

**SEC Member
Question/Comment Tracking Log
Updated 02.24.2021**

ID #	Date	Requester	Questions/Comments	Response	Responder	Response Date
14.01	12/8/2020	David Gloski	Storage of Water in the South Delta in a Manner to Service the South Delta – I believe that the people of the Delta, and the state, would be served by having water stored in the south Delta at a level higher than the Delta water level, to be used for emergency operations and perhaps other beneficial times. I believe this was a benefit of the Non-Bethany options for the people in the region, the state, and frankly I think even to the water districts.	DWR will consider whether using water from the Southern Forebay could be a useful tool in helping with emergency management in the Delta.	Carrie Buckman	1/27/2021
14.02	12/8/2020	David Gloski	Emergency Operations – I believe it is important to the DESIGN of this conveyance to consider how the complete dual conveyance system will be operated in emergency situations, including multiple key South Delta levee failures due to earthquake or terrorism. How is the complete system operated to minimize salinity intrusion and later salinity elimination as part of mitigation? Understanding this will allow for better evaluation of the value of having clean water storage in the South Delta and the ability to deliver clear water from the north to the south in a timely manner.	DWR will consider whether using water from the Southern Forebay could be a useful tool in helping with emergency management in the Delta.	Carrie Buckman	1/27/2021
14.03	12/8/2020	David Gloski	Benefits of This New System for The Delta and its Communities – The new tunnel design delivers great value to the water districts, eliminating most risks associated with levee failure and climate change for their source of water. I would argue that because this key funding resource for the Delta has all their bases covered, the Delta and its communities are later left more exposed to levee failures and climate change. In a sense the Districts can say future issues in the Delta are no longer their problem any more. If something bad occurs in the Delta, they can always fall back on their tunnel operation to deliver the water they need. In this project, the new tunnel ends up as a state asset and this asset should deliver benefits to all areas and people, including the Delta area. So I believe it is important to include in the DESIGN, ways to benefit the local communities, the delta, local water users, etc.	Ideas for benefits will be encouraged to be brought forward through the development of the community benefits program. It will be important to keep matters of mitigation separate from community benefits.	Janet Barbieri / Carrie Buckman	1/27/2021
14.04	12/9/2020	Gia Moreno	Are there any community benefits examples that take place in a rural area? The examples in the presentation don't outline how a project of this scale would affect an area like the Delta.	Note that the wind farm example did address rural communities. The team will continue to look for examples that may provide additional ideas and context for the community to consider.	Janet Barbieri	1/27/2021
14.05	12/9/2020	Gia Moreno	How did the programs work? Things like job training and such, when would that take place?	None of the community benefits activities would be able to be implemented until after there is an approved project. It is possible that there could be benefits that are implemented during construction, and other projects that may be longer lived.	Janet Barbieri	1/27/2021
14.06	12/9/2020	Gia Moreno	There are a lot of agricultural jobs in the Delta. How would businesses function with traffic and such? It would bring more comfort if these types of issues were addressed.	Traffic related issues will be addressed as a part of environmental review; however if anyone has ideas about community benefits in the agricultural arena or the economic development arena related to ag, please bring them forward as the program is developed.	Janet Barbieri	1/27/2021

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14.07	12/9/2020	Anna Swenson	How can we restructure DWR to ensure that they are responsible for these community benefit projects and carry out what they promise to these communities?	It will be important to address accountability as the Community Benefits Program is developed; and to build that into the program. One first step to demonstrate sincerity and initiate accountability is in attaching the Community Benefits Program Framework as an appendix to the Draft EIR.	Janet Barbieri	1/27/2021
14.08	12/9/2020	Barbara Barrigan-Parrilla	The SEC fits into the community benefits framework because people here represent different constituencies. Interviews could be done with small groups that deserve a voice in the process. The initial framework needs some more work from the DSC. Vulnerability also needs to be part of the discussion. There needs to be protection around the community for flood threat. There will ultimately be water quality implications as a result of the project so DWR should begin talking with the community about mitigation for the project. The community needs to be engaged with the negative impacts that could occur.	Community benefits are on a parallel but entirely distinct track from the process for identifying impacts and mitigations, which is a part of the CEQA analysis. DWR will present its overarching outreach plan to the SEC in January 2021.	Janet Barbieri	1/27/2021
