



DECEMBER 9, 2020

# Stakeholder Engagement Committee Meeting

# Meeting Agenda

1	Welcome/Call to Order
2	<i>Roll Call/Housekeeping</i>
3	<i>Minutes Review: November 5, 2020 Regular SEC Meeting</i>
4	<i>DWR Update</i>
4a.	<i>DWR Planning Status</i>
4b.	<i>Community Benefits Framework Discussion</i>
4c.	<i>Public Comments on Item 4</i>
5	<i>DCA Update: Technical Presentations</i>
5a.	<i>Bethany Complex</i>
5b.	<i>Bethany Alternative Traffic Analysis</i>
5c.	<i>SEC Questions or Comments on November 5<sup>th</sup> Meeting Presentation</i>
5d.	<i>Public Comment on Item 5</i>
6	<i>Future Agenda Items &amp; Next Meeting</i>
7	<i>Non-Agendized SEC Questions or Comments</i>
8	<i>Public Comment on Non-Agendized Items</i>



## Item 3.

### *Minutes Review:*

*November 5, 2020*

*Regular SEC Meeting*

## Item 4.

# *DWR Update*





CALIFORNIA DEPARTMENT OF WATER RESOURCES

# Introduction to Proposed Delta Conveyance Community Benefit Program

**Carrie Buckman, Environmental Program Manager**  
**Janet Barbieri, Communications Manager**  
**Kathryn Mallon, DCA Executive Director**

*December 2020*

[WWW.WATER.CA.GOV/DELTA CONVEYANCE](http://WWW.WATER.CA.GOV/DELTA CONVEYANCE)

# COMMUNITY BENEFIT PROGRAM (CBP)

## Agenda

**Background**

**Case Studies and Best Practices**

**Next Steps**

# Background



# What is a Community Benefits Program?



- Defined set of commitments made by project proponents and created in coordination with the local community
- The commitments are made separate from and in addition to permit conditions or environmental mitigations
- Can include a wide range of benefits to address effects beyond what may be afforded by existing regulatory processes
- A demonstration of goodwill and concern regarding adverse effects communities may endure through construction of major capital works

# Why Pursue a Community Benefits Program?



- Large infrastructure projects such as the proposed Delta Conveyance Project inevitably create effects to the communities and the local environment in which they are built.
- A Community Benefits Program would provide opportunities for Delta communities to articulate ways the Delta Conveyance Project can address project conflicts with any local Delta uses that affect the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place (Delta as Place).

# Possible Objectives

- Provide a mechanism for the Delta community to identify opportunities for local benefits
- Provide a mechanism for the project proponents to demonstrate good faith, transparency and accountability to the community through commitments developed with stakeholder input
- Support project consistency with the Delta Plan policy DP P2 and, ultimately, the state's coequal goals for the Delta.



***“Re-localizing  
sharing in benefit in  
line with the  
localization of  
impacts.”***

--Community Benefits from  
Onshore Wind Developments:  
Best Practice Guide for England



# Build on Regional Vision

A CBP would provide additional opportunities for local communities to support the unique cultural, recreational, natural resource and agricultural values of the Delta articulated by the Delta Plan, National Heritage Area and Conservancy Grant Program (among many others).



- ✓ Acknowledge the Delta as a special place worthy of national and state attention
- ✓ Plan to protect the Delta's lands and communities
- ✓ Maintain Delta agriculture as a primary land use, a food source, a key economic sector, and a way of life
- ✓ Encourage recreation and tourism that allow visitors to enjoy and appreciate the Delta and that contribute to its economy
- ✓ Sustain a vital Delta economy that includes a mix of agriculture, tourism, recreation, commercial and other industries, and vital components of state and regional infrastructure

# Conceptual Categories of Benefits

## Delta As Place Fund

- Community driven framework for fund management that empowers local community
- Focus fund on those projects that can help protect, enhance, and sustain the unique cultural, historical, recreational, agricultural, and economic values of the Delta as an evolving place, consistent with the co-equal goals.

