DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member
Question/Comment Tracking Log
Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.01	6/24/2020	David Gloski	At the last meeting, during the non-agenized portion, I asked if the SEC could hear from members that attended the DCA Board meeting and it was cited that it would be an issue with the Brown Act. Can this be explained?	The Brown Act was discussed in detail during the June SEC meeting.	Josh Nelson	7/22/2020	Responded
9.02	6/24/2020	Gil Cosio	How do we locate the actual Section 404 application package that DWR submitted to the USACE, and what is USACE's public notice process?	The application is on DWR's website: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Delta-Conveyance/Public-Engagement/DCP_Section404_Application_Package_508.pdf?la=en&hash=00A1F058F9AD8947F9DEF251558C9CF88CF0A2B3.	Carrie Buckman	7/22/2020	Responded
9.03	6/24/2020	Barbara Barrigan-Parilla	What will happen in terms of having a lead agency for NEPA and what the NEPA process look like with the President's executive order rolling back NEPA processes for water projects? Can the SEC be updated if there are any changes in the process?	DWR's understanding is that the President's executive order does not apply to the Delta Conveyance Project. After the last SEC meeting, USACE sent a letter to DWR indicating that their office will prepare an Environmental Impact Statement (EIS) under NEPA, which is consistent with this understanding.	Carrie Buckman	7/22/2020	Responded
9.04	6/24/2020	Barbara Barrigan-Parilla	One of the departments not listed on the presentation was CalEPA's Department of Toxic Substances Control (DTSC), will you be looking at standards that would be evaluated by a department like that for pollution and soil by CalEPA?	Yes, DTSC standards would be included along with criteria adopted by the State Water Resources Control Board.	Graham Bradner	7/22/2020	Responded
9.05	6/24/2020	Barbara Barrigan-Parilla	In WaterFix, one of the engineering reports stated there were levels of Chromium-6 found in the soils. That has not been mentioned in this presentation.	The response provided in the meeting was incorrect. Based on review of available data, Chromium VI was not detected in either the baseline (non-conditioned) samples or conditioned samples. The analyses indicate that the Maximum Detection Limit (MDL) of the testing method is above the USEPA Regional Screening Level (RSL).	Graham Bradner	7/22/2020	Responded

SEC Member
Question/Comment Tracking Log
Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.06	6/24/2020	Barbara Barrigan-Parilla	Is there a list of ingredients for the conditioners? Has work been done with any groups like the California Native Plant Society? Everything could be done legally and correctly, but there could be room for harm because we are not aware if conditions are changed further. What will soil conditions be for native plants? Want to ensure that conditions won't cause anyone to get sick.	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, including products from CONDAT, NORMET, and BASF. Safety Data Sheets for CONDAT, NORMET, and BASF will be placed on the DCA website. The construction specifications would require any conditioners to be inert (chemically inactive). See https://dcdca.sharepoint.com/sites/DCAProgram/Working/SE/Outreach/Forms/AllItems.aspx?viewid=b67b83df%2D738a%2D464e%2D85ff%2Dc14a0897a80b&id=%2Fsites%2FDCAProgram%2FWorking%2FSE%2FOutreach%2F2020%20SEC%20Meetings%2F2020%2D06%2D24%2F00%2DQ%26A%20Log%20Final As currently proposed, the RTM will be placed in areas following removal of vegetation during clearing and grubbing efforts at the construction sites for the Southern Forebay embankments or tunnel shafts. Runoff from these construction sites will be collected, and treated if necessary, to meet all regulatory water quality criteria for adjacent lands or water bodies where native and non-native vegetation could occur.	Gwen Buchholz	7/22/2020	Responded
9.07	6/24/2020	Michael Moran	In regards to the 15 million cubic yards, what accounts for the large difference? Is it evaporation? Is it differences between the two alignments? How confident are you that the cores being used for reference would apply to the actual alignment?	The differences in RTM volumes produced are based on the range of tunnel diameters and variations in project alignment. Tunnel diameter could range from 28 to 40 feet (Internal Diameter) depending on the project diversion rate. Under the current configurations, total tunnel length could range between approx. 43 to 48 miles.	Graham Bradner	7/22/2020	Responded
9.08	6/24/2020		In regards to drying, evaporation is a large percentage of water. What impact does that have on the total resulting RTM? From what comes out of the ground to what is actually reusable later, is there a dramatic difference?	Bulking and compaction factors along with reduction in moisture content affect the volume estimates. The RTM will coming from more consolidated soil deposits that are confined at depth. When they come to the surface they will expand, then as they are dried and compacted for structural fill they will reduce in volume back down to approximately the original volume.	Graham Bradner	7/22/2020	Responded

