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

SEC Member
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ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
5.51	2/26/2020	Karen Mann	Where would barges be parked at nights and on weekends?	As currently proposed, barges would only be used to place riprap at the intake sites at the completion of the construction. This would take up to two days at each intake and may result in the barge being anchored overnight. The barges would be marked with lights to protect other water vessels and the Coast Guard would be notified concerning all barge routes and anchorages.	Gwen Buccholz	11/5/2020	Responded
6.02	3/11/2020	Mike Hardesty	What percentage of sites will be recovered at the end of the project?	To support site planning and environmental analyses, the post-construction restoration activities currently proposed would focus on the sites with temporary construction areas exceeding 10 acres that would be returned to productive uses, including the intakes, tunnel launch shaft sites, Southern Forebay, and South Delta Conveyance. The percentage of sites to be restored would vary based upon the final use of each site.	Graham Bradner	11/5/2020	Responded
6.81	3/11/2020	Barbara Barrigan-Parrilla	Observation: 10 feet perimeter levee seems too low to protect RTM with flood at Twin Cities Rd.	The proposed ring berm at the Twin Cities Complex is intended to protect against a 100-year flood elevation of 19.0 feet with 1.5 foot of freeboard. The height of the levee would vary depending on the existing ground surface, but generally between 4 and 11 feet above existing ground surfaces.	Graham Bradner	11/5/2020	Responded
6.82	3/11/2020	Barbara Barrigan-Parrilla	New Hope Maintenance Tract: Walnut Grove Rd. is loaded with farm trucks. What will impacts be on Greater Sandhill Cranes on Staten Island with road extension and truck traffic?	DWR will evaluate potential impacts to terrestrial species (including Greater Sandhill Cranes) from project construction and operations in the EIR.	Carrie Buckman	11/5/2020	Responded
12.01	9/23/2020	Barbara Barrigan-Parrilla	Was information about surface water included in the survey?	Yes, under the screen "Your Experience and Nature," we ask a question about safer waterways; that reflects the input we received about that concern.	Genevieve Taylor	11/5/2020	Responded
12.02	9/23/2020	Barbara Barrigan-Parrilla	Most of the Filipino community takes pride in also speaking English, but other Cambodian languages are not included in the survey. They do a lot of fishing in the Delta. Why is only Tagalog included? Suggestion to work with Apsara to do the translations, which would result in thousands more responses.	Tagalog is the third most commonly spoken non-English language in the 5-county Delta region. Among speakers of non-English languages, Spanish makes up 54%; Chinese makes up 9%; and Tagalog makes up 6.4%. However, we learned shortly after the SEC meeting from several Filipino community members that there are several dialects spoken in the region. They also shared that the community was accustomed to reading and writing in English. We were told that this is even true in the Philippines because the dialects are not mutually understandable. We were urged to drop that translation and focus on more widely spoken languages, pending available resources. Due to that guidance, we decided to cancel the translation of the survey and accompanying materials into Tagalog. There could be value in translating the survey into other languages commonly spoken in the region, especially if we can identify community partners willing to help us successfully reach those communities. We would need to explore whether the budget is available to cover the expenses, but would very much welcome introductions to potential partners.	Genevieve Taylor	11/5/2020	Responded

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12.03	9/23/2020	Jim Wallace	In CEQA, there is no such thing as environmental justice resource. Environmental justice is applied differently in CEQA because it's supposed to assess the physical effects of a project on a community. It would be helpful to clarify exactly how CEQA addresses environmental justice.	While the EIR and EIS will be separate documents, DWR is planning for the EIR to include the information required for both CEQA and NEPA. As the project proponent, DWR knows that the Corps will be incorporating information from the EIR by reference and this approach will provide the information needed for NEPA compliance. The plan is to structure the environmental justice analysis in the EIR based on NEPA requirements.	Carrie Buckman	11/5/2020	Responded
