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

SEC Member
Question/Comment Tracking Log
Updated 12.09.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
13.01	11/5/2020	Anna Swenson	Features that could end up being permanent?	In the November SEC meeting, DCA provided a rendering packet that reflect potential permanent facilities.	Cecilia Gamboa	12/9/2020	Responded
13.02	11/5/2020	Mike Hardesty	Will project sites be seen from the freeway? Are the sites going to be recovered afterwards and not be an eye sore? What will shaft sites look like at end of project?	Within the November SEC renderings, DCA provided potential views of the sites with roads and highways in near proximity.	Cecilia Gamboa	12/9/2020	Responded
13.03	11/5/2020	Anna Swenson	Can members get a post-construction map that represents the truck traffic, activity and noise that will be present during operations?	In the November SEC meeting, DCA presented potential scenario of traffic, we anticipate 2 to 10 trucks per hour (one way) to haul solids off site and anticipate 10 to 20 weeks each year to pump, dry, and haul solids off-site for disposal. This is only a scenario and the total solids generated will depend upon solids loads in river and total volume diverted.	Phil Ryan/ Cecilia Gamboa	12/9/2020	Responded
13.04	11/5/2020	Anna Swenson	When will members see the impacts on properties across from the intakes? Would like to see some more detail about what will happen to the levees, the homes, and the folks that are directly across from intakes. Can those levees be armored? Do homes need to be set back? Which properties could potentially be in that footprint of impact directly across from the intakes?	Impacts across the Sacramento River from the intakes would mostly be similar to other impacts for properties adjacent to the intakes on the same side of the river, except there wouldn't be construction traffic and other impacts from the physical presence of project work on that side of the river. Preliminary estimates of water levels along the levees during design flood flow, with the intakes in place, appear to be within the original design level established by the USACE. These issues will be evaluated in detail with the USACE as the project is further developed. Further discussion of this item should be arranged with the SEC coordinators.	Phil Ryan	12/9/2020	For Future Discussion
13.05	11/5/2020	Barbara Barrigan-Parrilla	We have difficulties in the Iron Triangle, center of railroad traffic in South Stockton presently. It is an overly crowded train traffic area, and we have problems with trains idling engines for long periods of time. We need the power of the State of California and the DCA to improve this situation with construction so that idling/air pollution is reduced at that site as well.	No data on rail idling in South Stockton is currently available to the DCA, however BNSF has reported 20 freight service per day and 8 Amtrak trains per day that travel through Stockton. DCA will potentially have 2 weekly deliveries at Lower Roberts Island site and about 2 trains per day to the Southern Complex. As currently antiicpated, trains will pull off main line onto site spur and locomotives will depart after drop-off causing minimal idling.	Cecilia Gamboa	12/9/2020	Responded
13.06	11/5/2020	Barbara Barrigan-Parrilla	For the Port of Stockton, if the DCA is going to use electric barges etc., we need to work together to push the Port to being a clean Port. We need the jobs in SJ County, and many fine people are part of Port leadership. They are community oriented, but they do things oddly, like not publish or notify the public about EIRs for Port expansion. If this project comes to pass, community benefits to offset construction impacts should focus on modernizing the Port of Stockton and making it a model, clean Port. I will again address Port concerns with this project when I discuss water quality and HABs in a later point.	DCA will continue to work with the Port of Stockton to identify opportunities for synergy on sustainability related to the DCP.	Cecilia Gamboa	12/9/2020	Responded