14.09	12/9/2020	Gil Cosio	There are some issues that may come up as community benefits that are actually requirements with mitigation. Hopefully those get sorted out. Are there cost estimates? This is a big project. Is there a rule of thumb for how much money could be in this fund?	The Draft EIR will include a framework for the Community Benefits Program that describes that the Program is in addition to mitigation requirements described within the EIR.	Carrie Buckman	1/27/2021
14.10	12/9/2020	David Gloski	The discussion has focused on the difference between mitigation and benefits; it's important to keep those separate. There was a lot of talk today about principles/mission statements and not so much the process and framework. This would include funding, project criteria, and how that is evaluated. This needs to be worked on. The discussion about maintenance is also important. For any of these benefits there needs to be discussion and budget for maintaining these items. Besides just monetary benefits, once the project would be done, there could be room for benefits to the actual Delta with what the project is able to deliver and its functionality.	These items will be addressed as the community benefits program is developed in concert with the community.	Janet Barbieri	1/27/2021
14.11	12/9/2020	Sean Wirth	The environmental community is going to be looking at CEQA and NEPA. No matter how much money is available -. The importance of the legacy will be a concern. As an example, maintaining the dairy industry is important. A plan that could allow the dairy industry to be more sustainable would be good. The agricultural community is a big part of this discussion and in need of benefits.	DWR encourages the agricultural community to be involved in development of the community benefits program.	Janet Barbieri	1/27/2021
14.12	12/9/2020	Jim Cox	Fishermen are anxious to be heard, they want to be heard, and they are deserving of benefits. Fishermen have felt they are being ignored from this process. Hope they are included.	DWR encourages the recreational and fishing community to be engaged in the development of the community benefits program.	Janet Barbieri	1/27/2021
14.13	12/9/2020	Jim Cox	Money comes from water contracts, where would money come from that pays from community benefits? Is it the end-user?	The community benefits program funding would be part of the total Delta Conveyance Program construction funding and would be funded by participating public water agencies.	Janet Barbieri	1/27/2021

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14.14	12/9/2020	Michael Moran	A note to really clarify what mitigation is and what is community benefits. The Davis Dolwig Act and funding need to be separate and clear. Staffing needs to be stated as well, so that the money isn't just for road repairs, etc., on an ongoing basis for a long period of time. Some type of an ongoing per user fund turns into a big amount of money with the scale of this project and wipes out concern for schools. Scale is really important. Really bringing forth to people in these meetings why this is still being done. The public hearings have been the team coming to propose a tunnel while while the community is coming to oppose a tunnel. How do we get past that? The idea of sharing the vulnerability studies is good to give a better understanding and reasoning behind decisions. That upfront education rollout is going to be critical. The SEC has good members who will help with that.	DWR emphasizes that participating in development of a potential community benefits program would in no way be taken to signal any type of support for the Delta Conveyance Project itself. DWR encourages the community to continue to engage in development of the community benefits program on a parallel track to the CEQA planning and permitting track. These activities will be parallel but distinct, and can be simultaneous.	Janet Barbieri	1/27/2021
14.15	12/9/2020	Barbara Barrigan-Parrilla	The AB 617 process is very good, it has people that represent organizations and then there are people that are just community members dealing with the impacts. AB 617 is for environmental justice communities and the participants receive stipends. That is a good idea. Dealing with people in the community are a gateway. Also avoids being taken over by politics.	DWR notes this comment in development of the process to prepare the community benefits program.	Janet Barbieri	1/27/2021