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member Question/Comment Tracking Log Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.09	6/24/2020	Jim Wallace	It looks like there could be a short fall of material somewhere between 5 and 14 million cubic yards. Where could that come from? Are these new borrow pits or existing? If it's not coming out of the Delta, maybe Easter SJ County or Mt Diablo. Curious as to where borrow material is coming from and if enough has been identified as available.	The current approach is to use all available on-site material that is suitable for reuse in an effort to limit imports and associated hauling. However, there may be some instances where materials need to be imported because they cannot be derived through project activities, or because the timing of the need does not match the material production schedule. As such, some materials are likely to be imported. The source of these materials may vary depending on the material type, such as rip-rap, AB road base, embankment filter sand, and fine-grained embankment core. It is assumed that the materials would be acquired and hauled from a range of existing quarries or borrow sites that surround the Delta.	Graham Bradner	7/22/2020	Responded
9.10	6/24/2020	Jim Wallace	The presentation says that metals and organics generally resemble naturally occurring levels. Arsenic is very high naturally occuring in the Delta and it is a water quality issue. Although they might be naturally occuring, doesn't mean they meet environmental standards or environmental minimums for soil contamination.	Arsenic was detected in both baseline and conditioned soils samples at concentrations between 4.03 and 4.51 mg/kg, which is above the EPA and DTSC screening levels but consistent with or below typical background concentrations and regulatory-agency-acceptable remediation goals, which for California sites range up to approximately 12 mg/kg. Waste classification in California is accomplished, in part, through comparison with regulatory thresholds. Thresholds include the total threshold limit concentration (TTLC), based on solid-phase concentrations of the soil matrix, and soluble threshold limit concentrations (STLC), based on an extraction procedure that releases soil-bound materials into liquid in soil pores. The total concentrations of inorganic constituents and dissolved concentrations of inorganic constituents, including Arsenic, in baseline and conditioned soil samples are generally orders-of-magnitude lower than corresponding waste-classification thresholds for hazardous materials. Based on the available test results, there is no indication that RTM would require handling as hazardous waste material. RTM would be expected to meet conditions acceptable for unrestricted land uses, with or without added soil conditioners. However, further risk assessment(s) are anticipated. Determination of appropriate exposure scenarios, and the specific risk-assessment details, is a collaborative process with regulatory agency and/or permitting agency authorities (e.g., the California RWQCB, the United States Army Corps of Engineers (USACE), or the DTSC), depending on the re-use option.	Graham Bradner	7/22/2020	For Future Discussion
9.11	6/24/2020	Douglas Hsia	At the beginning of SEC meetings in November, there were a lot of questions regarding the usability of RTM. After listening to this presentation, it seems this is no longer an issue. Is this correct?	Based on studies reviewed or completed by the DCA, the RTM appears to meet the geotechnical requirements. The biggest challenge will be removing the moisture from the RTM. The moisture will be removed with mechanical dryers or evaporation.	Graham Bradner	7/22/2020	Responded

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member
Question/Comment Tracking Log
Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.12	6/24/2020	Karen Mann	This is not very good for the environment. Regarding EPA, this seems a lot like mining. The photos on the presentation show a lot of equipment. Where is the energy coming from to transport the RTM? Concerned about the EPA requirements. PG&E has been having a lot of trouble.	Electricity to the construction sites will be provided by either Sacramento Municipal Utility District, Pacific Gas & Electric Company, or Western Area Power Administration. DWR is currently working with these entities to determine the most appropriate entity for each construction site. The RTM material will be moved from the Twin Cities Complex to the Southern Forebay by railroad. RTM material will be moved from the Twin Cities Complex to tunnel shaft locations by truck. RTM material will be moved around the Southern Forebay Complex by rail and truck.	Gwen Buchholz/Carrie Buckman	7/22/2020	Responded
9.13	6/24/2020	Karen Mann	Will the cost of electric come out of tax payer money? Who will pay for the cost of electrical use? Why won't generators be used?	Electricity used during construction and operations will be funded by the water agencies participating in the Delta Conveyance Project. This project will not be funded by with State taxpayers.	Gwen Buchholz/Carrie Buckman	7/22/2020	Responded
9.14	6/24/2020	Karen Mann	Are the power companies aware of this anticipated draw of electricity at the proposed sites? It's shocking considering the hydro-electrical troubles in California.	Electricity to the construction sites will be provided by either Sacramento Municipal Utility District, Pacific Gas & Electric Company, or Western Area Power Administration. DWR is currently working with these entities to determine the most appropriate entity for each construction site.	Gwen Buchholz/Carrie Buckman	7/22/2020	Responded
9.15	6/24/2020	Gil Cosio	This is a big construction project so the power lines, sub stations, etc. are not surprising. Doesn't look like there will be material left over for levees which isn't a bad thing after seeing what the material is made from. A lot of money will be spent getting the water out of the material, then at some point, the water will have to be put back in to compact it. The work it will take to keep the moisture at allowable limits will be tough. A couple of rainstorms could shut down the operations for awhile. What are the conditioners made from? What do they do physically or chemically to material? At which process will it be put in?	Conditioners will be introduced within the tunneling operation to provide moisture and surfactant to make the soil workable and not clog the operations. When the RTM is raised to the surface, the moisture will be removed. During drier periods, a mixture of mechanical drying and evaporation will be used to remove the moisture from the RTM. Depending upon how the RTM will be used, water may be added during placement at future embankments and tunnel shafts. 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).	Graham Bradner	7/22/2020	Responded