## Project Implementation Commitments

- Jobs, training and labor
- Business, economy
- Construction partnerships
- Multipurpose Facilities



# Three Distinct But Complementary Processes

## Regulatory Mitigation

*Purpose: Address project impacts related to specific regulatory requirements (e.g., CEQA/NEPA)*

## Community Benefits Program

*Purpose: Provide resources to direct benefits toward communities most impacted by implementation, based on community collaboration.*

## Ombudsman Program

*Purpose: Clearinghouse single point of contact to streamline information, support and claims. Includes ensuring just compensation as a result of direct construction impacts.*



# Case Studies and Best Practices

# Example Case Studies



**Los Angeles World Airports (LAX) \$11Bil Expansion Program**

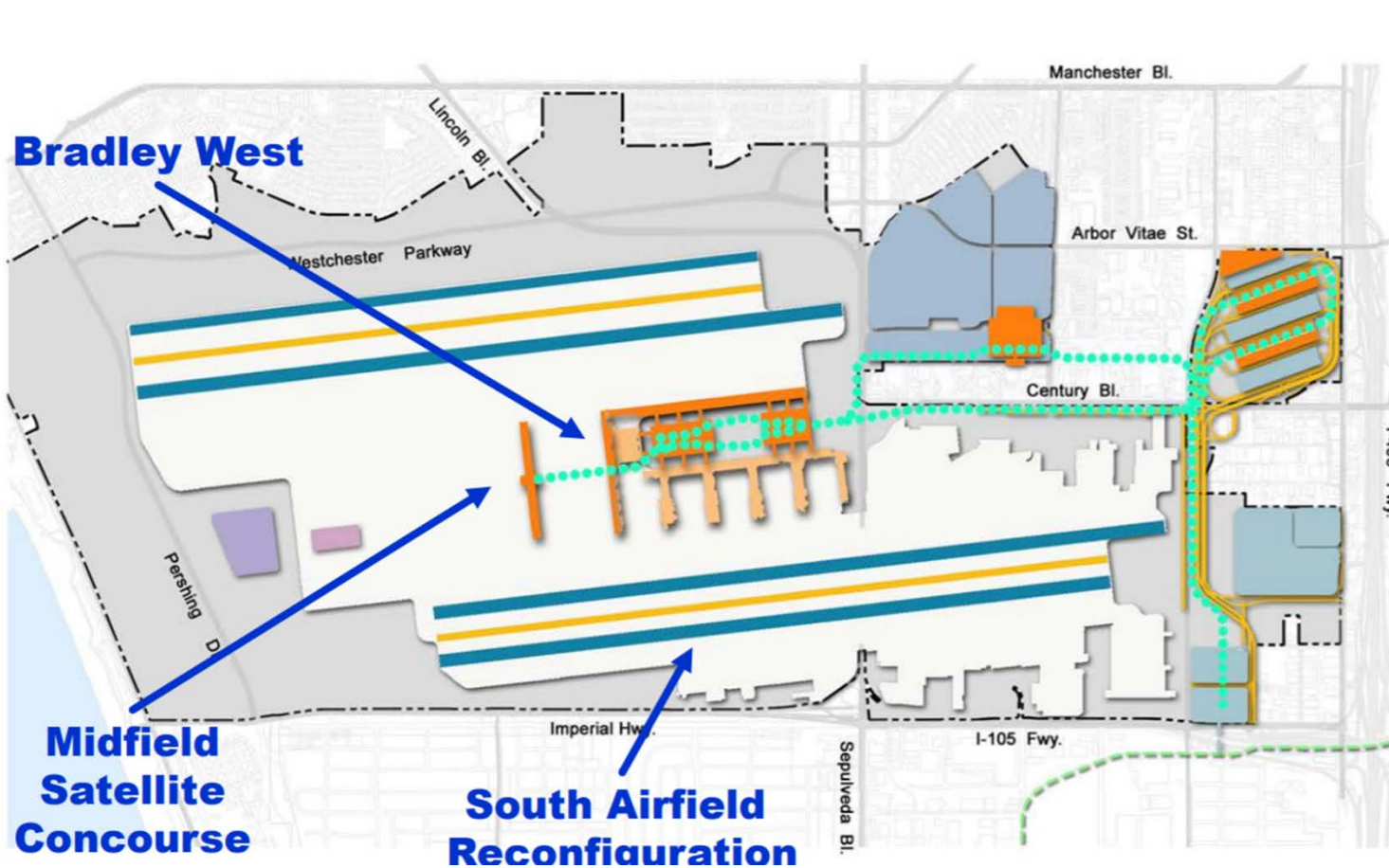


**NYC Dept of Environmental Protection \$3.5Bil Croton Water Plant**



**Various Off-Shore Wind Programs**

# Los Angeles Airport (LAX) Expansion

LAX  
EXPANSION

- ✓ Developed legally binding Community Benefit Agreement (December 2004)
- ✓ Signatory: LAX Coalition for Economic, Environmental and Educational Justice
  - Broad coalition of community-based organizations and labor unions
- ✓ Community Benefits negotiated to address impacts and maximize local project benefits



# Example Benefits Identified



- ✓ Local hiring program to give priority for jobs at LAX to residents and low-income and special needs individuals;
- ✓ Funds for soundproofing affected schools and residences;
- ✓ Retrofitting diesel construction vehicles and diesel vehicles operating on the tarmac, curbing dangerous air pollutants by up to 90%;
- ✓ Electrifying airplane gates to eliminate pollution from jet engine idling;
- ✓ Funds for studying the health impacts of airport operations on surrounding communities; and
- ✓ Increased opportunities for local, minority, and women-owned businesses in the modernization of LAX.