14.16	12/9/2020	Douglas Hsia	The last meeting we had with the Delta Protection Commission, we talked about the Sustainability Plan and the next five years. The marina industry in the Delta was high hit, so the benefit needs to improve the marinas. How is it perceived that the money is being used to help out private industries. Is it acceptable?	All concepts are being considered, including approaches used by other programs. Development of the community benefits program would consider approaches to coordinate with the community and a result of vetting different projects that are identified. Once that step has been initiated, the results will be discussed. The approach would also need to include metrics, accountability and follow-through on how funds are used. There would need to be specific goals and timeframes. However the organization would be set up to vet and monitor, that would be part of the agreement. For example, if the community needed help with something, to do that it could involve giving money to private entities that would indirectly benefit the community as well, including other areas in the community.	Janet Barbieri	1/27/2021
14.17	12/9/2020	Gia Moreno	How will this process be diversified? There have been translations to Spanish but some people weren't aware of this so how can we ensure that we get their voices as well? Will there be a translator? I haven't seen a reference for people on the DCA website. I haven't seen a way to get translated maps to people. A lot of the materials are being requested in Spanish and this would be helpful to get to residents so they know what's going on.	The new DCA website can be translated but PDF documents cannot. We are open to working with community members as needed to provide translated materials. Understanding where or how language translation resources should be best utilized is a challenge but we are working on providing foundational documents/tours in Spanish and Mandarin.	Nazli Parvizi Janet Barbieri	1/27/2021
14.18	12/9/2020	Anna Swenson	When does the project and money kick in for the community benefit fund? After the project, in years, or immediately?	The detailed timing of the community benefits program is still part of the process development. The start of the program would not be until the start of the project is approved. Sustained funding over time would be preferred .	Janet Barbieri	1/27/2021

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14.19	12/9/2020	Dr. Mel Lytle	It's an interesting proposal in the sense of community benefit. There was an effort by Secretary Crowfoot months back to gather stakeholders in the Delta to start a process that included discussion about how the project may impact as it's being developed but this faded. Is this a new process? There is a vast area between support and opposition, the City of Stockton opposes this project still. It's important to understand the intent. There is a division between regulatory mitigation efforts and a community benefits program even after construction is over. There has to be a way to better define how this will work. For this to be successful, we need to identify those who are/could be in support but also those who oppose because this is a longstanding issue in the Delta. There needs to be change, which is critical to a process like this to be successful.	Participation in development of a potential community benefits program would in no way be taken to signal any type of support for the Delta Conveyance Project itself. DWR encourages the community to continue to engage in development of the community benefits program on a parallel track to the CEQA planning and permitting track. These activities will be parallel but distinct, and can be simultaneous.	Janet Barbieri	1/27/2021
14.20	12/9/2020	Philip Merlo	Curious as to where this location is by Bethany, Mountain House, and Clifton Court Forebay. There were a lot of references to indigenous peoples living in the area from the 19th century. Before the Clifton Court Forebay was formed there had been studies done in the 1920-30s of indigenous peoples that had lived in that area, both oral histories and archeological studies. Is consultation being done with the North Valley Yokuts Tribe? This could be done with Katherine Perez who is a former Chairperson of the tribe or Andrew Galvan. I'm curious if you know what their input would be and if you've thought about potential mitigation with these findings and the land. Where would artifacts go if there was a consultation?	DWR is consulting with tribes to identify tribal cultural resources. The specific information about resources (and their locations) is confidential, but the EIR will include a general analysis of potential impacts and mitigation.	Carrie Buckman	1/27/2021
