions and forces generated using state.of.the.art seismic design modeling. Applicable engineering factors of safety for these dynamic forces would be used in the structural design.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Sean Wirth
4.74. Question/Comment: 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?

Response: The purpose of the Stakeholder Engagement Committee is to create a forum for Delta stakeholders to provide input and feedback on technical/engineering issues. The DCA is interested in considering criteria identified by the Stakeholder Engagement Committee. However, it must be noted that this process is not part of DWR's CEQA process which will determine the impacts and identify necessary mitigation measures of the proposed project and alternatives.

Date: 2/12/2020
Requester: Karen Mann
4.75. Question/Comment: Should the committee also be considering different sites for the intakes?

Response: DWR identified the general intake locations as part of the proposed project in the NOP. Alternative intake locations should be submitted to DWR through the scoping process for consideration during the alternatives formulation process. This comment is related to the scope of DWR's EIR; please consider submitting this comment through DWR's CEQA scoping process.

Date: 2/12/2020
Requester: Cecille Giacoma
4.76. Question/Comment: Can SEC members please have a copy of the Independent Technical Review Committee assessment results?

Response: The Independent Technical Review Committee assessment is included in the handouts for the February 26, 2020 Stakeholder Engagement Committee meeting.

RESPONSE TO QUESTIONS/INFORMATION REQUESTS

Date: 2/12/2020
Requester: Cecille Giacoma
4.78. Question/Comment: Can members have a list of soil conditioners considered for use? What is the composition of soil conditioners?

Response: 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).

Date: 2/12/2020
Requester: Jim Wallace
4.79. Question/Comment: Is the project subject to the jurisdiction of the Mine Safety and Health Administration (MSHA)?

Response: MSHA has jurisdiction over mines (i.e., places where minerals are extracted) and related facilities. This does not include water conveyance tunnels. (MSHA Program Policy Manual, Section I.4.1) The proposed project would not qualify as a mine.

FOLLOW-UP NEEDED

Date: 2/12/2020
Requester: General
4.77. Question/Comment: Can members tour intake facilities to see examples of flat panel screens and cylindrical screens?

Response: Based on this and similar comments, the DCA is attempting to schedule tours of an intake facility and a fish screen manufacturing facility. More details will be provided as the tours are developed.

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: 02/13/2020
Requester: Gil Cosio
2.35. Question/Comment: A report from DWR documented their observation of cracking that occurred on the Grand Island Steamboat Slough levee during the last drought. As I mentioned yesterday, my observations, which were confirmed by an independent geotechnical engineer hired by Mr. Knickerbocker, lead to the conclusion that the loss of moisture due to the presence of trees on the levee slope and along the property line near the house caused subsidence and cracking of the ground and levee. This is a common feature on levees where trees exist near the landside levee crown, however, this case is much more severe based on the number of trees. It's my concern that as the water table drops during dewatering, the same will occur on a much larger basis as the porous sands (some borings have even shown gravels) in the soil column settle.