Stakeholder Engagement Committee Meeting
# Meeting Agenda

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<tbody>
<tr>
<td>1</td>
<td>Welcome/Call to Order</td>
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<td>Roll Call/Housekeeping</td>
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<td>3</td>
<td>Minutes Review: August 26, 2020 Regular SEC Meeting</td>
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<tr>
<td>4a.</td>
<td>DWR Updates &amp; Environmental Justice Survey Overview</td>
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<td>4b.</td>
<td>Bethany Alternative – Facility Siting Analysis</td>
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<td>4c.</td>
<td>Bethany Alternative - RTM Management Plan</td>
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<td>4d.</td>
<td>SEC Questions or Comments on August 26th Meeting Presentation</td>
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<td>4e.</td>
<td>Public Comment on Item 4</td>
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<td>5a.</td>
<td>SEC Tour Updates</td>
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<td>5b.</td>
<td>November Meeting Topics</td>
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<td>5c.</td>
<td>SEC Report to DCA Board</td>
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<td>6</td>
<td>Non-Agendized SEC Questions or Comments</td>
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<td>7</td>
<td>Public Comment on Non-Agendized Items</td>
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Item 3.

Minutes Review:
August 26, 2020 Regular SEC Meeting
Item 4a.

DWR Updates
Delta Conveyance Project: Environmental Review Update

Carrie Buckman
Environmental Program Manager
Environmental Review Process

Identify, analyze and disclose the potential significant adverse environmental impacts of a proposed project, and provide feasible mitigation measures and alternatives to avoid or reduce such effects.

1. Initial Outreach
   - NOP

2. Project Definition
   - Alternatives Analysis
   - Project Definition
   - Technical Reports
   - Impact/Mitigation Analysis

3. Draft EIR
   - Administrative Draft EIR
   - Draft EIR
   - Public Circulation of Draft EIR
   - Public Hearings

4. Final EIR
   - Response to Comments
   - Final EIR
   - NOD

Public Document
Administrative Documentation
Outreach Activity
Environmental Planning Update

- California Environmental Quality Act (CEQA): work continues to identify existing conditions and develop methods to analyze impacts.
- National Environmental Policy Act (NEPA): scoping comments due to the United States Army Corps of Engineers by October 20.
- Soil Investigations: field work under Initial Study/Mitigated Negative Declaration scheduled to start in late September/early October with site clearances.
- Community Benefits: DWR is developing a framework for community benefits discussions with the SEC to start in December.
## DCA Delivery Schedule

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>Jun</th>
<th>Jul</th>
<th>Aug</th>
<th>Sep</th>
<th>Oct</th>
<th>Nov</th>
<th>Dec</th>
<th>Jan</th>
<th>Feb</th>
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<td><strong>EAST &amp; CENTRAL CORRIDORS</strong></td>
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<tr>
<td><strong>BETHANY CORRIDOR</strong></td>
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**Project Engineering Report** – Detailed engineering information included in EIR/EIS Document. The Report contains the following components:
- Summary Narrative
- Technical Memorandum *(Appendix to Narrative)*
- Drawings
- Maps

**Environmental Data** – Information needed by Environmental Analysis team to assess impacts. The deliverable includes the following components:
- Drawings
- Maps
- Data Tables
Survey of Delta Environmental Justice Communities

1. Learn about the places and resources important to people
   • A robust understanding of these baseline values will improve the CEQA analysis of disproportionate impacts to Disadvantaged Communities in the Delta.

2. Identify potential project-related impacts and benefits for the Delta’s diverse communities
   • Goal is to identify ways in which the project may affect these places and resources and consider options to reduce these impacts or benefit Disadvantaged Communities in the Delta.
Survey Design

- Collect data and provide education
- Quick and engaging
- Robust marketing to encourage broad participation
- Mobile-friendly, digital surveys are a best practice
- In-person, paper surveys discouraged due to COVID-19
What's Important to You?

What is most important to you for maintaining or improving the quality of your life in the Delta?

Please drag your top 6 priorities above the line with your highest priority on top.
Your Delta Today

What do you like best about the Delta region? (Choose up to 5)
- Local jobs
- Access to affordable, quality housing
- Quality of the natural environment
- Slower lifestyle & small town feel
- Beautiful, rural landscape
- Welcoming community
- Access to outdoor activities
- Diverse cultures
- History and culture of the area
- Other (tell us more below)

What, if any, concerns do you currently have about living or working in the Delta? (Choose up to 5)
- Local jobs
- Access to affordable, quality housing
- Quality of the natural environment
- Drinking water quality
- Levee maintenance & flooding
- Non-welcoming community
- Access to outdoor activities
- Air quality
- Access to internet
- Quality of roads
- Public transit (buses, etc.)
- Traffic
- Other (tell us more below)

Would you like to say more?