SEC Member
Question/Comment Tracking Log
Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.16	6/24/2020	Cecelia Giacoma	Concerned about the toxic metals. Chromium-6 and arsenic will become airborne when they're dried, blowing around the area. The levels of the boring samples were found to be hazardous. Methyl mercury, a threat to rivers in the Delta, was not mentioned in the presentation. These all exceed levels that are hazardous to human health, as well as fish and the rest of nature. It's important to address that. What are the ingredients in the conditioners? What are the hazardous levels of Chromium-6, arsenic, and methyl mercury?	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 The testing that was done took three commonly used conditioners and incorporated them into the soils, then tested them for their effects on the material. More of this testing will happen as time goes on. Chromium VI was not detected in either the baseline (non-conditioned) samples or conditioned samples. The analyses indicate that the Maximum Detection Limit (MDL) of the testing method is above the USEPA Regional Screening Level (RSL). Methylmercury was detected at concentrations between 0.00004 and 0.00005 mg/kg compared to an RSL of 7.8 mg/kg. Arsenic was detected, but at concentrations consistent with naturally-occuring conditions in the State. RTM would be expected to meet conditions acceptable for unrestricted land uses, with or without added soil conditioners. However, exposure of people, wildlife and plants to conditioned soil will likely require further risk assessment(s). Determination of appropriate exposure scenarios, and the specific risk-assessment details, is a collaborative process with regulatory agency and/or permitting agency authorities (e.g., the California RWQCB, the United States Army Corps of Engineers (USACE), or the DTSC), depending on the re-use option.	Graham Bradner	7/22/2020	Responded
9.17	6/24/2020	Anna Swenson	The presentation didn't have any exploration on the Eastern alignment. Will that be done? If the conditioners will be put down in the tunnel boring holes, how will ground water be protected? There are proprietary chemicals being put into the ground with very interconnected systems. Although Chromium-6, arsenic, and methyl mercury are being used at approved levels, cumulatively how will they affect the community? How loud are the dryers? How often will they run? What will the operations be? How much productive farm land will be put out of production to dry tunnel muck?	Soil investigations are planned for the Eastern Corridor in the future. The soil samples from those investigations will be used to evaluate potential RTM characteristics. The mechanical dryers are expected to be operated Monday through Friday during and immediately following tunneling operations which will occur from 16 to 20 hours/day. The mechanical dryers would be located within a building and include large paddles to move the RTM material close to the heat sources. The mechanical dryers and evaporation areas to remove moisture are proposed to be located within the Twin Cities Complex and the Southern Forebay complex. The paddles of the thermal dryers are slow moving, on the order 4 revolutions per minute, and as such very little noise is produced, typically less than the limit for which ear protection would be required for operators inside the building. The area for evaporative drying could vary from 200 to 400 acres per launch shaft; and would be reduced by 20 to 25 percent with the use of mechanical dryers.	Graham Bradner/Phil Ryan		For Future Discussion