12.04	9/23/2020	Jim Wallace	Will this data from the survey be shared with the Army Corps of Engineers preparing the NEPA document? NEPA does have an environmental justice category that is very specific about the data that will need to be used. How will low income communities/communities at risk be identified? Background information would be helpful.	The data will be shared with the Corps. As stated above, while the EIR and EIS will be separate documents, DWR is planning for the EIR to include the information required for both CEQA and NEPA. As the project proponent, DWR knows that the Corps will be incorporating information from the EIR by reference and this approach will provide the information needed for NEPA compliance. The plan is to structure the environmental justice analysis in the EIR based on NEPA requirements, with direct input solicited from the Corps.	Carrie Buckman	11/5/2020	Responded
12.05	9/23/2020	Jim Wallace	Another survey has been circulating in the Delta about water usage and it has been resisted by large portions of the population because it seemed to be invasive and a duplicate of the Census. Unless the survey is presented in a way that makes people feel comfortable, there might be some resistance in receiving responses.	The team has been thinking about how the survey would be received. The strategy is to work with community organizations that have trusted relationships and give them plenty of information so they can speak to it. The marketing has been made to be engaging and the language made to be inviting to assure the public how information is being used and why. The hope is that folks have several points of contact. For example, mail, Facebook, or around the community to make it worthwhile to be involved. Finally, the intent is that the results of the survey will be helpful to others in a variety of ways as well, and so would be appealing to send out. It would be helpful for the SEC members to try to push the survey out, as well.	Genevieve Taylor	11/5/2020	Responded
12.06	9/23/2020	Douglas Hsia	Will the survey be pushed out to Elk Grove? There is a large Chinese population in Elk Grove.	The goal is to reach anyone that is somehow connected to the Delta. We will include Elk Grove in our outreach. Zip codes are also included in the survey, so we can identify who is responding from what zip codes. That demographic information will be very important in determining what kinds of representation we have achieved through the survey.	Genevieve Taylor	11/5/2020	Responded
12.07	9/23/2020	Melissa Tayaba	How would the survey work for tribal groups? We would definitely like to participate.	Tribal participation and Tribal input is highly valued and welcomed in this survey. The Team is aware of the need to maintain confidential information, and will monitor responses to make ensure confidentiality is maintained. However, because sensitive information may be shared, any sensitive information is better provided through the formal tribal consultation process. There is a question under the maps about historical and cultural resources that is identified as confidential. The team will go through the answers and anything that could be confidential will be flagged.	Genevieve Taylor	11/5/2020	Responded
12.08	9/23/2020	Karen Mann	It looks like it would be a great cost savings not having to dig another forebay. Was that part of the plan?	The sensitivity analysis did not include costs as a factor. The sensitivity analysis focused on extent of disturbances and physical characteristics of construction sites that would result in complex construction methods.	Graham Bradner	11/5/2020	Responded
12.09	9/23/2020	Karen Mann	In reference to the presentation on Bethany facilities, it appears that there are no additional fish screens. Is that correct?	As currently under study, the Bethany Alternative would include the same intake and tunnel shaft facilities as presented for the Eastern Corridor option upstream of the Lower Roberts Island Tunnel Launch Shaft site.	Graham Bradner	11/5/2020	Responded

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12.10	9/23/2020	Karen Mann	To clarify, there are three different alternative sites to present to the governor, correct? Will input and considerations be taken for the intakes?	DWR has asked the DCA to provide conceptual designs for the proposed project (including the Eastern and Central corridors) and one additional alternative (the Bethany alternative). In addition to these alternatives, there may be operational components that are layered in as the EIR moves forward. DWR has not identified the final number of alternatives. The alternatives will use combinations of the three intakes identified on the Sacramento River.	Carrie Buckman	11/5/2020	Responded
12.11	9/23/2020	Karen Mann	The amount of electricity to pump water over the Tehachapis to Southern California is a great amount. What about this pump station? What kind of magnitude? It's a big deal, especially with all the fires.	There are no overall differences in power requirements between the different alignments under study, all water needs to be pumped to existing Bethany Reservoir. Under the Central and Eastern Corridors options, the water from the Delta Conveyance Project would be pumped through the existing Banks Pumping Plant. Under the Bethany Alternative, the water from the Delta Conveyance Project would be pumped in the new Bethany Alternative Pumping Plant. All of these alternatives would rely upon the Banks Pumping Plant to continue using Banks Pumping Plant to move water from Clifton Court Forebay to the existing Bethany Reservoir. Total power consumption would depend upon the operational criteria related to the volume of water diverted into Clifton Court Forebay and at the new intakes.	Phil Ryan	11/5/2020	Responded