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

SEC Member
Question/Comment Tracking Log
Updated 12.09.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
13.07	11/5/2020	Barbara Barrigan-Parrilla	Part A. How much total electricity will be used for operations at the new South Delta Pumping Facilities? Current pumping requires roughly 15% of the state's electricity (somewhere around there, I would have to dig for the exact number). Are we looking at solar operations to reduce energy use? Part B. One of our critiques of WaterFix and other state plans is that energy/greenhouse mitigation is too often based on buying credits elsewhere in the world. This means we live with construction, water, and air pollution impacts without receiving the benefits of mitigation. If electricity consumption is going to remain the same or increase from new pumping operations, can mitigation in energy consumption be directed toward the Delta environmental justice communities? For instance, how many low income Stockton, Isleton, Antioch, North Delta residents can be provided with solar panels/systems to mitigate a set percentage of decrease in energy consumption? Or can struggling cities and towns, and school districts be the beneficiary of provided solar systems as well to offset increases or lack of reduction in energy use. We would really like to see a switch where community benefits mitigate pollution and climate change impacts related to creation of the project within the Delta first. The project is Delta-centric; make the offsets into community benefits; and make them Delta-centric. The people who live with the impacts should receive the lion's share of benefits.	Power consumption in the South Delta would be greater than current power consumption. More precise quantification of the consumption can be made once operational strategies are proposed as part of the CEQA/NEPA process. DWR will identify mitigation measures after defining operations and estimating the impact of project operations.	Phil Ryan/Carrie Buckman	12/9/2020	For Future Discussion
13.08	11/5/2020	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.	DCA will perform various ground studies and laboratory tests as geotechnical investigations are completed. DCA will work closely with regulatory agencies to ensure environmental standards are met.	Cecilia Gamboa	12/9/2020	Responded
13.09	11/5/2020	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?	As currently anticipated, runoff and dewatering flows from the construction sites would be collected and treated on-site, and reused if possible. If runoff and dewatering flows are higher than needed on-site, the flows would be discharged to adjacent water bodies. However, the flows would be less than the peak flows generated on-site. The site locations were only identified for the purposes of the EIR analysis. Following adoption of the EIR, DWR would consider the properties to be acquired for any adopted project.	Gwen Buchholz	12/9/2020	Responded

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

SEC Member
Question/Comment Tracking Log
Updated 12.09.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
13.10	11/5/2020	David Gloski	Earthquake Analysis – I'd like to see anything available on Earthquake analysis being done.	A summary of seismic analyses being performed by the DCA was provided in the November SEC presentation package. As described, the DCA is performing various studies and field and laboratory tests to assess seismic risks at each site. The collected data and analyses will be used for design of project facilities to meet seismic criteria for foundations and physical structures including existing levees	Cecilia Gamboa/ Graham Bradner	12/9/2020	Responded
13.11	11/5/2020	Sean Wirth	There was a suggestion to carry on the riparian bend of trees for the intake render through to the other side of the screens between the screens and the settling pond, does it mean it's no longer being considered if it's not shown on the renders?	As noted in the meeting, landscaping concepts would be developed as the project is further developed.	Phil Ryan	12/9/2020	For Future Discussion
13.12	11/5/2020	Douglas Hsia	Will there be renders for the Bethany Alternative too?	Yes, the next SEC meeting will provide additonal information regarding the potential Bethany pump station and surge control facilities and will have those renderings available.	Phil Ryan	12/9/2020	Responded
13.13	11/5/2020	Karen Mann	What is the distance between Highway 4 and the pumping plant by the Southern Forebay? What is on the western part of the Southern Forebay? Are there homes over there?	The closest homes are about 1/2 mile west of the power corridor near the north end of the conceptual Southern Forebay, and the Southern Forebay is on the other side of the power corridor.	Phil Ryan	12/9/2020	Responded
13.14	11/5/2020	Dr. Mel Lytle	Assuming that each of these sites will be secured with gates and fencing, do you know the details as far as the visual impact? As a member of an agency that has facilities in the Delta, particular attention to security issues will need to be paid because nighttime is interesting and without security, damage can occur. All parking structures, etc. need to be secured because otherwise unwanted activities will occur there.	All sites would likely be surrounded by at least 8-foot tall security fence with a gate, security surveillance, and security lights that would be downcast. The fencing and the gates at the intakes, pumping plant, Southern Forebay, and South Delta Conveyance would be designed for multiple daily visits. As currently anticipated, the intakes and pumping plant would have secure entrances and the tunnel shaft would have secured lids that could only be removed by a crane that would be raised by another crane to the top of the shaft pad.	Gwen Buchholz	12/9/2020	Responded
13.15	11/5/2020	Philip Merlo	There is a lot of boat driven theft of private properties in the Delta. It could be copper wiring from irrigation pipes or people's homes, it's an easy place for theft like this. The DCA should start planning what collaboration systems will look like with local law enforcement. It would be helpful for local law enforcement. Security cameras or any type of monitoring systems could be helpful for law enforcement in the nearby cities.	In addition to Fire and EMS our Emergency Response Plan also considers the nearest law enforcement agency to each conceptual project facility, including county sheriff departments, police departments, and California Highway Patrol. Engagement with these agencies would be instigated during a subsequent phase of project development. Contractors would be responsible for site security during construction of facilities they are contracted to build. Security provisions for operational facilities such as alarms and surveillance would be considered during detailed design development.	Neil Paynter	12/9/2020	Responded
13.16	11/5/2020	Cecilia Giacoma	What is the height of the shafts and what will be used to hydroseed? They look flat at this point.	As currently anticipated, the shaft pads would 10 to 20 feet above existing ground surface. Native grasses would be placed on the shaft.	Phil Ryan	12/9/2020	Responded