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member
Question/Comment Tracking Log
Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.18	6/24/2020	David Gloski	The water vapor will likely cause a cloud of condensation so it would be good to have a discussion about this so that local people will understand.	Moisture discharged from dryers should be minimal compared to the surrounding air mass.	Phil Ryan	7/22/2020	Responded
9.19	6/24/2020	Peter Robertson	The presentation mentioned spreading the material out to dry on land. How tall will the lifts be? Do you anticipate the dryers to run at night?	The natural drying process assumes 18-inch tall piles worked daily would reach optimum moisture content in 19 days during periods of favorable weather conditions. TThe mechanical dryers are expected to be operated Monday through Friday during and immediately following tunneling operations which will occur from 16 to 20 hours/day. The mechanical dryers would be located within a building and include large paddles to move the RTM material close to the heat sources. The mechanical dryers and evaporation areas to remove moisture are proposed to be located within the Twin Cities Complex and the Southern Forebay complex. The paddles of the thermal dryers are slow moving, on the order 4 revolutions per minute, and as such very little noise is produced, typically less than the limit for which ear protection would be required for operators inside the building.	Graham Bradner/Phil Ryan	7/22/2020	Responded
9.20	6/24/2020	Barbara Barrigan-Parilla	What is the plan for containment of blowing dust during the natural drying process? I'm confused about where peat soils are at the surface. Levels of peat soil will be hit when excavating 150 feet. There is documented history of peat soil causing lung disease in the Delta, particulate number 2.5-10. This is a concern because funding for monitoring of this issue is being cut for COVID-19 budget. By the time the project starts, there could be a different type of budget for monitoring air quality. There would be particulate matter issues whether or not there is peat soil.	Immediately after removal of the RTM from the tunnel, the RTM will be extremely moist and will not generate dust. As the RTM dries, dust control measures would be implemented to meet regulatory requirements. Dust control measures is expected to generally involve application of water. The water for the RTM areas will generally be applied by a sprinkler system to minimize the use of water trucks. The peat/organic soils are not expected to be present in the RTM because the tunnel excavation depth will be below the peat layers. The shafts that would provide access to the tunnel would be excavated from the ground and may encounter peat/organics at some locations. The excavated peat materials will be separately stockpiled and managed to limit oxidation and exposure prior to eventual burial on-site under more stable soil material.	Graham Bradner	7/22/2020	Responded

SEC Member
Question/Comment Tracking Log
Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.21	6/24/2020	Dr. Mel Lytle	The analysis done in the 2014 report by DWR showed a list of 16 heavy metals in this material. It's anticipated that that could change if the Eastern alignment is selected. Can the ingredients of the soil conditioners be listed so can the DCA find this out for the committee? At least what was in the 2014 report because one conditioner from EASF called MasterRoc ACP 127's composition on MSDS sheet has glucopyranose and glycosides which are sugar compounds. Because they are sugar compounds, 2,4,6-Trichlorophenol is put in which is a fungicide material and could be anticipated to be in the tunnel muck when it's brought to the surface. The materials in that report should be provided to the SEC.	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, including products from CONDAT, NORMET, and BASF. Safety Data Sheets for CONDAT, NORMET, and BASF will be placed on the DCA website. The construction specifications would require any conditioners to be inert (chemically inactive). See https://dcdca.sharepoint.com/sites/DCAProgram/Working/SE/Outreach/Forms/AllItems.aspx?viewid=b67b83df%2D738a%2D464e%2D85ff%2Dc14a0897a80b&id=%2Fsites%2FDCAProgram%2FWorking%2FSE%2FOutreach%2F2020%20SEC%20Meetings%2F2020%2D06%2D24%2F00%2DQ%26A%20Log%20Final The previous BDCP/WaterFix report is publically available.	Gwen Buchholz	7/22/2020	Responded
9.22	6/24/2020	Barbara Barrigan-Parilla	The charts on truck traffic loads are just for the RTM. When will all the sources of truck traffic together be discussed?	The presentation in the May SEC meeting included information related to hauling of many materials, not just the RTM. The different types of materials were provided with different colors, such as on Slide 27 of the truck traffic presentation.	Nazli Parvizi	7/22/2020	Responded

SEC Member
Question/Comment Tracking Log
Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.23	6/24/2020	Jim Wallace	The Twin Cities complex is about 640 acres and it has been identified as a borrow pit. If borrow material wasn't needed, would Twin Cities still be used as a borrow area? Is it specifically identified as a borrow area? If it's identified as a borrow area, does it become subject to SMARA? To what depth are you excavating?	The currently proposed Twin Cities Complex site has been reduced in size to about 450 acres, and could be reduced further as plans are developed. The Twin Cities Complex site was selected due to its geographical position along the tunnel alignments between the intakes and the Southern Forebay. Due to the geotechnical conditions at this location, the soil could be used to construct the tunnel shaft at the Twin Cities Complex and possibly two other shafts prior to the generation of RTM at Twin Cities Complex. Site specific geotechnical investigations wil determine the depths of the borrow areas. RTM material will be used to refill the borrow areas following the tunneling activities. Based on information available at this conceptual level of detail, it is anticipated that excavation activities on the Twin Cities Complex may require compliance with the Surface Mining and Reclamation Act of 1975 (SMARA). Under SMARA, “surface mining operations” are defined as “all, or any part of, the process involved in the mining of minerals on mined lands by removing overburden and mining directly from the mineral deposits, open-pit mining of minerals naturally exposed, mining by the auger method, dredging and quarrying, or surface work incident to an underground mine... .“ Regulations promulgated by the Department of Conservation to implement SMARA state that “surface mining operations” include borrow pitting and stockpiling. Further assessment of the activities on the Twin Cities Complex will be required to determine SMARA compliance needs. DWR will be coordinating with the Department of Conservation to assess the process for compliance with SMARA.	Carrie Buckman	7/22/2020	Responded
9.24	6/24/2020	Cecelia Giacoma	What is SMARA?	SMARA is the Surface Mining and Reclamation Act (SMARA). It is anticipated that SMARA will apply to the activities required for construction of the proposed Delta Conveyance Project. DWR has an exception under SMARA that applies to “mining operations” on lands owned or leased, or upon which easements or rights-of-way have been obtained by DWR, for the purpose of the State Water Resources Development System (SWRDS) or flood control. The proposed Delta Conveyance Project is considered part of the State Water Project (SWP). To comply with SMARA under the DWR-specific exemption, DWR will be required to consult with the Department of Conservation, submit reclamation plan(s) and annual reports, and pay annual fee(s).	Carrie Buckman	7/22/2020	Responded