12.12	9/23/2020	Barbara Barrigan-Parrilla	What are the levee heights for the maintenance shafts for Lower Roberts Island down to Bethany Reservoir?	As currently shown, shaft pad heights would range from approximately 18 to 24 feet above the existing ground surface at the shaft locations from Lower Roberts Island to the reception shaft near Mountain House.	Graham Bradner	11/5/2020	Responded
12.13	9/23/2020	Barbara Barrigan-Parrilla	The team really needs to look at flood inundation on the San Joaquin River side because that's the biggest flood threat, not the Sacramento River. The Delta Stewardship Council is using sea level rise forecasts from the Oceanic Administration and is middle of the road in their forecasting. Keep in mind flood threat and an accelerated threat that would flip the switch. Does this project's pumping plant replace that completely?	The Bethany Pumping Plant currently being studied would be constructed on natural ground at elevation 45-50 feet, which is above current or future projected flood elevations.	Graham Bradner	11/5/2020	Responded
12.14	9/23/2020	Sean Wirth	Who owns the easements? Were they set out to protect particular species? Why shouldn't we assume that the downslope habitats aren't as important as those in the easements?	The easements near Bethany Reservoir are held by DWR and DFW, including habitat lands for the benefit of California red legged frogs, California tiger salamanders, San Joaquin kit fox, and burrowing owl in wetlands. It is a mitigation easement from the South Bay Aqueduct Improvement Project. The terms of the easement generally prohibit certain construction activities.	Carrie Buckman	11/5/2020	Responded
12.15	9/23/2020	Anna Swenson	How do you analyze which alternative is best? Are you looking from a position of land use? What is the main driver in determining facility routes?	In terms of feasibility, the evaluation of engineering alternatives considers a range of factors: construction considerations, geotechnical conditions, existing infrastructure, land use, among others. Detailed evaluations of project environmental impacts, including certain land use conflicts, will be performed by DWR as part of the CEQA process to analyze alternatives and recommend a project alternative.	Graham Bradner	11/5/2020	Responded

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12.16	9/23/2020	Anna Swenson	Will residents be put up in hotels during the construction if it is close to their homes?	DWR will analyze construction-related impacts to local residents as part of the EIR. The DCA and DWR are trying to avoid these impacts where possible. If remaining impacts are significant, the EIR will identify mitigation measures to reduce or avoid the impact, including the possibility of temporary resident relocation.	Carrie Buckman	11/5/2020	Responded
12.17	9/23/2020	Mike Moran	In previous presentations, there have been mockups of what facilities might look like in the landscape. Will this pipeline be buried?	The pipelines shown in the mockups would be buried with a small mound soil over the top in a manner similar to the Central Valley Project aqueducts between the Jones Pumping Plant and the open canal portion of the Delta-Mendota Canal	Phil Ryan	11/5/2020	Responded
12.18	9/23/2020	Dr. Mel Lytle	To clarify, how much water are Banks and Bethany capable of pumping? Has there been any preliminary analysis on seismic vulnerability in that area? When another pumping station is placed so close to the state and federal pumping stations, if there is a seismic vulnerability area right there, all the conveyance facilities will be sabotaged. Please look at this closely.	The capacity for the Bethany Pumping Plant under review would be the same as the capacity of the Central and Eastern Corridor options (3,000 to 7,500 cfs). For the 7,500 cfs Project capacity option, up to 1,500 cfs for the CVP would be pumped into the Delta-Mendota Canal; and up to 6,000 cfs would be pumped into pipelines for delivery into Bethany Reservoir. Seismic analysis of the new facilities would be completed as part of the design process.	Phil Ryan	11/5/2020	Responded
12.19	9/23/2020	Douglas Hsia	What is the present condition of Bethany? Will it require much improvement?	No condition or performance issues have been reported by DWR relative to existing Bethany facilities . The proposed Bethany alternative would require coordinated operations with the Banks Pumping Plant and downstream deliveries. The Bethany Alternative and the Central and Eastern Corridor options would not change the existing Bethany Reservoir water levels.	Phil Ryan	11/5/2020	Responded
