

***Received comment 9-19-2007***

**Subject:** Spragg waterbag technology

To The Task Force:

On page 12 of your Delta Vision draft the following statements are made:

*"...a greater physical or operational separation of the two (the water supply system and the ecosystem) must be achieved...Achieving this separation must proceed in a staged, transparent, and reversible manner...This may mean creating multiple pathways for water conveyance so critical water supplies cannot be interrupted completely by levee failures, salinity intrusion, or other sudden changes. All water conveyance systems must be insulated or fortified against stressors to the greatest cost-effective extent, and must be managed or designed to be quickly recoverable in the event of a major disaster."*

I would like to suggest that the waterbag conveyance system that I have submitted to Professor Ray Seed and your Task Force meets all the above criteria and in an economical fashion.

Photos of waterbag technology along with other information can be seen on the website: [www.waterbag.com](http://www.waterbag.com). A DVD of the television coverage received during a test of the waterbag system in Puget Sound is available.

I would emphasize that using waterbag technology to meet this criteria is unproven. But our proposals to use waterbag technology to move water through the Delta are easy and inexpensive to test.

We have proposed using waterbags to move water through the Delta on a track-like system, where the towing bridle would be connected to both the front end and the rear end of the waterbag train, moving along a very narrow track to be laid in the Delta. Dr. Seed, Dr. Bea, and Jeff Kightlinger have copies of rough drawings that show how this might be implemented and easily and inexpensively tested. The system can be operated so that it will not interfere with the recreational uses of the Delta.

Assuming that the above waterbag transport/track system can be tested and put into place in the Delta, waterbag technology meets the following criteria:

1. Waterbag technology offers great operational and management flexibility. The waterbags can be taken out of service if not needed and moved elsewhere, and put back into service in a relatively short time frame.
2. Waterbags transported through the Delta will allow for multiple pathways for water conveyance.
3. Waterbag technology can be introduced into the Delta quickly, allowing for a short term implementation plan to move water through the Delta if the levees collapse because of earthquake or other natural disaster.
4. Waterbags are insulated against stressors to the greatest cost-effective extent, and can be managed and designed to be quickly recoverable in the event of a major disaster. Waterbags are almost impervious to earthquakes or major storms, and can be quickly shut down and restarted as physical conditions in the Delta warrant.

5. Waterbag technology offers a modular, flexible, fabric pipeline that can easily and quickly be implement in the Delta.
6. Waterbag technology allows for an almost complete seperation of the physical and operational water supply system from the ecosystem.
7. Waterbag technology offers the opportunity to introduce an inexpensive, flexible, fabric version of the peripheral canal.
8. Waterbag technology removes many of the environmental problems that must be addressed by alternative proposals for moving water through the Delta, as the flexibility of the system will allow for significant flexibility of its operations without creating a significant environmental effect on the Delta environment.
9. Waterbag technology allows for the encapsulating of fresh water in the Northern Delta, and moving this water through the Delta without any contact with the Delta fisheries environment. This will also allow for a higher quality of water to reach the southern part of the Delta for export.

All the above statements related to implementing waterbag technology applications can be easily and economically tested and demonstrated.

In order to increase the flow of water through the Delta using waterbag technology it will simply be a matter of adding more waterbags to the system. The limits on the amount of water to be moved through the Delta using the proposed waterbag transport track plan can be easily calculated. It is a matter of how fast the waterbags can be loaded at the north end of the Delta. The patented waterbag off-loading design will allow for the unloading of each waterbag, regardless of size, within a matter of minutes.

Spragg & Associates would like to request that the Delta Task Force include a recommendation in its November report that waterbag technology applications be tested in a lab and if successful, be tested in the Delta itself.

It is Spragg & Associates contention that the testing of waterbag technology in the Delta can be accomplished with ZERO financial risk to California taxpayers. Spragg & Associates has developed a marketing plan that it would be happy to discuss with the Task Force if it would like to pursue its investigation of using waterbag technology in the Delta to accomplish the Task Force's objectives.

I look forward to answering any questions that the Task Force may have regarding the above comments and I look forward to being able to work with the Delta Task Force.

Best regards,

**Terry G. Spragg**