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member Question/Comment Tracking Log Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.25	6/24/2020	Cecelia Giacoma	Do the levee improvements on Bouldin Island take sea level rise into account?	The DCA is evaluating the condition of existing levees using the currently available 100-year return period water surface elevation produced by the US Army Corps of Engineers consistent with elevations used by the Reclamation Districts to evaluate levee geometry. The period of Project construction is potentially several years in the future, and maintenance and rehabilitation of levees in the Delta is an ongoing and continual process due to subsidence/settlement and increasing/changing water levels. An evaluation of current levee geometry using a water surface elevation that includes sea level rise for the purposes of identifying potential levee repair extents for the Delta Conveyance Project will not include proposed projects by local Reclamation Districts in case those projects were not completed prior to tunnel construction. Future refinement of levee repair extents would be coordinated closely with the Reclamation Districts and using the current and future predicted water surface conditions appropriate for that time period.	Graham Bradner	7/22/2020	Responded
9.26	6/24/2020	Anna Swenson	Air quality should be a topic of discussion in the future. What will be done with all the water that comes out of these sites? Will the existing sloughs be used? Who owns the land at Twin Cities? Does DWR own it? If it's privately owned, what is the plan to obtain it?	Air quality will be discussed in the EIR and at future SEC meetings. Runoff and dewatering water from the intakes, tunnel shafts, and Southern Forebay Complex construction sites will be collected, treated, and reused on-site for dust control, ground improvement, and other construction activities. If the amount of runoff or dewatering flows exceed the on-site water demand, the treated flows will be stored on the construction site or discharged to surface water bodies in accordance with State Water Resources Control Board permits. Capacities of surface water bodies to accept these discharges will be confirmed prior to inclusion in the applications to the State Water Resources Control Board for discharge permits. DWR does not own the proposed Twin Cities Complex land, and acquisition plans will be developed in the future by DWR.	Nazli Parvizi	7/22/2020	For Future Discussion
9.27	6/24/2020	Dr. Mel Lytle	The location on Twin Cities Road is historically rich in montmorillonite clays. This should be investigated more closely as a preferred site. Those clays extend well into the depths being estimated. At this point, it seems arbitrary to assume the RTM material can be used because of a lack of geotechnical work done on the Eastern alignment. When the analysis is being done, it would be assumed that the calculations would be based on the use of RTM and without the use of RTM, otherwise it's unreliable numbers and estimates. If additional material is being sought after, the South Delta agencies are proposing a large river dredging project to take river spoiles from various sections of the San Joaquin to Old River or Middle River because of high sediment. In the future, there may be a supply of dredge materials.	Subsurface exploration and testing at the proposed Twin Cities Complex is expected to be performed to understand the conditions, but based on available information the shallow subsurface materials at Twin Cities Complex appear suitable for reuse based on the likely geotechnical criteria. The available testing of baseline and conditioned materials representing potential RTM were collected along an alignment more similar to the Central Corridor, but were within geologic formations that extend broadly within the region of the Central Valley and will likely also be encountered along the Eastern Corridor. More investigation and testing along both the Central and Eastern Corridors will be helpful to further validate the reuse plans. The DCA will be interested in any information related to future dredging projects by the Delta agencies.	Graham Bradner	7/22/2020	Responded