12.20	9/23/2020	Barbara Barrigan-Parrilla	It says the material isn't available for local beneficial uses. Aren't there places nearby where more materials could be stored for levee upgrades? Especially with the push for clean construction equipment and clean trucks. The recent executive order from the California Governor says that all vehicles will have to be electric by 2035. What can be done to accelerate things to make the best decision?	Excess soil that is stockpiled would be available for local beneficial uses, such as for restoration or levee repairs. However, for CEQA the analysis conservatively assumes the stockpiles would be permanent since the end use is not known at this time and therefore no detailed analysis of the transport and use of this material would be included in the EIR. Consistent with the requirements of CEQA, the environmental impacts of hauling borrow from the stockpiles and use at a particular site would likely need to be assessed separately associated with future individual projects.	Graham Bradner	11/5/2020	Responded
12.21	9/23/2020	Barbara Barrigan-Parrilla	This is such a massive project, do you have any leverage to push these things like electric vehicles in the industry?	CEQA requires DWR to rely on information that is readily available and technology and conditions that exist at the time of the EIR preparation. The DCA and DWR team discussed whether it would be reasonable, based on current information, to rely on electric vehicles. The concept that this project may help push the industry is interesting and could occur, but the team was concerned that relying on these vehicles for the EIR analysis is not reasonable based on current information and may result in an overly conservative analysis. If the development of electric vehicles moves forward, this would be a topic to reconsider.	Carrie Buckman	11/5/2020	Responded
12.22	9/23/2020	Mike Moran	Twin Cities is a big crane habitat. Are there any studies on the physical impacts of putting that much soil on top of the existing land that can impact the Consumnes area?	Impacts to crane habitat will be assessed in the EIR. Site-specific investigation, testing, and analysis would be performed to fully assess the physical impacts of fill placement in this area.	Graham Bradner	11/5/2020	Responded

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12.23	9/23/2020	Peter Robertson	What is the percentage on contaminants that can't be used?	Contaminants are not expected based on existing available information. However, additional assessments would be completed during the design phase. For consideration of environmental impacts, the team is assuming 5% of the RTM would not be usable for structural fill.	Graham Bradner	11/5/2020	Responded
12.24	9/23/2020	Cecelia Giacoma	Concerned about the area around Twin Cities; they have flooding issues currently. If stockpiles of RTM are added, it will severely impact their situation that is already a problem. Not just the obvious risk of flooding to the people but that flow also goes to the preserve. If there is a flood there that is exacerbated by the RTM, it will flow to the preserves.	The currently proposed Twin Cities Complex and associated RTM stockpile would be located within Glanville Tract (RD 1002), which does have a perimeter levee system. However, in recognition of periodic interior flooding from the east a ring berm would temporarily be constructed around the tunnel launch site and RTM stockpile area. The effects of the temporary ring levee and permanent RTM stockpile on hydraulic conditions within Glanville Tract would be further evaluated during the design phase.	Graham Bradner	11/5/2020	Responded
12.25	9/23/2020	Douglas Hsia	Regarding intakes 2 and 5, my constituencies mentioned that near the south of maintenance area 9, according to their study the levee condition is very bad there and were wondering if you could do any levee improvements.	The proposed project would include seepage cutoff walls along modified levee sections that would extend beyond the project limits. If future repairs were identified by others in the vicinity of the intake structure construction, the future repair projects would be able to tie-in to the intake cut-off walls.	Graham Bradner	11/5/2020	Responded
12.26	9/23/2020		Regarding recreation facilities and mutual benefits, would Davis-Dolwig considerations be utilized?	DWR is coordinating with the Department of Parks and Recreation to consider Davis-Dolwig requirements.	Carrie Buckman	11/5/2020	Responded
12.27	9/23/2020	Mike Moran	The RTM was at least preliminarily evaluated for use of reclamation and not for habitat use, correct? Does the RTM analysis include physical subsidence reversal and putting topsoil?	As stated above, stockpiled excess soil would be available for local beneficial uses but because of the current speculative nature of this, the detailed assessment of transport and specific use of the material will not be part of the EIR. The properties and geotechnical characteristics of the RTM have been evaluated using available test results. Based on available information, the material could be suitable for structural fill or non-structural grading for habitat restoration once excess moisture has been removed. Organic additives would likely be needed for supporting vegetation since the RTM derived from tunnel depth would generally be lacking in organic matter. Additional testing would be performed to confirm the suitability of RTM and the performance as a growth media.	Graham Bradner	11/5/2020	Responded