LAX  
EXPANSION

# NYC DEP Croton Water Treatment Plant (WTP)



- ✓ Selected site on public golf course in Van Cortlandt Park, Bronx, NY
- ✓ Plant constructed entirely underground to reduce affects in public park
- ✓ Agreements negotiated in two areas:
  - On-site impacts to golf course
  - Broader Bronx Community
- ✓ Community monitoring committee formed and held monthly meetings to review overall progress

NYC DEP  
CROTON WTP



# Integrated Site Facilities

*Croton WTP during construction. Temporary driving range and course reroute built prior to start of WTP construction; payments for lost revenue during construction.*



*Final driving range and clubhouse constructed above buried treatment plant.*



# Support for Bronx Borough Parks

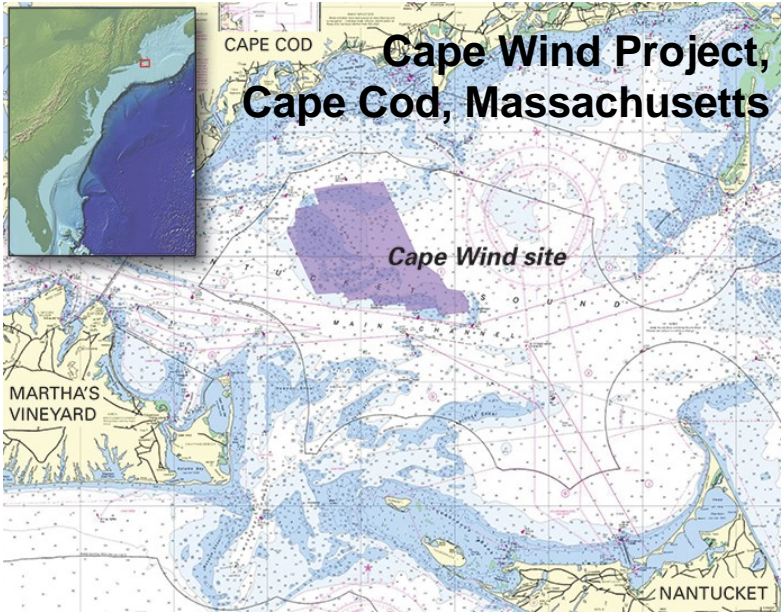
NYC DEP  
CROTON WTP

- ✓ Roberto Clemente State Park Reconstruction
- ✓ Van Courtland Park Upgrades
- ✓ Van Courtland Park Forestry Management Fund
- ✓ Tree Planting Fund
- ✓ Bronx Borough Public Parks Fund





# Example Features of Offshore Wind Farm CBAs



**Cape Wind Project,  
Cape Cod, Massachusetts**

- Established grant program for assistance on local projects such as upgrade of a local village pond and its adjoining land



**Sheringham Shoal Community Fund  
North Norfolk, England**



**Block Island Wind Farm  
Block Island, Rhode Island**

VARIOUS  
WIND PROJECTS

- Grant money to hire third party expert to help understand planning submission drawings and other technical issues
- Hired ombudsperson to help keep town informed
- Added power and fiber optic line to connect island to mainland grid to provide high speed internet and eliminate diesel fueled power plant

# Sample Best Practices



- Grassroots process with open and transparent collaboration to encourage broad community participation - outreach to interest groups that do not always have voice or participate
- Results of all meetings will be recorded and made public
- Make participants aware that participation does not affect their rights in the planning process
- Build on plans and strategies that have already been developed in Community
- Ensure benefits are fair and proportional to project magnitude
- Clear oversight and monitoring program to ensure sponsor and recipients are meeting their responsibilities