14.21	12/9/2020	David Gloski	Can you recap of the pros and cons list of this approach and the previous approach? Can you remind me why this got started? It sounds like the advantage is that there's a second pump to rely on. It's great for the redundancy and in the future this repeated pumping station can be used so that way you don't have to use the next station only.	The proposed Bethany Reservoir Alternative should result in a smaller overall footprint, mainly since a 900-acre forebay would not be included. It would be built to discharge directly up into Bethany Reservoir which would result in flexibility for the dual conveyance aspects of the overall SWP in the Delta. Under the existing SWP system, water flowing through Clifton Court Forebay is dependent on the Banks Pumping Plant to discharge to Bethany Reservoir. The Bethany Reservoir Alternative under consideration would not be dependent on the Banks Pumping Plant operations, so the overall system would gain substantial reliability. For example, if the Banks Pumping Plant would need to be rehabilitated, the Bethany Reservoir Alternative facilities would provide a built in bypass that could allow Sacramento River diversion to continuously be conveyed to Bethany Reservoir and maintain service during any outage that might be required during repairs at the Banks Pumping Plant. That is an advantage. From an engineering perspective, the Bethany Reservoir Alternative should be an easier construction logistics situation because there are more roadway access options and rail is not needed.	Phil Ryan	1/27/2021

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14.22	12/9/2020	David Gloski	In reference to a comment last week, there was an overhead powerline going from Highway-4 down and was cutting through parcels. Can we get a map of these parcels because a lot of people would be interested in this.	A mapbook for the Bethany Reservoir Alternative is being developed	Gwen Buchholz	1/27/2021
14.22	12/9/2020	Karen Mann	Next to the inlet is a marina called Rivers End Marina. It is very active in the community. Is there an overview of Byron Highway and Mountain House Rd? Concerned about the effects to the boaters going in and out. They are mostly ski boats which are less than 10,000-15,000 pounds so they get pushed around a little more in the water. The water flow due to the increase of the intakes while the water is pumping into the Bethany Aqueduct at the same time as the Delta-Mendota Canal is concerning. Would it be coming through the 40-ft tunnel?	Keep in mind that the water for the proposed Bethany Reservoir Alternative would be coming from the intakes at the North Delta and would be contained in the tunnel (deep underground) in the vicinity of the marina. This is no different than the other alternatives under consideration. Operational changes in the vicinity of the marina would be from the diversion patterns into Clifton Court Forebay which will be evaluated by DWR.	Phil Ryan	1/27/2021
14.23	12/9/2020	Karen Mann	Can you show where the tunnel goes? The people in this area don't have an idea that this could be a possibility. Would it be underground?	The proposed tunnel for the Bethany Reservoir Alternative is 100 to 150 feet below the ground surface and would be constructed along the path shown in some of the slides the DCA has shared regarding the Bethany Reservoir Alternative. The tunnel alignment is not directly underneath any substantial structures (homes, USBR facilities, marinas, etc. in the South Delta. The flow into the California Aqueduct system would be the same as for other alternatives.	Phil Ryan	1/27/2021
14.24	12/9/2020	Karen Mann	Will more water be put in Bethany Reservoir? Will there be a proposed expansion of Bethany Reservoir? Concerned about water pumping in two different directions but the water storage remains the same.	The same amount of water is expected to be conveyed under the Delta Conveyance Project under the options with the Southern Complex and the Bethany Reservoir Alternative. The actual inflow to the reservoir would be subject to detailed operational analyses being conducted by DWR. The Bethany Reservoir would not need to be expanded. The Southern Forebay would provide balancing storage to allow coordination of flows from the Delta Conveyance Project and flows from Clifton Court Forebay without causing hydraulic problems at the Banks Pumping Plant. The Bethany Reservoir Alternative does not include a storage reservoir because direct conveyance of water into the Bethany Reservoir would not cause hydraulic issues related to coordinated operations with Clifton Court Forebay. The Bethany Reservoir Alternative would still be part of a dual conveyance system; but this alternative does not need to have shared use of the Banks Pumping Plant with the existing SWP diversion facilities at Clifton Court Forebay. Therefore, the operational storage required to manage supply flows to the Banks Pumping Plant from the dual systems, is not needed.	Phil Ryan	1/27/2021

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14.25	12/9/2020	Karen Mann	Is it correct that Bethany Reservoir is encased by the valley? What is the seismic activity? I hope it's more stringent.	Bethany Reservoir was constructed in 2 phases and utilizes 5 dams to enclose the natural valley and impound water. The dams range in height from 25 to 80 feet. Seismic ground motions at the reservoir are primarily driven by the Midway-Black Butte Fault, located about 0.5 mile southwest of Bethany Forebay Dam. The dams are subject to the dam safety requirements of the Division of Safety of Dams, which requires periodic reassessment of seismic stability.	Andrew Finney	1/27/2021