12.28	9/23/2020	Barbara Barrigan-Parrilla	Although the SEC can't talk about operations or water quality enforcement, could there be opportunities in design and construction for creating solutions for water recirculation for HABS?	Operations and water quality issues are part of the scope of the EIR and all are encouraged to participate in that process. In addition, as it overlaps with the scope of possible "community benefits," this will be a topic of discussion in the upcoming on SEC meeting.	Carrie Buckman	11/5/2020	Responded
12.29	9/23/2020	Anna Swenson	Will December 2020 be the end of the meetings?	The DCA has proposed a budget that will keep the SEC funded until March 2021. We will revisit the ongoing role of the SEC after that date.	Nazli Parvizi	11/5/2020	Responded
12.30	9/23/2020	Karen Mann	Considering the proximity of the Bethany alternative to the community of Mountain House, DCA may want to consider adding an SEC representative of the Mountain House community.	While we are not yet decided on whether or not to add another SEC member to the committee, we have reached out to the Mountain House CSD manager and San Joaquin officials and will be meeting in order to update them on the proposed alternatives and potential construction affects to the local community.	Nazli Parvizi	11/5/2020	Responded

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12.31	9/23/2020	Angelica Whaley	I would like to know who in the California Department of Fish and Wildlife approved intake locations 2, 3, and 5, and when? And how did they consider effects of the intakes on North Delta communities and North Delta businesses in making that approval? Particularly on the towns of Hood and Clarksburg? And will they give a presentation to the Stakeholder Engagement Committee on their "constraints and siting criteria?	As you know, a detailed assessment of a variety of resource issues were completed as part of the BDCP/California WaterFix environmental review process. Where appropriate, the information from that process was reviewed and updated for application to the Delta Conveyance Project. For BDCP/California WaterFix, a Fish Facilities Technical Team (FFTT) comprised of expert resource agencies (including USFWS, NMFS, CDFW, USBR, and DWR) and consultant members was formed to evaluate intake sites. The FFTT conducted a series of evaluations using a wide variety of criteria (focusing primarily on engineering feasibility and avoidance of impacts to sensitive fish species but also considering land use effects) to select the number and location of suitable intake sites for the project. The agency members of the FFTT ultimately provided final recommendations regarding intake siting. That process and associated impact analysis were summarized in the BDCP/California WaterFix EIR. For the Delta Conveyance Project, the original analyses from the WaterFix Project were reviewed by DCA and DCO, with input from USFWS, NMFS, and CDFW, and supplemented with more current information regarding the study area, including new bathymetric data and characteristics of the area. Suitable sites were identified as part of that process and they turned out to be substantially the same as those recommended for the BDCP/California WaterFix Project, primarily due to river bathymetry. A comparative analysis between sites was conducted, and sites 2, 3 and 5 were recommended for further consideration. The results of the updated siting analysis were shared with agency staff, including representatives from USFWS, CDFW, and NMFS, and will again be summarized in the EIR for the Delta Conveyance Project. Effectively, DWR determines the actual intake locations if and when the project is approved and the only specific "approval" from the regulatory agencies for these sites would come in the form of permits for implementing the propose project. DWR will analyze the potential for the location of the intake sites to create significant impacts on the environment, including land use impacts, in the EIR.	Phil Ryan	11/5/2020	Responded
12.32	9/23/2020	Angelica Whaley	I would like the DCA to explain in more detail how they are going to protect the Hood levees from vibration during construction, up and down the river from the intakes.	Site-specific analyses would be performed to confirm levee stability during the design phase and after project construction. DCA and DWR are in the process of pursuing collection of additional subsurface data and testing to support these analyses. Analysis of the levees will be performed in compliance with US Army Corps of Engineers EM 1110-2-1913 Design and Construction of Levees with consideration any vibratory loads induced by project construction.	Graham Bradner	11/5/2020	Responded