# Next Steps



# Phases of Development and Implementation

**PHASE 1**  
*Information Gathering*

*December 2020 to February 2021*

**PHASE 2**  
*Develop Community  
Benefits Program Framework*

*March 2021 to December 2021*

**PHASE 3**  
*Complete Benefit Identification  
and Finalize Program*

*January 2022 to December 2023*

**PHASE 4**  
*Implementation and Oversight  
(pending project review and approvals)*

# Information Gathering

**PHASE 1**  
Information  
Gathering

**PHASE 2**  
Develop CBP  
Framework

**PHASE 3**  
Negotiate Benefits /  
Finalize Agreements

**PHASE 4**  
Implementation  
and Oversight

- Interviews with Delta stakeholders and stakeholder groups to introduce proposed Community Benefit Program concept and initial solicit feedback
  - Local elected officials and Delta organizations (e.g. DSC, DPC, DC)
  - Legacy communities
  - Tribes and Tribal Members
  - Environmental Justice / Disadvantaged Communities
  - Agricultural interests
  - Recreational interests
  - Natural resources interests



# Information Gathering

**PHASE 1**  
*Information  
Gathering*

**PHASE 2**  
*Develop CBP  
Framework*

**PHASE 3**  
*Negotiate Benefits /  
Finalize Agreements*

**PHASE 4**  
*Implementation  
and Oversight*

- CBPs require communities to be clear on what they need and the long-term benefits that can be derived.
- Local planning organizations can often serve that function to work with citizens to develop long term plans
- The Delta is diverse and dispersed with multiple and sometimes overlapping planning organizations
- Need input on how to navigate the current Delta community structure and identify:
  - methods to work collaboratively with community to develop the program
  - stakeholder identification



**PHASE 1**  
*Information  
Gathering*

**PHASE 2**  
*Develop CBP  
Framework*

**PHASE 3**  
*Negotiate Benefits /  
Finalize Agreements*

**PHASE 4**  
*Implementation  
and Oversight*

## What may be included in the Framework Document?

- Benefit categories and goals
- Tenets and stakeholders
- Objectives for each benefit category
- Process design

## Community Engagement Approach

1. Interviews with community members and community groups
  - a. Interview the SEC as one of several groups (but also individuals as desired)
  - b. Document and publish input for transparency
2. Public workshops
  - a. Review interview results
  - b. Present draft language
  - c. Solicit public input
3. DWR uses interviews/workshops to prepare Draft Framework (appendix to DEIR)

# Closing

# Core Commitments

1

**Transparent**  
Open process to  
collaborate effectively

2

**Constructive**  
Participation in good  
faith with community to  
create a positive legacy

3

**Inclusive**  
Broad stakeholder  
participation to expand  
capture of voices

4

**Fair**  
Benefits related to  
localized nature of  
effects

5

**Unconditional**  
Community benefits  
are not dependent on  
support for project



### Discussion:

- Do you understand the concept?
- Do you have any thoughts about how the SEC fits into the Framework development process?
- Do you have recommendations for who to interview?



## Item 5.

# *Technical Presentations*

***5a. Bethany Complex***

***5b. Bethany Alternative Traffic Analysis***



Item 5a.