Type...
Dates, Languages and Marketing

- Expect survey to be in field September 29 - November 30
- Survey will be in English, Spanish, Chinese, and Tagalog (the top 4 spoken languages of the residents in the 5-county Delta region)
- Marketing will include:
  - Postcard to ~13k people
  - E-blast
  - Social media
  - Flyers
  - Extensive phone bank
How to Access and Next Steps

○ Access:
  • YourDeltaYourVoice.org
  • QR codes

○ Next Steps
  • Please help spread the word, encourage participation
  • Contact Heather@AgInnovations.org if you can help
Item 4b.

Bethany Alternative
- Facility Siting Analysis
**Delta Conveyance Alternatives**

**All Alternatives**

- **Intakes and North Tunnels**

**East Alternative**

- **Eastern Tunnel Corridor**

**Central Alternative**

- **Central Tunnel Corridor**

**East & Central Alternatives**

- **Pump Station, Southern Forebay & South Delta Conveyance**

**Bethany Alternative**

- **Eastern Tunnel Corridor**

- **Bethany Corridor, Pump Station, Surge Relief Basin and Pipelines**

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Disclaimer: These pages are for Stakeholder Engagement Committee discussion purposes only. They do not represent a decision by the DCA or DWR.

Final decisions about the project will be made by DWR and will NOT be made until the concluding stages of the CEQA process.
Bethany Alternative

- Originates from Eastern Corridor at Lower Roberts Island Launch Shaft
- Delivers water up to Bethany Reservoir at El. 245 ft
- Eliminates Southern Complex Facilities included in the East and Central Alignment Alternatives
Schematic of Bethany Reservoir System Configuration
Bethany System Components

- **Tunnel and two Maintenance Shafts** to convey flow from Lower Roberts Island Launch Shaft to Pump Station
- **Pump Station** to lift tunnel flow up to Bethany Reservoir
- **Surge Relief Basin** adjacent to Pump Station to release water during a power outage surge
- Four parallel **Pipelines** to convey water from Pump Station to Reservoir
- **Surge Relief Tanks** adjacent to Pipelines to release water during a power outage surge
- **Discharge Structure** into Bethany Reservoir
Pump Station and Surge Relief Basin Siting Alternatives Analysis
Pump Station Siting - Existing Considerations

• Conservation Easements and Habitat Management Areas

• Power Lines and Gas Pipelines

• State and Federal Water Facilities

• Mountain House and Mountain House School

• Steep grades up to Bethany Reservoir
Pump Station Sites Considered

Total of 10 potential PS sites considered

Comparison Criteria:

- System Operations and Flexibility Considerations
- Construction Considerations
- Geotechnical Considerations
- Property and Land Use
- Environmental Setting
# Bethany Reservoir Options Comparison

## System Operations & Flexibility Considerations

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<th>Importance</th>
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<td>O&amp;M Access</td>
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<td>CVP Expansion</td>
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## Construction Considerations

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<td>Compatibility with Tunnel Shaft Locations</td>
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<td>Conflicts with Existing Linear Infrastructure</td>
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## Geotechnical Considerations

<table>
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<td>Challenges associated with Soil Type, Depth, etc.</td>
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## Property and Land Use

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<td>Future development</td>
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<td>Conflicts with Public Facilities</td>
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## Environmental Setting

<table>
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<tr>
<th>Criterion</th>
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<tr>
<td>Proximity to Sensitive Receptors</td>
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</tbody>
</table>
Site 10 - Most Favorable for Pump Station Siting

- Avoids impacts to conservation easements
- Excellent access from Byron Highway/Int 580 and to existing power
- Similar Pump Station configuration to existing DWR Facilities (pump from base of hill)
- Adequate space
- Low ground elevation to minimize height of surge relief basin and avoid dam safety regulations
Pipeline Alignment Alternative Routing Analysis
Pipeline Alignment Basics

- Pipeline corridor extends from Pump Station to Bethan Reservoir.

- Four ~15 ft diameter parallel steel pipelines required (at 6,000 cfs).

- Pipelines constructed with open cut and cover methods and in some areas tunneled.

- Steep incline from Pump Station at ground elevation 50 ft to Reservoir at elevation 245 feet.