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

SEC Member
Question/Comment Tracking Log
Updated 12.09.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
13.17	11/5/2020	Dr. Mel Lytle	Can you provide some estimates for water usage, total acre feet, etc? With the tunnel spoils, storage areas, there will be a stormwater impact there. How will you handle runoff from the spoils piles? As far as spoils piles go youre looking at potential for treatment in perpetuity. That should be considered. Also, use of groundwater in the Delta is sometimes prohibited due to its quality and salinity so that should be considered with use of groundwater for concrete, etc.	As currently anticipated, runoff and dewatering flows from the construction sites would be collected and treated on-site, and reused if possible. If runoff and dewatering flows are higher than needed on-site, the flows would be discharged to adjacent water bodies. However, the flows would be less than the peak flows generated on-site. If the groundwater quality is poor, the groundwater also would treated on-site. Groundwater usage, if any, would be consistent with applicable legal requirements.	Gwen Buchholz	12/9/2020	Responded
13.18	11/5/2020	Gia Moreno	In Hood, my concern is with the groundwater. There is a bad water situation and Hood just recently got a water treatment plant. A lot of water is being taken when Hood is right between intakes 3 and 5. How will that affect the water for Hood? What will be done to the water if there are problems while the water for the project is being taken? If water is being brought in for that, how will traffic from those trucks affect existing traffic in the area plus the other materials and employees coming through?	Based on initial studies and reviews, most of the water supplies at the intakes would be from the Sacramento River under the existing water rights associated with each parcel assumed for the construction site and any dewatering flows. Groundwater usage, if any, would be consistent with applicable legal requirements.	Gwen Buchholz	12/9/2020	Responded
13.19	11/5/2020	Anna Swenson	A big topic in the Delta is SGMA, the Sustainable Groundwater Management Act. The goal of SGMA is to reduce the reliance of groundwater to refresh the aquifers in the areas. The reliance on groundwater will only deplete already impacted aquifers. This is troubling because farmers use this to irrigate their crops. Regarding recycled water, is this an existing contract created with utilities or just a hope?	As DWR has not approved any potential Delta Conveyance project, it has not executed any contract for recycled water for use during construction.	Gwen Buchholz	12/9/2020	Responded
13.20	11/5/2020	Douglas Hsia	Is there a standard scale to measure the optimal use of water and dust control? Or a scientific standard to monitor the amount of dust? How much dust per cubic foot?	The amount of water for dust control would depend upon the construction activities. Near the soil stockpiles and large excavations, water could be delivered by irrigation sprinklers to avoid use of a water truck. Water trucks could be used at construction sites that would only be temporarily located, such as at access roads.	Gwen Buchholz	12/9/2020	Responded
13.21	11/5/2020	Mike Moran	When the total water used numbers do come out, could we get some type of percentage of use? Through the seasons as well. Water use might be pretty consistent for the project itself but the water flowing through the Delta may not be so. How was historical use determined? Is that an average of different years?	DCA can provide additional information as it becomes available.	Gwen Buchholz	12/9/2020	Responded
13.22	11/5/2020	Gia Moreno	Is there any kind of analysis or studies for the wind erosion by the construction sites? There is a large breeze that will kick dirt up.	Dust control management would be developed for each site during the design phase to avoid dust from leaving each site. The dust generation potential would be developed under the EIR.	Gwen Buchholz	12/9/2020	Responded