14.26	12/9/2020	Karen Mann	Do you have to beef up Bethany Reservoir dam for this project? When was the dam built? Was it the same people who built Oroville?	The height of the dams and storage volume of the reservoir is unaffected by the Bethany Reservoir Alternative. The 5 dams were built between 1959 and 1967 under contracts to DWR. Therefore, no improvements would be required for the Bethany Reservoir Alternative under consideration.	Andrew Finney	1/27/2021
14.27	12/9/2020	Cecilia Giacoma	Regarding Bethany, when was the last seismic analysis done?	Analysis of seismic ground motions at the Bethany Dams and seismic stability was most recently performed in 2016.	Andrew Finney	1/27/2021
14.28	12/9/2020	Cecilia Giacoma	What kind of arrangement is there in this area with CHP and medical support? It's quite a ways from a hospital.	In addition to investigating fire and EMS services in the Delta, the draft Emergency Response Plan also considers the proximity of law enforcement and emergency medical facilities, including travel distances and times. There are currently no arrangements in place with any of the emergency response agencies in the Delta – these would be pursued during the design phase if DWR approves a project.	Neil Paynter	1/27/2021
14.29	12/9/2020	Sean Wirth	For the Byron Highway road widening, how was induced demand done?	As currently under consideration for the Bethany Reservoir Alternative, the short section of Byron Highway that would be widened to 4 lanes is flanked on either side by 2-lane sections. These upstream and downstream sections would continue to limit the total amount of traffic that could be accommodated by the road. There should not be any induced demand because the effective capacity of the road for through traffic, which is controlled by the 2-lane sections, and would not change.	Don Hubbard	1/27/2021
14.30	12/9/2020	Michael Moran	It seemed like the assumption is that the bulk of traffic will be coming from Stockton. Is that correct?	For the Lower Roberts Island site much of the traffic would indeed be expected to take SR-4 in Stockton. However, this traffic does not necessarily originate in Stockton. Most of it will be coming from Interstate 5 and could originate in Sacramento, Stockton, or some other place. For the car portion of project traffic (i.e. not the trucks) the project currently proposes to include a park-and-ride lot along Charter Way in Stockton to transfer the workers to shuttle buses for the final leg of their commute. For the Bethany Complex, our modeling suggests that most of the workers would come from the Bay Area.	Don Hubbard	1/27/2021
14.31	12/9/2020	Anna Swenson	It's my understanding that the governor wants us to go all electric in the lifetime of this project so is that your intention as well? I'm worried about the air quality.	DCA does not have any control over worker vehicles but when it comes to shuttle vehicles, the DCA has identified use of electric vehicles (EVs). Where there are opportunities to use EVs, DCA would support use of those vehicles.	Don Hubbard	

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14.32	12/9/2020	Anna Swenson	Can you describe outreach to Mountain House community to install these roundabouts and widening? I'm worried that they're unaware.	DCA reached out to Mountain House leadership, including the Mountain House Community Services District General Manager and Board of Directors. DCA made a presentation to the GM on the Bethany Reservoir Alternative and gave the option of attending any of their community or board meetings in order to present to a broader audience. No response on whether or not that would be of interest to the Mountain House CSD Board.	Nazli Parvizi	1/27/2021
14.33	12/9/2020	Anna Swenson	Will there be land that will be taken or bought out because of widening roadways?	Generally and as currently proposed, roadway widening would be conducted within existing rights-of-way. In some cases, road widening would require additional right-of-way. Also, new haul roads would generally follow existing farm roads; however the haul roads would require a wider path and would require some additional land. These areas are included in the information being provided to DWR for the consideration as part of the project environmental analyses.	Phil Ryan	1/27/2021
14.34	12/9/2020	Anna Swenson	Would you consider bringing on a representative from Mountain House like we did with Hood so that they hear all of this information and have a voice here?	We are open to having Mountain House representation on the SEC, including Mountain House government representatives serving as ex-officio members. We have asked Mountain House representatives if this role would be of interest to them and are awaiting their response. Any final decision of whether to modify the SEC requires action by the DCA Board of Directors.	Nazli Parvizi	1/27/2021