- Need to cross federal aqueduct, several channels, conservation easements, and the peak along the ridge of the reservoir.
Bethany Reservoir Pipeline Options Comparison

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<td><strong>Environmental Setting</strong></td>
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Pipeline Route Summary

- Alignment has shortest length
- Discharge location in Reservoir provides adequate mixing to limit stagnation
- Maintains adequate distance from sensitive receptors
- Avoids conflict with existing surface structures and conservation easements
- Alignment requires two tunneled sections:
  - Under federal aqueduct (Delta-Mendota Canal)
  - Under conservation easement along southern perimeter of Bethany Reservoir
Tunnel Alignment and Maintenance Shaft Siting
Tunnel Alignment and Shaft Siting Analysis

- **Tunnel Alignment Criteria:**
  - Maximum 15-mile tunnel drive length from Launch Shaft to Receiving Shaft

- **Maintenance Shaft Criteria:**
  - Every 4-6 miles along tunnel route
  - Minimum 10-acre site

- **Additional desirable criteria for shaft sites:**
  - Within 1/8-mile of existing roads***
  - > 1/2-mile from existing schools,
  - > 1/4-mile from existing houses,
  - > 1/2-mile from conservation land, refuges, preserves, etc

**Rating Scale**

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<th>Overall Ranking</th>
<th>Theoretical Range</th>
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<td>More Favorable</td>
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<tr>
<td>Less Favorable</td>
<td>&lt; 50&lt;sup&gt;th&lt;/sup&gt; Percentile</td>
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Selected Maintenance Shaft Sites

Upper Jones Tract Maintenance Shaft

Union Island Maintenance Shaft
Summary of Bethany Alternative Selected Facility Sites

- Lower Roberts Island Launch/Reception Shaft
- Upper Jones Tract Maintenance Shaft
- Union Island Maintenance Shaft
- Bethany Pump Station, Surge Basin and Reception Shaft
- Bethany Reservoir
- Pipeline Route
- Byron Hwy
- Clifton Court Forebay

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Item 4c.

Bethany Alternative - RTM Management Plan
RTM Management Basics

- Reminder - RTM is generated at Tunnel Launch Shaft Sites
- Bethany Alternative Launch Shaft Locations:
  - Twin Cities
  - Lower Roberts Island
- Twin Cities = 6.6 Million Cubic Yards
- Lower Roberts = 7.5 Million Cubic Yards
- There is NO Southern Forebay on the Bethany Alternative so no need to transport RTM from Twin Cities to Southern Facility Site

How Big is 1 Mil Cubic Yards?

~600 acres 1 ft deep | ~60 acres 10 ft deep | ~300 Olympic Swimming Pools
Two Options for RTM Management

Option 1 - On-Site Stockpile

Option 2 - Off-Site Disposal
Twin Cities Stockpile

- Allow space on site for natural drying – eliminate mechanical drying
- Stockpiles 15 to 25 feet tall
- Eliminate rail spur and other logistics improvements at Twin Cities Drive Site that were provided for moving RTM from site to other locations
Photo Render of Stockpiles at Twin Cities

133 ac Stockpile, 25 ft height

Launch Shaft
Photo Render of Stockpiles at Twin Cities

133 ac Stockpile, 25 ft height
RTM MANAGEMENT OPTIONS: ONSITE

Photo Render of Stockpiles at Twin Cities

222 ac Stockpile, 15 ft height
Photo Render of Stockpiles at Twin Cities

222 ac Stockpile, 15 ft height

133 ac Stockpile, 25 ft height
Lower Roberts Stockpile

- Allow space on site for natural drying
- Stockpiles 15 to 25 feet tall
- 15 ft height is similar to existing dredge stockpile height
- Maintain rail spur to reduce traffic impacts on Hwy 4 and Stockton Area
- Port of Stockton manages dredge stockpile on adjacent site – could coordinate material management
RTM MANAGEMENT OPTIONS: ONSITE

Photo Render of Stockpiles at Lower Roberts

265 ac Stockpile, 15 ft height
Option 2 - Off-Site Disposal Considerations

RTM MANAGEMENT OPTIONS: OFFSITE

Smaller Site Required

- RTM is transported off-site as it is generated (following testing)
- No significant on-site drying required

Hauling Methods

- Road
- Rail

Disposal Options

- Quarries
- Landfills
Twin Cities Construction Area - Footprint Reduction with Off-Site Hauling

~510 ac

~175 ac
Lower Roberts Construction Area - Footprint Reduction with Off-Site Hauling

~ 130 ac

~ 370 ac
Off-Site Transport Options

- **Road**
  - 13 cy/truck
  - 3,600 truck trips / week avg (round trip)
  - 7,200 truck trips / week max (round trip)