SEC Member
Question/Comment Tracking Log
Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.28	6/24/2020	Lindsey Liebig	Concerned regarding viability of RTM. Regarding Twin Cities, even with a shrunken footprint, a lot of land is still being taken out of production, even if it's not within the highlighted yellow area. The parcels being cut in half will be unfarmable because of water impacts and land disturbances. Although it may not fall into the actual footprint, doesn't mean the land around it will be left in the same capacity. These concerns are with all of the construction sites throughout the project, whether it's on the Central or Eastern alignment. There are many more impacts to farmland than just eminent domain and other areas of the footprint.	DWR will analyze the potential impacts to agricultural land use during development of the Environmental Impact Report, and will consider the concerns associated with dividing parcels.	Carrie Buckman	7/22/2020	Responded
9.29	6/24/2020	Cecelia Giacoma	Suggestion for DWR's Tribal Consultant to remain engaged in the process.	DWR's Tribal Policy Advisor, Anecita Agustinez, is leading DWR's tribal consultation processes under both AB 52 and DWR's Tribal Engagement Policy. She will continue to be actively engaged throughout the project.	Carrie Buckman	7/22/2020	Responded
9.30	6/24/2020	Peter Robertson	The maps are still missing some aids to navigation on the waterways. Boaters are going to come up on construction and a lot will look different to them. Even with electronic charting and mapping, it's different. Request for those aids to navigation to be properly plotted on the land maps by comparison on the water areas. Also, some coordination will be needed with the Coast Guard, with notice to mariners. They are very good about putting out notices when there are giong to be changes in the river, such as when bridges aren't running, ferries aren't running, etc. The proposed project will be going on for a long period of time and this information is needed.	This request was received and is in development. The DCA is overlaying Delta Conveyance Project construction sites on nautical navigation charts within the project area to serve as a resource for mariners. The DCA is aware of the need to coordinate with the US Coast Guard and the need to provide notice to mariners regarding any changes within waterways.	Karen Askeland	7/22/2020	Responded
9.31	6/24/2020	Jim Wallace	It appears that this will be the first time that tunnels will go under I-5 if the Twin Cities Glanville Shaft is moved to the east. Where is the tunnel going to cross under I-5? What is the height of the crane going to be at that location? Now Caltrans and federal highways will probably have to be included.	As proposed, the tunnel will cross I-5 north of Dierssen Rd. and then near the Twin Cities Road/I-5 intersection. A gantry crane would extend about 80 feet above the top of the tunnel shaft. If a track mountes crane were used it could extend up as much as about 150 feet, which would be somewhere around 130 feet above the top of the shaft. The Delta Conveyance Project would require coordination and permits with CalTrans and Federal Highway Adminstration near several locations along I-5. The Project also would require coordination and permits from CalTrans due to work along State Routes 160, 12, and 4. The DCA and DWR have already been in discussions with CalTrans.	Phil Ryan	7/22/2020	Responded
9.32	6/24/2020	Michael Moran	Will moving the Glanville Shaft over to Twin Cities depot extend the footprint or will it remain the same?	The total area for the proposed Twin Cities Complex would be less than the total area for Glanville Tract Tunnel Launch Shaft Site and the area located along Franklin Boulevard.	Phil Ryan	7/22/2020	Responded

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member Question/Comment Tracking Log Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.33	6/24/2020	Barbara Barrigan-Parilla	To expand on impacts to the Consumnes Preserve, the farmland around the Preserve is a place for feeding and roosting for Greater Sandhill Cranes. Concerned if this is getting bigger near the Preserve.	DWR will analyze the potential impacts associated with changes in available feeding and roosting areas as part of the Environmental Impact Report.	Carrie Buckman	7/22/2020	Responded
9.34	6/24/2020	Sean Wirth	Great idea moving to the other side of I-5 because for years there has been an effort trying to connect Stone Lakes crane population, with the cranes at the Preserve and points further south. Not having the shaft there would help to do that but the new position of the shaft is a problem.	DWR will analyze potential impacts to cranes at Stone Lakes and Cosumnes preserves as part of the Environmental Impact Report.	Carrie Buckman	7/22/2020	Responded
9.35	6/24/2020	Anna Swenson	Folks across from the intake are interested to see the potential impacts of traffic and noise on their side of the river, so will impacts of raising levees be addressed? When can that be expected? To confirm, there will be no construction impacts on the Clarksburg side? Will noise impacts on that side of the river also be studied?	DWR is planning to assess the potential for increased water surface elevations through modeling; based on preliminary information, any increase would be insubstantial. Therefore, the project does not currently include raising levees near the intakes on the Sacramento River. No construction or construction traffic would occur on the western side of the Sacramento River for the eastern or central corridors. DWR will assess the potential for noise or vibration impacts as part of development of the Environmental Impact Report.	Carrie Buckman	7/22/2020	Responded
9.36	6/24/2020	Barbara Barrigan-Parilla	Confused about sourcing of truck materials. If there are x amount of trucks and there are all these different projects, trying to figure out the total number comprehensively for the communities where we are pursuing the correct funding and meausures for mitigation on this end of the Delta. Even if a range could be given, that would be helpful.	The traffic portion of the May SEC meeting included an appendix (starting on Slide 67) with slides showing the truck volumes by month to individual locations. The appendix slides were not discussed in the May SEC meeting due to time limitations, but did refer the SEC members to these slides.	Don Hubbard	7/22/2020	Responded
9.37	6/24/2020	Anna Swenson	Several community members of Hood gave feedback that they are uniformed on the project and they need more individualized information as they are impacted from both the north and south. Can a presentation be provided for Hood in particular? COVID-19 has limited how much can be done in person. This would help Hood stakeholders plan and make preparations. Hood is an internet black hole, so that would need to be taken into account.	An update with some of the key effects to Hood can be put together, especially around the intakes. A webinar type format can be used. The DCA are planning to contact representatives of businesses and/or residents of Hood. The DCA would appreciate being provided with appropriate contacts for the Hood community.	Nazli Parvizi	7/22/2020	Responded
9.38	6/24/2020	Peter Robertson	The current infrastructure of bridges and ferries are not running at 100%. There has been construction repair to some of the major arteries with one lane roads. The top concern in presentations to stakeholders bridges and ferries and how to go from point A to point B.	Any road, bridge, or ferry improvement project currently under way should be completed before work on the Delta Conveyance begins. The traffic presentation in the May SEC meeting described a number of possible roadway and bridge improvement projects that will be included in the alternatives sent forward for environmental review. If the selected alternative includes roadway improvements then these would be done in advance of major construction at the sites served by these roadways. Project traffic is not expected to use roads, bridges, or ferries that are partially closed for construction.	Don Hubbard	7/22/2020	Responded