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

SEC Member
Question/Comment Tracking Log
Updated 12.09.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
13.23	11/5/2020	David Welch	The condition of the roads is already terrible. With 2-10 trucks per hour, is there a plan to renovate these roads?	Access roads are anticipated to be developed for each key feature. Depending upon the location of each feature, many of the existing roads would widened and/or repaved.	Neil Paynter	12/9/2020	Responded
13.24	11/5/2020	Gia Moreno	When the RTM is being hauled, is anything coming off of it like toxins or odors? A lot of it will be surrounding Hood on both sides. Sometimes when you dig out of the river, it stinks.	Most odors from granular material around rivers are associated with organic material content of the material. It is not expected that much organic material would be capture at the intakes since that material is typically lighter and wouldn't tend to settle, but rather be carried downstream.	Phil Ryan	12/9/2020	Responded
13.25	11/5/2020	Karen Mann	I live in eastern Contra Costa County area. We have three fire stations that handle about 250,000 people. ECC05 would leave about 15,000 without fire station or emergency access. ECC02 is about 25 minutes away from Discovery Bay. Could there be another fire station put into that location? Something could definitely happen in the South Bay and it puts residents at risk. The closest one to the Clifton Forebay area is not Tracy, it would be Mountain House, but then they only have one fire station. It's tough. Alameda county services would not be used then since the closest is Livermore?	We recognize that construction activities may place a demand on emergency services, and we need to figure out where they come from. In cases like that, we are looking at support from East Contra Costa Fire Protection, for example, but we also recognize that the Southern Complez is a complicated construction location. This is an area where we would consider establishing our own independent fire and emergency EMS. Future study will be required. Mountain House is being considered for the Bethany alternative. However, there is only have one fire station that covers seven square miles and was established only for the Mountain House development. Bethany is within Alameda County, so Mountain House would not be the priority fire station, and Livermore is the closest station in Alameda County.	Neil Paynter	12/9/2020	Responded
13.26	11/5/2020	Douglas Hsia	Many of the Walnut Grove firefighters are volunteers. Would they get special training so they can properly take care of facilities/incidents?	We would look at the particular types of construction activity that are occurring close to any individual fire station. We will look into augmenting their capabilities to provide additional equipment and training to support our needs as appropriate.	Neil Paynter	12/9/2020	Responded
13.27	11/5/2020	Dr. Mel Lytle	What about transport to and from local hospitals based on emergency issues?	In addition to the fire departments and EMS, we have looked into the proximities of law enforcement and medical facilities. In terms of medical facilities, we have looked at those that have trauma units and ability to receive helicopters casualties. Future study is expected.	Neil Paynter	12/9/2020	Responded
13.28	11/5/2020	Mike Moran	The slide about the emergency response plan during construction said that the project would aim to augment or expand existing local emergency response agency facilities. It said that these are facilities that leave a legacy in the way of equipment and training. What about staffing? There are fire stations that aren't staffed. That seems to be the biggest hurdle as far as fire safety goes.	This falls into the broad category of consultation that would need to be undertaken moving forward. We are aware that there are some fire stations, particularly in the South Delta that have been closed, but the fire department remains ownership and the facility is sitting there ready for use. Travel distance to the construction site would just need to be considered. If it was within a reasonable distance to satisfy the regulations, it could be recommissioned in cooperation with the fire department. We could then provide the resources and training needed to support the project, with those not in use for the project supporting the community. Future study will be necessary.	Neil Paynter	12/9/2020	Responded
13.29	11/5/2020	Gil Cosio	Regarding seismic testing, will some of the levees where the intakes are, protecting areas like the railroad and such be tested? On the Twin Cities side, that's had problems during floods. Will the levees down the tunnel path be tested as well?	Subsurface data collection and analyses will be ongoing over the coming years if DWR moves forward with an approved project. The investigations would test for geotechnical properties including the density or consistency of the soils and analyzing how those soils would behave not only for flooding but also seismic shaking.	Graham Bradner	12/9/2020	Responded