12.33	9/23/2020	Angelica Whaley	I'd like to ask the DCA to provide conceptual design for the smaller, 1,500 cfs capacity intake that Phil mentioned in the slide. I'd like to compare the footprint and local impacts for the 3,000 cfs intake with the impacts for a 1,500 cfs intake.	The options developed by DCA and provided to DWR for consideration in the EIR include both a 1,500 cfs and 3,000 cfs intake at the Intake 5 location.	Phil Ryan	11/5/2020	Responded
12.34	9/23/2020	Angelica Whaley	I would like to know who was on the DCA team that conducted the site investigation, and decided that the five sites from the WaterFix project were the only candidate sites, and that the best three were the intake sites selected for the WaterFix project.	Phil Ryan of the DCA led the analysis for the Delta Conveyance Project. As stated above, the assessment of the intake sites was based on what had previously been prepared for the BDCP/California WaterFix Project.	Phil Ryan	11/5/2020	Responded

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12.35	9/23/2020	Angelica Whaley	I also want to request that DWR explain to the Stakeholder Engagement Committee members how the review of the Central and Eastern Corridor options by the Stakeholder Engagement Committee relates to DWR's implementation of Delta Plan DP P2, "Respect Local Land Uses when siting water or flood facilities or restoring habitats." We've had many presentations about DWR's implementation of the CEQA process, but none about DWR's implementation of Delta Plan DP P2.	If the Delta Conveyance Project is approved through the CEQA process, then DWR will determine if the project is consistent with the Delta Plan policies and prepare a "certification of consistency" for the approved project for submittal to the Delta Stewardship Council in compliance with the Delta Reform Act. It is not the responsibility of any single Covered Action to implement Delta Plan policies but rather a project proponent is charged with demonstrating consistency with Delta Plan policies and providing substantial evidence in support of that certification of consistency. The Delta Stewardship Council's Administrative Procedures Governing Appeals states that 10 days after receiving a notice of appeal the record that was before the state or local agency at the time it made its certification must be submitted. The record for a Delta Conveyance project would be developed along with the certification and will include items that go beyond the scope of CEQA procedures for several, if not all, of the applicable Delta Plan policies. Information related to the SEC process may be included in the record per the DSC administrative procedures but will certainly not be the full extent of substantial evidence for demonstrating consistency with any policy, including DP P2.	Carrie Buckman	11/5/2020	Responded
12.36	10/4/2020	David Gloski	Requesting the SEC gets a presentation of the Proposed Emergency Action Plan for the project?	The DCA has considered several emergency responses in the development of key features descriptions, including responses to floods, fires, and power outages. DWR will be responsible for operation of all new and existing facilities; and therefore, relative adopted emergency actions for the SWP facilities would also be included emergency action response plans that will be developed during the design phase.	Carrie Buckman	11/5/2020	Responded
12.37	10/7/2020	David Gloski	Army Corps Scoping Docs – Is there a link for this process for public to participate?	Here is the webpage for the USACE public scoping: https://www.spk.usace.army.mil/Missions/Regulatory/Delta-Conveyance/	Carrie Buckman	11/5/2020	Responded
12.38	10/7/2020	David Gloski	Community Benefits from Design – Community benefits can come from set aside $ to deliver community benefits, but there is also the ability for the community to get benefits from the actual design. For example, my desires to see the this project deliver the end conveyance systems with the ability to pump water into the south delta. There are likely others as well if a design leaves improved roads for example.	The SEC can discuss this point as part of DWR's community benefits program development process, starting in December.	Carrie Buckman	11/5/2020	Responded
12.39	10/7/2020	David Gloski	Requests expand discussions when dealing with benefits related to operations related to design.	DWR is still working on defining operational criteria, so this work is not yet ready to share with the SEC. The SEC can talk about specific information needs that may be helpful for the community benefits discussion.	Carrie Buckman	11/5/2020	Responded