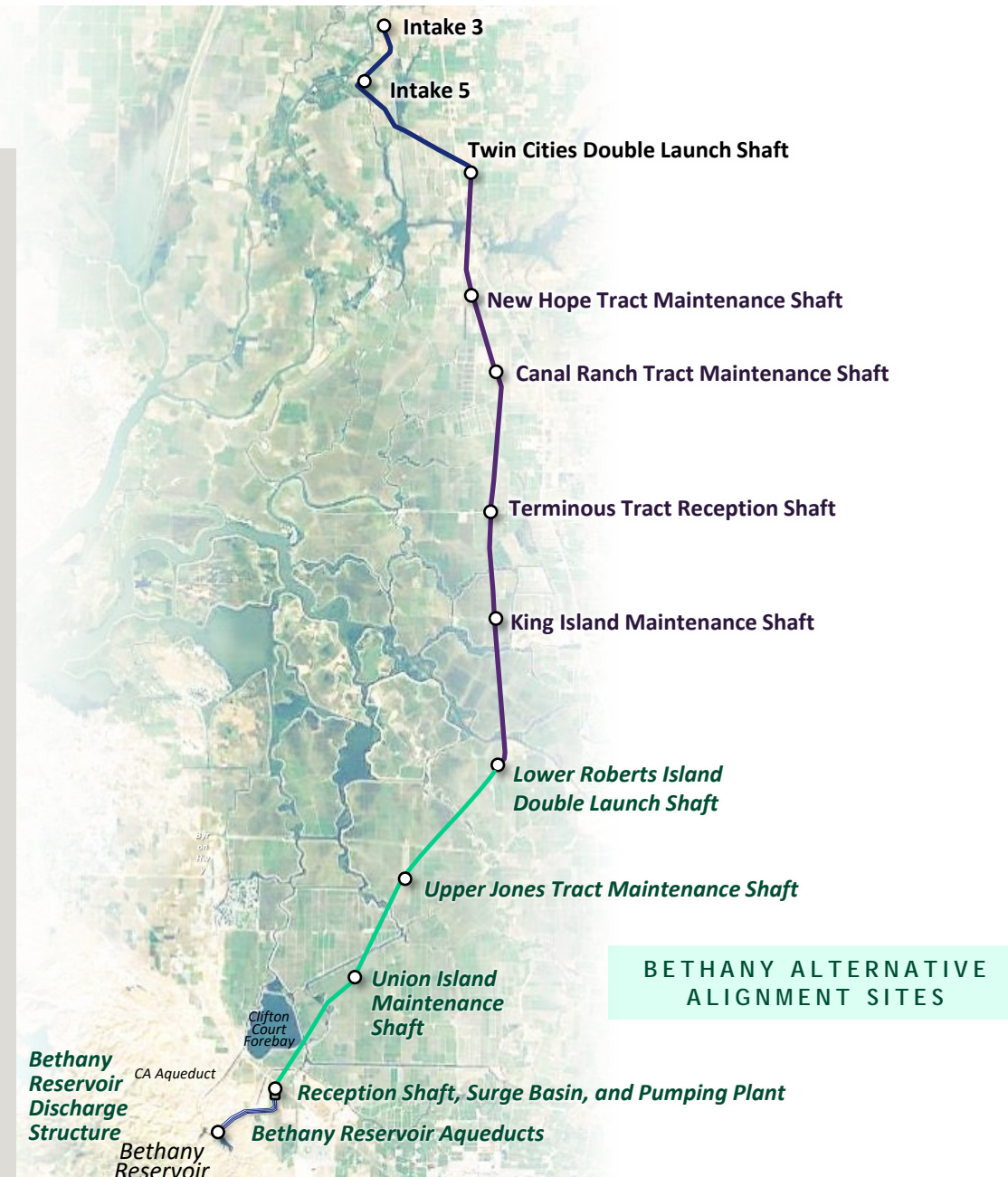
## *Bethany Complex*



# Bethany Alternative

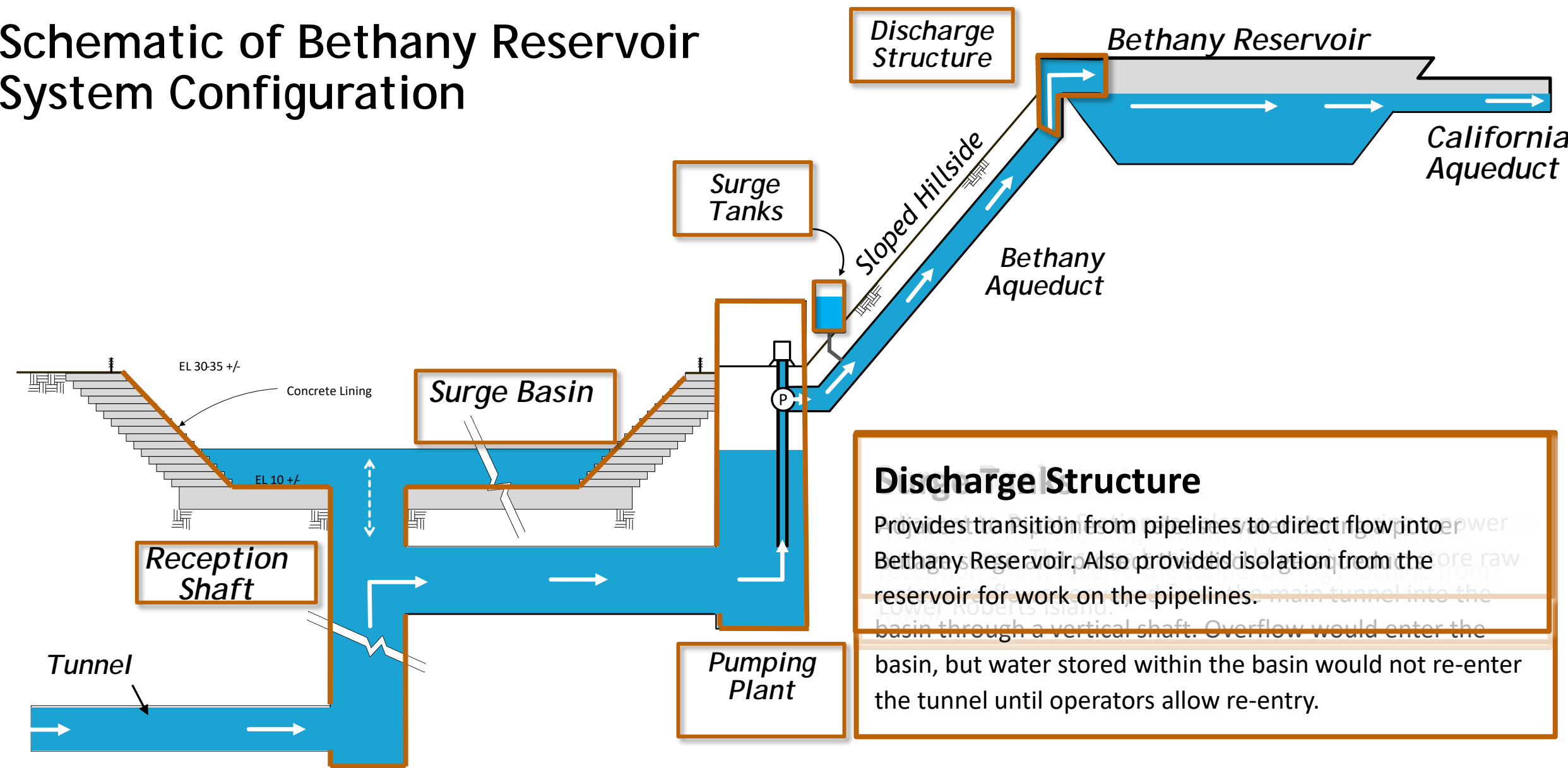
- **Bethany Reservoir Alternative**

- Bethany Alternative uses the same alignment as the Eastern Alignment up to Lower Robert Island Shaft, at this point the shaft becomes a double launch shaft.
- Two additional maintenance shafts would be needed for the Bethany Alternative:
  - Upper Jones Maintenance Shaft
  - Union Island Maintenance Shaft
- The tunnel reach from Lower Roberts extends to the Pumping Plant complex near the existing Central Valley Project facilities just south of Byron Highway.
- The pumping plant diverts the tunnel flow up to a discharge structure along the shore of Bethany Reservoir via 4 parallel aqueducts.