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

SEC Member
Question/Comment Tracking Log
Updated 12.09.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
13.30	11/5/2020	Gil Cosio	Do you think the project will build up some of the levees that protect some of the shaft locations?	Conceptual-level repairs to existing levees on Bouldin Island and Lower Roberts Island have been identified for the Central and Eastern corridors, respectively. The extent of repairs is based on a Delta-wide flood mitigation strategy and levee vulnerability screening study prepared for the project. These studies will continue to be refined once a project is selected and more subsurface data and analyses are performed.	Graham Bradner	12/9/2020	Responded
13.31	11/5/2020	Anna Swenson	There were a lot of local concerns about the vulnerability of the tunnel segments to seismic activity. Has any of that been resolved? It looks like the same segmented tunnel design. There was concern about that segment shearing that could created an underground flood and destroy the area. A lot of people have tried to analyze the seismic risk in the Delta through modeling and have not been successful. Those modelings in the past have not been correct nor accurate. Those segments are very important.	Experience in California and worldwide shows that tunnels perform well during earthquake ground shaking. Ground shaking usually does not result in structural failure of modern and well-constructed tunnels, provided the lining is in continuous contact with the surrounding ground. A tunnel in continuous contact with the ground would typically experience the same strains as the surrounding ground during shaking because of the confinement provided by the ground. As an example, during the Northridge Earthquake, in 1994, Metro's Phase 1 Red Line tunnels, which were then in operation, received ground motions at the level of Operating Design Earthquake without damage. Inspection was performed and the system was reopened for service the following day, with greatly increased ridership because highways were closed due to earthquake damage to bridge structures. Another example is the 1989 Loma Prieta earthquake (6.9M) that shook San Francisco, collapsing key elevated highways but leaving the Bay Area Rapid Transit tunnel system unaffected. Subway tunnels in Mexico City in 1985 were also in service within hours after the 8.1M earthquake.	Steve Dubnewych	12/9/2020	Responded
13.32	11/5/2020	Dr. Mel Lytle	Is there a date when year one begins? Or is that hypothetical?	The Year 1 subsurface investigations began in October 2020.	Graham Bradner	12/9/2020	Responded
13.33	11/5/2020	Dr. Mel Lytle	Is there a specific criteria that is developed for the seismic analysis? or something to that nature? Will that be a part of the EIR or will that be a separate report?	Seismic design criteria will be provided in the project documentation. Detailed design criteria will not be included in the EIR.	Graham Bradner / Carrie Buckman (how seismic will be addressed in EIR)	12/9/2020	Responded
13.34	11/5/2020	Gia Moreno	During the seismic criteria, will consideration be taken regarding homes in the area? The intakes are so close to Hood. Will this hurt the older houses or historic buildings in Hood? Some of the buildings are very fragile.	The determination of vibration thresholds and implementation of monitoring programs will be considered by the EIR.	Graham Bradner	12/9/2020	Responded
13.35	11/5/2020	Cecilia Giacoma	What seismic codes will apply to the tunnel lining?	The design of tunnel linings is not addressed in standard design codes. Procedures established for the design of tunnel linings is typically based on ASCE 7. The tunnel will consider two-level design earthquakes: MDE Envelope of 2,475 Probabilistic and 84th percentile deterministic ground motion, OBE 475-year probabilistic ground motion. Specific details will be further provided during final design, if applicable.	Steve Dubnewych	12/9/2020	Responded