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12.40	10/7/2020	David Gloski	Operational Capabilities and Flexibilities around Bethany and Jones pumping stations – I want all the considerations analyzed. I'd like to see the ability for the Bethany plant to deliver water taken out of the Clifton Forebay for example.	The Bethany Alternative tunnels and pumping plant would be operated independently of Clifton Court Forebay (CCF). The Bethany Pumping Plant would not be connected to CCF and could not pump water from Clifton Court Forebay. A new pumping plant to deliver water from CCF would be a different alternative from the Bethany Alternative and would have to be identified by DWR and considered as part of the CEQA process.	Carrie Buckman, Graham Bradner, Phil Ryan	11/5/2020	Responded
12.41	10/7/2020	David Gloski	I'd like to see Jones be able to deliver water from the new tunnel conveyance. You should have dual operational flexibility for maintenance, emergencies etc. I'd like either stream to be able to push water into the south delta for quality or emergency response.	At this point, the Bureau of Reclamation and the Central Valley Project have not indicated interest in participating in the Delta Conveyance Project. The EIR will consider an alternative that has a connection to Jones Pumping Plant, but it is not part of the proposed project for that reason.	Carrie Buckman	11/5/2020	Responded
12.42	10/7/2020	David Gloski	Can someone give me a comparison of the Southern Forebay capacity and elevation compared to the Bethany capacity and elevation? Just looking at a map the area footprint of the proposed southern forebay was so much bigger than Bethany. Assuming somehow we now don't see the need for this water storage that we were getting? Swapping Bethany for Southern Forebay is not apples to apples. Operationally things will be very different depending on which plan you go with. How does the choice here affect operations which could have an effect on benefits to the delta?	The proposed Southern Forebay is 9,000 acre foot capacity with normal operating elevations between about 5 and 17 feet (not including overflow and freeboard requirements). Bethany Reservoir would have a capacity of about 4,600 acre-feet and would normally operate between elevations of about 238 to 245 feet.	Phil Ryan	11/5/2020	Responded
12.43	10/7/2020	David Gloski	Why all of a sudden is it okay to haul wet RTM? Previously everything was being dried.	Wet hauling of RTM is only being considering for off-site reuse where it could be placed wet, such as quarry restoration. All potential project reuses (i.e. Southern Forebay embankment construction) would require the excess moisture be removed before placement as structural fill.	Graham Bradner	11/5/2020	Responded
12.44	10/7/2020	David Gloski	This project has looked at all levees that can affect the project and analyzed those effects. And apparently you are coming up with a list of things to improve. Can we get that part of this project packaged so that there is a methodology and process to follow for any Delta organization to look at levees that are important to them and follow the same process to start to identify things that they should be looking at. Can we at least produce a procedure and use the project results as an example? (Another community benefit)	Proposed potential levee improvements were based on evaluation of levee geometry and comparing with PL84-99 and Bulletin 192-82 standards. This approach is similar to what is commonly used by the Reclamation Districts in the Delta. It should be noted that this DCA study was only performed at a screening level to support the CEQA process, and further study would be required for design projects.	Graham Bradner	11/5/2020	Responded

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Updated 11.05.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
12.45	10/7/2020	Sean Wirth	I have had some time to think about my suggestion that possibly the stockpile of RTM generated by the Twin Cities launch site could be used for creating upland forage for Sandhill Cranes in the floodplain of the lower Cosumnes River for use by them during the cyclical flooding that occurs there every seven to ten years or so; and which will likely increase in frequency due to climate change. As well, sea level rise has the very real potential to put much of the lands already conserved for the Crane at risk, making upland forage sites even more valuable.	This suggestion has been provided to the team working on the EIR.	Carrie Buckman	11/5/2020	Responded
12.46	10/7/2020	Sean Wirth	Mentioned the need to coordinate efforts with the SSHCP and Regional San. Regional San may be able to use some of the muck for creating berms to impound tertiary treated water for infiltration into the groundwater table.	Yes, additional coordination with local agencies and entities is expected to be performed regarding reuse of RTM.	Graham Bradner	11/5/2020	Responded
12.47	10/7/2020	Sean Wirth	Are you aware of any studies that deal with repurposing RTM that likely has little to no organic content as soil suitable for agriculture?	We are not aware of any studies related to reuse of the type of RTM expected to be generated from the project in the Delta. Additional testing to evaluate the viability of RTM for growing vegetation would be conducted during the design phase.	Graham Bradner	11/5/2020	Responded