14.35	12/9/2020	Karen Mann	Many people really dislike the state route for the swing bridge on Highway-4, especially truck drivers of diesel rigs. Only one diesel truck can go across that bridge at a time and everyone else has to wait. The traffic would come in from Stockton to Byron Highway then south to the construction site? Would Mountain House Pkwy be widened as well?	<p>The comment appears to refer to the SR-4 bridges over the Old River or the Middle River. The truck routes that we are proposing would use a section of SR-4 well to the east and would not cross these bridges. DCA has proposed that no construction trucks with three or more axles would be allowed on SR-4 across Victoria Island (between Old River and Middle River).</p> <p>The truck routes that DCA has proposed would not use the 2-lane section of Byron Highway between I-205 and Mountain House Parkway. Instead, construction trucks would exit I-205 at Mountain House Parkway and drive north to the short section of Byron Highway that would be widened to 4 lanes, then over to the new Lindemann Interchange. From there the route would be extended onto construction haul roads.</p> <p>There are already plans to widen Mountain House Parkway under the auspices of a different project. In any case, the proposed construction traffic routes would be adequate even if it was not widened.</p>	Don Hubbard	1/27/2021

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14.36	12/9/2020	Karen Mann	Regarding the roundabout on Mountain House Road, from Brentwood and Discovery Bay and Byron, the traffic that doesn't want to deal with Vasco Rd takes that road. Going around the school does make more sense. Can roundabouts handle more traffic?	<p>We are aware that Mountain House Road is used as a through route, and that traffic has already been captured in the traffic counts.</p> <p>Roundabouts have been proven to be a safe and effective way to handle traffic volumes in the range found at this location. In our opinion, they are especially good for trucks because they don't have to decelerate and stop and then start up again. as they would at a stop-controlled intersection. Roundabouts are also better for the environment because the stopping and starting produce higher levels of emissions than if the truck doesn't need to stop at all.</p>	Don Hubbard	1/27/2021
14.37	12/15/2020	David Gloski	Originally the Central and Eastern designs provided redundancy for the Through Delta Conveyance but did not have redundancy for Banks. The new design added redundancy for Banks, with the new pumps, but only redundancy in one direction. The current design of Bethany provides a redundant system between the intakes on the river and the Bethany reservoir. The current design does not provide a redundancy for the Banks Pumping Station itself, only that if Banks has an issue, the whole through Delta Conveyance is not operative.	The Central, Eastern, and Bethany alternatives are dual conveyance alternatives, which means that new facilities would work together (and complement) the existing diversion facilities. Diversions could take place either at the new intake in the north Delta or through Clifton Court Forebay in the south Delta. These systems would work together to complement each other, providing some level of backup. Banks Pumping Plant was designed to incorporate some level of redundancy to allow the facility to continue to function during maintenance activities; the new pumping plans for all three alternatives would incorporate similar principles.	Carrie Buckman	1/27/2021
14.38	12/15/2020	David Gloski	I think the new design should allow for Through Delta Conveyance and the use of the new pumps from the new project. That is more complete operational flexibility.	This comment is considering an interconnection between the Banks Pumping Plant and the new Bethany Pumping Plant. However, these pumping plants have different operational ranges. The Banks Pumping Plant pumps water from the surface up to the California Aqueduct, and the Bethany Alternative pumps water from tunnels below the ground surface up to the Bethany Reservoir (a greater change in elevation). To create an interconnection, multiple facilities would be required to address this difference in pump range, and these facilities would increase the potential for environmental effects. Dual conveyance adds substantial operational flexibility and the pump station is designed to incorporate redundancy in case of mechanical concerns, so this interconnection has not been added to the facility designs.	Carrie Buckman	1/27/2021
14.39	12/15/2020	David Gloski	The current design provide a pretty easy path for DWR and Water Districts to walk away from the delta issues once Banks degrades, just switch to the new system and never look back.	All three alternatives under consideration are dual conveyance alternatives. The Delta Conveyance Project alternatives do not have sufficient capacity to replace Banks Pumping Plant, so DWR would need to continue to maintain the existing facilities into the future to provide State Water Project supplies.	Janet Barbieri/Carrie Buckman	1/27/2021

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