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

SEC Member
Question/Comment Tracking Log
Updated 12.09.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
13.36	11/5/2020	Jim Wallace	Recognizing that this is just a concept, if habitat is made here at the Twin Cities Stockpile, it's close to the runway by Franklin Field. It becomes a wildlife attractant. The Airport Land Use Commission has jurisdiction over land use. Has that been factored in? Building this off the end of a runway is a big deal. Migrating birds going back and forth between different habitats so it should be considered if a wildlife attractant will affect Franklin Field and the Sacramento County Airport Land Use Commission.	A potential upland foraging habitat for Greater Sandhill Cranes located at the Twin Cities Complex will be further considered and evaluated by DWR.	Graham Bradner	12/9/2020	Responded
13.37	11/5/2020	Gil Cosio	This area by the Twin Cities Stockpile is very sensitive to Sacramento County. It floods from two different directions, from water under the railroad and flooding as the Cosumnes River comes up, as well as in the south by Snodgrass Slough. Just north of this area is Point Pleasant, these people have been getting flooded for about 40 years and Sacramento County has been helping them out. The hyrdraulics here are very sensitive to changes. Sacramento County has a working model, it might be helpful to talk to them about Point Pleasant flooding.	Additional hydraulic analyses will likely be developed to evaluate potential impacts to local flood stages during the design phase if DWR moves forward with a potential Delta Conveyance project.	Graham Bradner	12/9/2020	Responded
13.38	11/5/2020	Anna Swenson	Tracy Boulevard is really small and traffic is heavy, especially during rush hour. Increasing truck traffic isn't good. Those roads were never intended for that kind of impact. Please reach out to the folks that are in that area so they fully understand what conditions will be like.	Similar traffic impact analyses to those for the potential Central and East alignments are being presented at the next SEC meeting.	Neil Paynter	12/9/2020	Responded
13.39	11/5/2020	David Gloski	Previously there was a southern forebay that was quite large. The new design has no need for that because they're not using the same pumping station. Can you explain this? Looking at a map, Bethany is so small in terms of area, yet the forebay looked so big. Before, there was water being stored there and now it's just being pumped out to Bethany. It looks like the water storage is no longer really the focus. Can you explain this? Are there side effects since previously water was going to be stored and in the new design, it's just being moved along as it's being used?	The main purpose of a potential Southern Forebay is to provide the balancing act for dual conveyance to allow the existing south Delta facilities and the new Delta conveyance project to work together. A certain amount of storage is needed because both the DCP and SWP would share the Banks Pumping Plant. That balance is needed to equalize so they can work together. Since Bethany Reservoir Alternative would not use Banks Pumping Plant, the Bethany Reservoir Pumping Plant would discharge directly into Bethany Reservoir and continue to flow down the California Aqueduct or South Bay Aqueduct. Therefore, the flows would be balanced in the Bethany Reservoir without the need for storage.	Phil Ryan	12/9/2020	Responded
13.40	11/5/2020	David Gloski	Is there any connection between the new Bethany line and the existing Clifton Forebay? Is there any way to store water in there?	The conceptual Bethany alternative does not include changes to the existing Clifton Court Forebay.	Phil Ryan	12/9/2020	Responded
13.41	11/5/2020	Mike Moran	The reason to have both the tunnel and the pipeline is because of the substrate, right? It will be tunneled through the rock and the tunnel will go through softer ground?	In the conceptual Bethany alterantive, the first tunnel would pass underneath the existing CVP Delta-Mendota Discharge penstocks. The second tunnel would be constructed under the conservation easement to avoid surface impacts.	Phil Ryan	12/9/2020	Responded