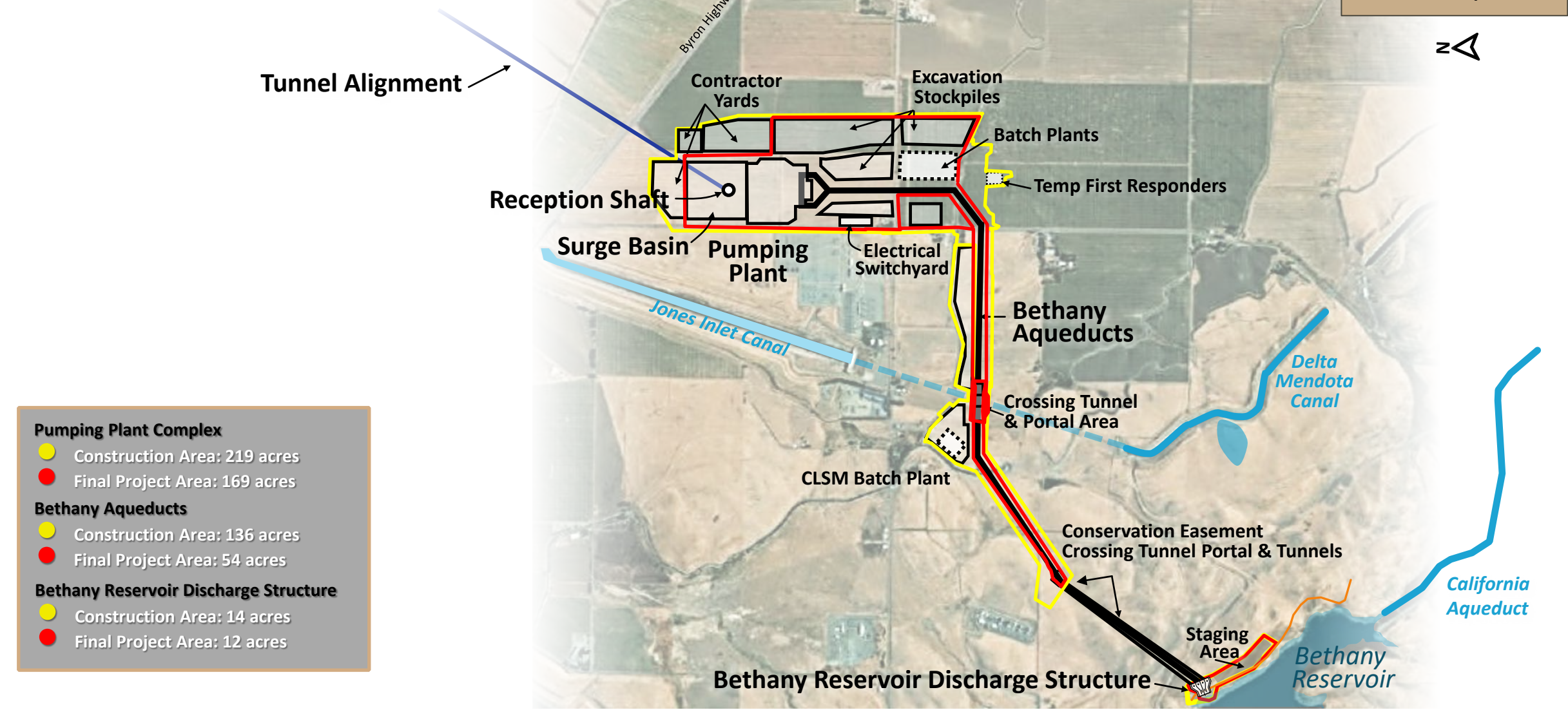




# Schematic of Bethany Reservoir System Configuration

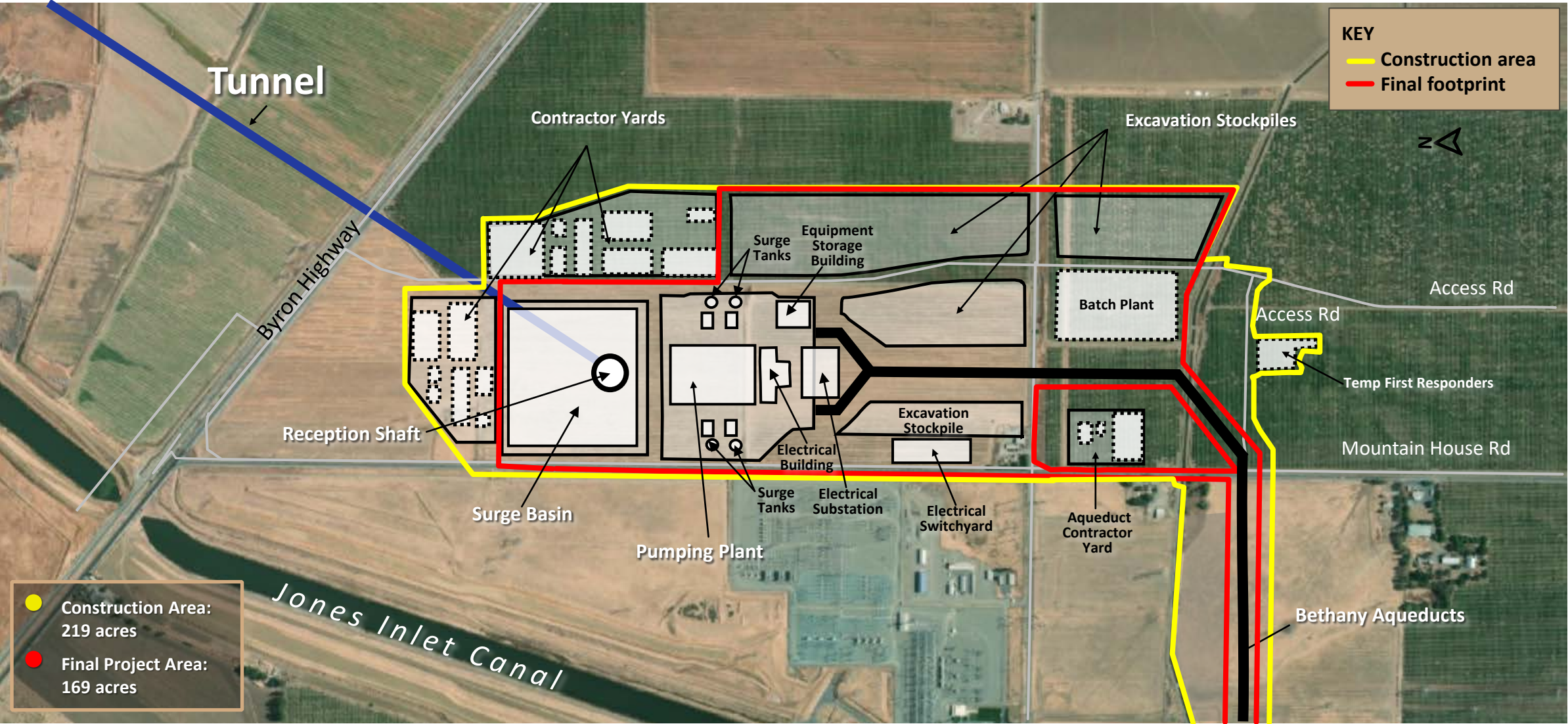