- **Rail**
  - 1,200 cy/trip (20 rail-car load)
  - 21 trips / week avg
  - 42 trips / week max
RTM MANAGEMENT OPTIONS: OFFSITE

RTM Hauling Trip Counts

### Trips to export all RTM from Twin Cities

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<tr>
<td><strong>6.0 MCY</strong>*</td>
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<tr>
<td>Road</td>
<td>449,000 trips</td>
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<tr>
<td>Rail</td>
<td>5,000 trips</td>
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### Trips to export all RTM from Lower Roberts

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<td><strong>7.2 MCY</strong>*</td>
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<tr>
<td>Road</td>
<td>536,000 trips</td>
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<tr>
<td>Rail</td>
<td>6,000 trips</td>
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*export after restoration of borrow areas*
## Off-Site Hauling Disposal Options

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<th>Quarries</th>
<th>Miles from Twin Cities Site</th>
<th>Miles from Lower Roberts Site</th>
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<tr>
<td>1. Vernalis: Granite, Teichert Aggregates, &amp; Knife River Vernalis Plant</td>
<td>53 mi</td>
<td>33 mi</td>
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<td>2. Ione</td>
<td>33 mi</td>
<td>59 mi</td>
</tr>
<tr>
<td>3. Sacramento: Florin Perkins Landfill</td>
<td>25 mi</td>
<td>55 mi</td>
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<tr>
<td>4. Tracy: Teichert Rock Plant</td>
<td>50 mi</td>
<td>26 mi</td>
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<tr>
<td>5. Lathrop: Mossdale Brown Sand Dredge Pit</td>
<td>41 mi</td>
<td>20 mi</td>
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<tr>
<td>6. Pleasanton: CalMat</td>
<td>72 mi</td>
<td>45 mi</td>
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No sites are along existing rail corridors.
Three Sites with Adequate Capacity

Recommendation:
Vernalis selected for purposes of CEQA Analysis:
- No easy rail access
- Along I-5 corridor
- Rural area for off-peak hauling
- Conservative hauling distances allowing for better future options
## Truck Hauling to Vernalis

### Twin Cities

<table>
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<tr>
<th>Trips / Week</th>
<th>Total Trips</th>
<th>Roundtrip Miles</th>
<th>Total Truck Miles</th>
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<td>1,800</td>
<td>449,000</td>
<td>106 miles</td>
<td>47.6M</td>
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### Lower Roberts

<table>
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<th>Total Trips</th>
<th>Roundtrip Miles</th>
<th>Total Truck Miles</th>
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<td>1,800</td>
<td>536,000</td>
<td>66 miles</td>
<td>35.4M</td>
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Comparison of Alternatives

Option 1 - On-Site Stockpile

- Substantial reduction in truck traffic and associated air emissions and greenhouse gas emissions. Eliminates ~83Mil trucking miles.
- Material available for Delta Area Reclamation Districts for levee maintenance or other local beneficial uses; current estimate of levee repair needs ~13Mil CY
- On-site stockpiling gives time for industry to advance electrified hauling vehicle technology. Commercial vehicles will likely be available over next decade.
- Aesthetic issue of on-site stockpiled material
- Significant land requirements for drying and stockpiling (~ 580 extra acres)

Option 2 - Off-Site Disposal

- Substantially less construction and permanent area required at Twin Cities and Lower Roberts Tract sites
- Adds significant truck traffic and associated air emissions and greenhouse gas (GHG) emissions along I-5 corridor and near Port of Stockton
- Material not available for local beneficial uses
Questions?
Item 4d.

SEC Questions or Comments on August 26th Meeting Presentation
Item 4e.

Public Comment on Item 4
Thank You
Item 5a.

SEC Tour Updates
November SEC Meeting Topics

- Outstanding SEC Questions Deferred to Future Meeting
- Bethany Alternative - Logistics and Truck Traffic
Remaining 2020 SEC Meetings

October 2020

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October Meeting Cancelled

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Wed., November 4th 3-6pm

December 2020

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Wed., December 9th 3-6pm
Item 5c.

SEC Report to DCA Board
Item 6.

Non-Agendized SEC Questions or Comments
Item 7.

Public Comment

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Non-Agendized Items
Next SEC Meeting

• **Date:** November 4, 2020
• **Time:** 3-6 PM
• **Topics***
  - Outstanding SEC Questions Deferred to Future Meeting
  - Bethany Alternative - Logistics and Truck Traffic

*(subject to change)*