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

SEC Member
Question/Comment Tracking Log
Updated 12.09.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
13.42	11/5/2020	Mike Moran	To clarify, the purpose of the forebay is not storage during high flow events, it was just to set up the water to be pumped through the Banks plant? Are there any capacity issues at Bethany to hold Banks and the pipeline going full-bore?	The conceptual Southern Forebay provides equalization storage to manage inflow to the Banks Pumping Plant. The Banks Pumping Plant can pump as much as about 11,000 cfs and the DCP can provide up to 6,000 cfs. The Clifton Court Forebay system can operate at the 11,000 cfs capacity. The Southern Forebay would balance these two flows to the SWP. The canal downstream of the Banks Pumping Plant was designed for the same capacity as the Banks Pumping Plant. Under the Bethany Reservoir Alternative, if the Bethany Reservoir Pumping Plant operates at 6,000 cfs, then the Banks Pumping Plant would operate at less than about 5,000 cfs.	Phil Ryan	12/9/2020	Responded
13.43	11/5/2020	David Gloski	It seems that there are these two parallel systems and pumping plants together. In terms of operational flexibility, if something happened at one and the other needed to be used, would you consider tying those two together? If there was a forebay there, there would be flexibility, right?	The conceptual Bethany Reservoir alternative does provide operational flexibility for water conveyance from Bethany Reservoir downstream. It would also allow one or the other pumping system (Banks or Bethany) to be out of service and still maintain substantial flows. By being separate, they provide flexibility.	Phil Ryan	12/9/2020	Responded
13.44	11/5/2020	Karen Mann	Is CEQA being done on all three alternatives or just one? It seems like this has been going on for awhile. When will it be known if there's going to be a project and if there is one, where it's going to go?	DWR is analyzing the Eastern, Central, and Bethany alternatives. The team is still determining how to layer in operations, which may increase the number of alternatives. A preferred alternative will not be chosen until just before release of the Draft EIR. Even at that point, the preferred alternative will be a recommendation based on the environmental impact analysis but there will be no decision until the process is complete. Under CEQA, a preferred alternative must be identified in the Draft EIR. No decision will be made until after the public has an opportunity to comment and the EIR is finalized.	Carrie Buckman	12/9/2020	Responded
13.45	11/5/2020	Karen Mann	Who will make the final decision? At that time, will fiscal impacts be examined as well?	DWR is the agency completing the environmental document, so the Director of DWR will certify the EIR as meeting the requirements of CEQA, finalize the Notice of Determination, and approve the project. However, because the Drector of DWR serves under the Governor, it is expected that the Director's decisions will be consistent with the Governor's objectives. The idea of CEQA is to document the potential significant impacts of the proposed project and adopt all feasible measures to mitigate those impacts. The state is not funding the project; the water agencies receiving the water are paying for it. They will all have their own fiscal processes for deciding that funding effort. As the state, a cost benefit analysis will be done, but that will be after the CEQA document in order to know which, if any, alternative to include.	Carrie Buckman	12/9/2020	Responded
13.46	11/5/2020	Anna Swenson	Is there another opportunity for public comment besides this forum? I want to ensure that there is other outreach for the public to engage.	DWR is planning CEQA-related outreach in 2021 in addition to the SEC.	Carrie Buckman	12/9/2020	Responded
13.47	11/5/2020	David Gloski	Is one of the alternatives that the governor will be evaluating the no-action?	Yes, the EIR will include a No Project alternative.	Carrie Buckman	12/9/2020	Responded

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

SEC Member
Question/Comment Tracking Log
Updated 12.09.2020

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date	Response Status
13.48	11/5/2020	Douglas Hsia	What is the most important advantage of Bethany over the Southern Forebay? Is there less cost and less footprint?	The Bethany Reservoir Alternative would eliminate the need for all facilities at the Southern Complex, including the Southern Forebay, tunnels under the Byron Highway and railroad, and the connection into the California Aqueduct. The Bethany Reservoir Alternative would include a pumping plant and a combination of pipelines and tunnels as the aqueducts. The Bethany complex does have a slightly smaller footprint as compared to the Southern Complex. The EIR process will include a comparison of environmental impacts. Cost analyses are not considered in EIRs.	Phil Ryan	12/9/2020	Responded
13.49	11/5/2020	Mike Moran	The EJ survey is scheduled to end on November 30. Is that still the case? Are we satisfied with the response thus far to end on that date?	The EJ survey has been extended to December 11.	Carrie Buckman	12/9/2020	Responded