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member Question/Comment Tracking Log Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.39	6/24/2020	Melissa Tayaba	Update from tribes: had tribal engagement meeting yesterday with DWR. Delta tribes remain concerned about the destruction of cultural and natural resources. Tribes seem to be paying a higher price with the proposed project. Discussed having DWR report directly to the tribal group and DCA. That is a request that the tribal group is asking the DCA. Hoping for a meeting with just the tribes and the DCA. The reason for that is because the materials are hard to obtain and print. It is hard to understand engineering aspects and DCA would explain better. As tribal liaison, Ms. Tayaba will be hand delivering many of the materials.	DWR and the DCA are presenting to the tribes on July 15.	Carrie Buckman	7/22/2020	Responded
9.40	6/24/2020	Anna Swenson	How many more SEC meetings should members be expected to attend? Is there an end date?	Overall, DCA is planning for monthly meetings through June 2021. However, as the project continues, the meeting frequency could be reduced based upon the need for input and the development of new information by DCA.	Nazli Parvizi	7/22/2020	Responded
9.41	6/24/2020	Sean Wirth	Interested in the idea of converting the Twin Cities Complex to permanent wildlife-friendly agriculture (irrigated pasture for wildlife foraging) after the project is constructed.	DWR will consider this option during development of the Environmental Impact Report.	Carrie Buckman	7/22/2020	Responded
9.42	6/24/2020	Sean Wirth	Are there ideas for funding to preserve land in agriculture in perpetuity and would this be discussed at a future SEC meeting?	Preserving agricultural land may be considered as a mitigation measure as part of DWR's efforts to develop an Environmental Impact Report.	Carrie Buckman	7/22/2020	Responded
9.43	6/24/2020	David Gloski	Earthquake Analysis – I'd like to see anything available on Earthquake analysis being done.	The seismic analysis results will be discussed at future SEC meetings.	Phil Ryan	7/22/2020	For Future Discussion
9.44	6/24/2020	David Gloski	Drying Process – I hear discussion about the project will either use natural drying, but when that is not available it'll use mechanical dryers. It sounded like either/or. I suggest thinking about whether the drying process overall, even during the summer, maybe the mechanical drying makes sense to get the bulk water out and when the muck is dryer, it might be easier to handle for getting the last bits out naturally.	We agree with the suggestion and are developing footprint accomodations and evaluating plans for potential hybrid approaches to drying RTM.	Graham Bradner	7/22/2020	Responded
9.45	6/24/2020	David Gloski	Rainy Season and Drying – So during the winter, what does this drying process look like? So you use mechanical dryers but when you are done it gets soaked anyway? Do you cover it somehow? Support drainage off it?	Soil that has been mechanically dried will be stockpiled either at the drying location or at the reuse location. Rainfall could saturate the top several inches of the stockpiled RTM; however the entire stockpile would not become saturated. Drainage would be directed away from the stockpiles to prevent ponded water from unneccessarily saturating stockpiled soils.	Graham Bradner	7/22/2020	Responded
9.46	6/24/2020	David Gloski	Electric Dryers – I didn't chime in at the meeting due to time, but I agree that using electric dryers seems like a bad use of smart energy. For something like drying I would expect oil or gas to be used. Is there an issue here with environmental emissions and electric being cleaner?	The thermal mechanical dryers under consideration will be electrically heated. The electrical source would likely be from the existing electrical grid, which has a range of contributing power generation sources. On-site diesel or oil generators would result in increased air quality emissions. The proposed Twin Cities Complex and northen Southern Forebay locations are not located near natural gas utilities.	Graham Bradner	7/22/2020	Responded
9.47	6/24/2020	David Gloski	Indirect Emissions for Electric Use – The GHG footprint of the project needs to consider the indirect sources of energy like the electric use. Much of that is likely low GHG content due to hydro power, but it should be factored in.	DWR will consider power sources as part of the analysis of air quality and climate change in the Environmental Impact Report.	Carrie Buckman	7/22/2020	Responded

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member
Question/Comment Tracking Log
Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.48	6/24/2020	David Gloski	Air Emissions from Dryers – So I do wonder about Arsenic and other parts of the RTM being blown into the air as part of the drying process. Normally I would expect it to stay in the soil, but if we are blowing air through or over the soil to dry it, does this create unwanted emissions?	Immediately after removal of the RTM from the tunnel, the RTM will be extremely moist and will not generate dust. As the RTM dries, dust control measures will be implemented to meet regulatory requirements. Dust control measures will generally involve application of water. The water for the RTM areas will generally be applied by a sprinkler system to minimize the use of water trucks. The dust will be controlled on-site to minimize dust leaving the construction site.	Gwen Buchholz	7/22/2020	Responded
9.49	6/24/2020	Michael Moran	During Graham's first presentation, the referenced core sample locations coincided with neither the Eastern nor Central Corridor alternatives. What is the confidence level applying these samples to either alignment? Will new cores be taken along the chosen corridor or is the geology consistent enough that the exisiting cores provide necessary accuracy?	The available testing of baseline and conditioned materials representing potential RTM were collected along an alignment more similar to the Central Corridor, but were within geologic formations that extend broadly within the region of the Central Valley and will likely also be encountered along the Central and Eastern Corridors. More investigation and testing along both the Central and Eastern Corridors will be helpful to further validate the reuse plans.	Graham Bradner	7/22/2020	Responded
9.50	6/24/2020	Michael Moran	With the expressed concerns about surfactants, might the DCA provide some background information IN LAY TERMS? A "Surfactant 101" presentation or document? I can certainly see how this may result in side-tracking, but it may clarify an important project component, focus concerns, and dispel unfounded worries.	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, including products from CONDAT, NORMET, and BASF. Safety Data Sheets for CONDAT, NORMET, and BASF will be placed on the DCA website. The construction specifications would require any conditioners to be inert (chemically inactive). See https://dcdca.sharepoint.com/sites/DCAProgram/Working/SE/Outreach/Forms/AllItems.aspx?viewid=b67b83df%2D738a%2D464e%2D85ff%2Dc14a0897a80b&id=%2Fsites%2FDCAProgram%2FWorking%2FSE%2FOutreach%2F2020%20SEC%20Meetings%2F2020%2D06%2D24%2F00%2DQ%26A%20Log%20Final If desired, a presentation could be provided for the SEC at a future meeting.	Graham Bradner	7/22/2020	For Future Discussion
9.51	6/24/2020	Michael Moran	Beyond managing/phasing the Twin Cities Road footprint in such a way to minimize impact on Sandhill cranes/other wildlife, consider creating or enhancing adjacent/nearby habitat to "redirect" wildlife.	DWR will analyze the potential impacts associated with changes in available feeding and roosting areas as part of the Environmental Impact Report.	Gwen Buchholz	7/22/2020	Responded

DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member
Question/Comment Tracking Log
Updated 07.22.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
9.52	6/24/2020	Michael Moran	I realize we are early in the project and operational/contractual issues are not being addressed yet, but are there ongoing/long term mitigation/enhancement/improvement funding sources being considered for the life of the project? The model that comes to mind is a Land & Water Conservation Fund (LCWF) model for the Delta.	DWR will analyze mitigation measures for significant adverse impacts as part of the Environmental Impact Report.	Gwen Buchholz	7/22/2020	Responded

DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member
Question/Comment Tracking Log
Updated 07.22.2020

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DCA DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

SEC Member
Question/Comment Tracking Log
Updated 07.22.2020

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DELTA CONVEYANCE DESIGN & CONSTRUCTION AUTHORITY | STAKEHOLDER ENGAGEMENT COMMITTEE (SEC)

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Question/Comment Tracking Log
Updated 07.22.2020

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