# Bethany Complex



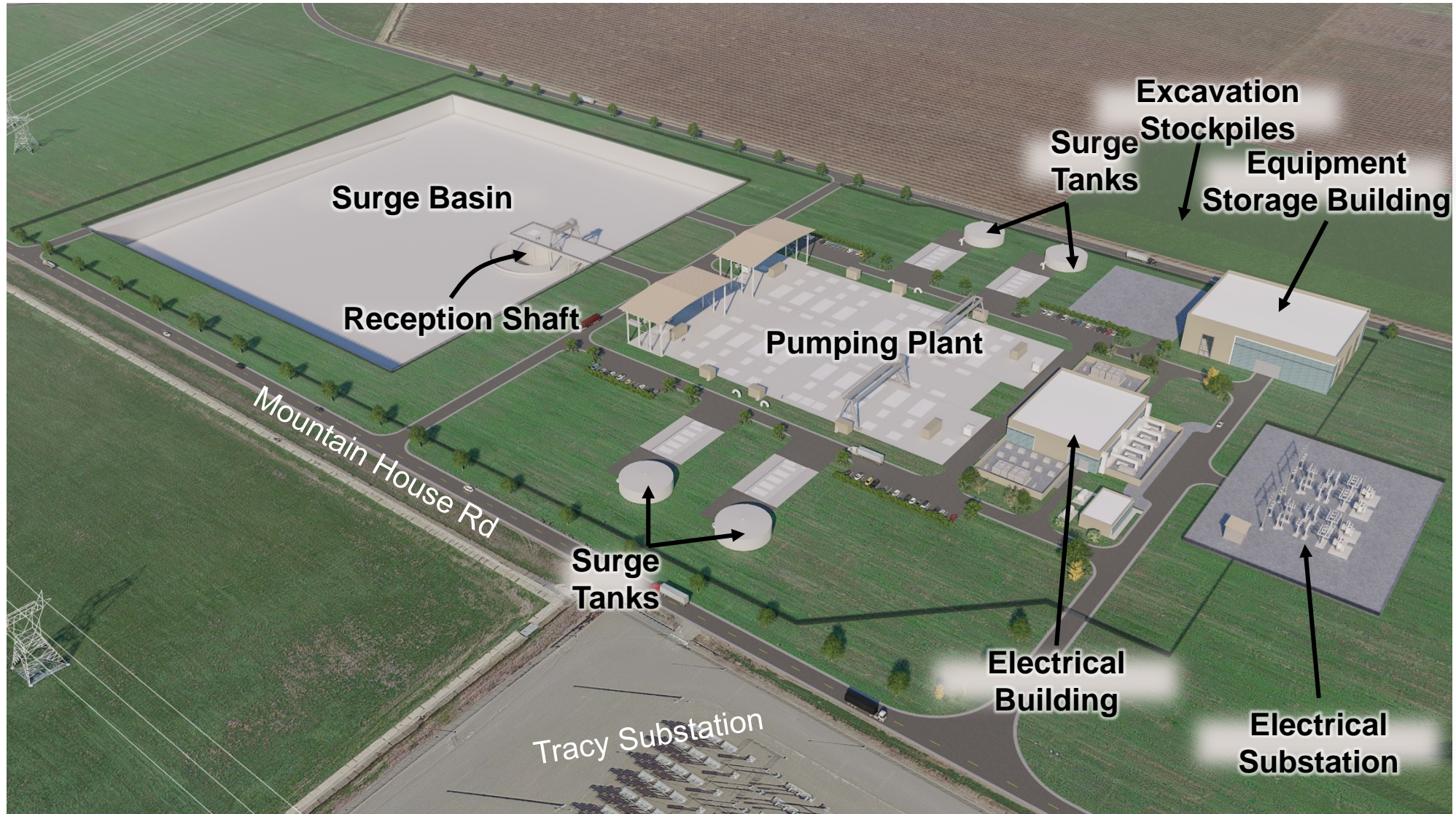


# Bethany Pumping Plant





# Bethany Pumping Plant

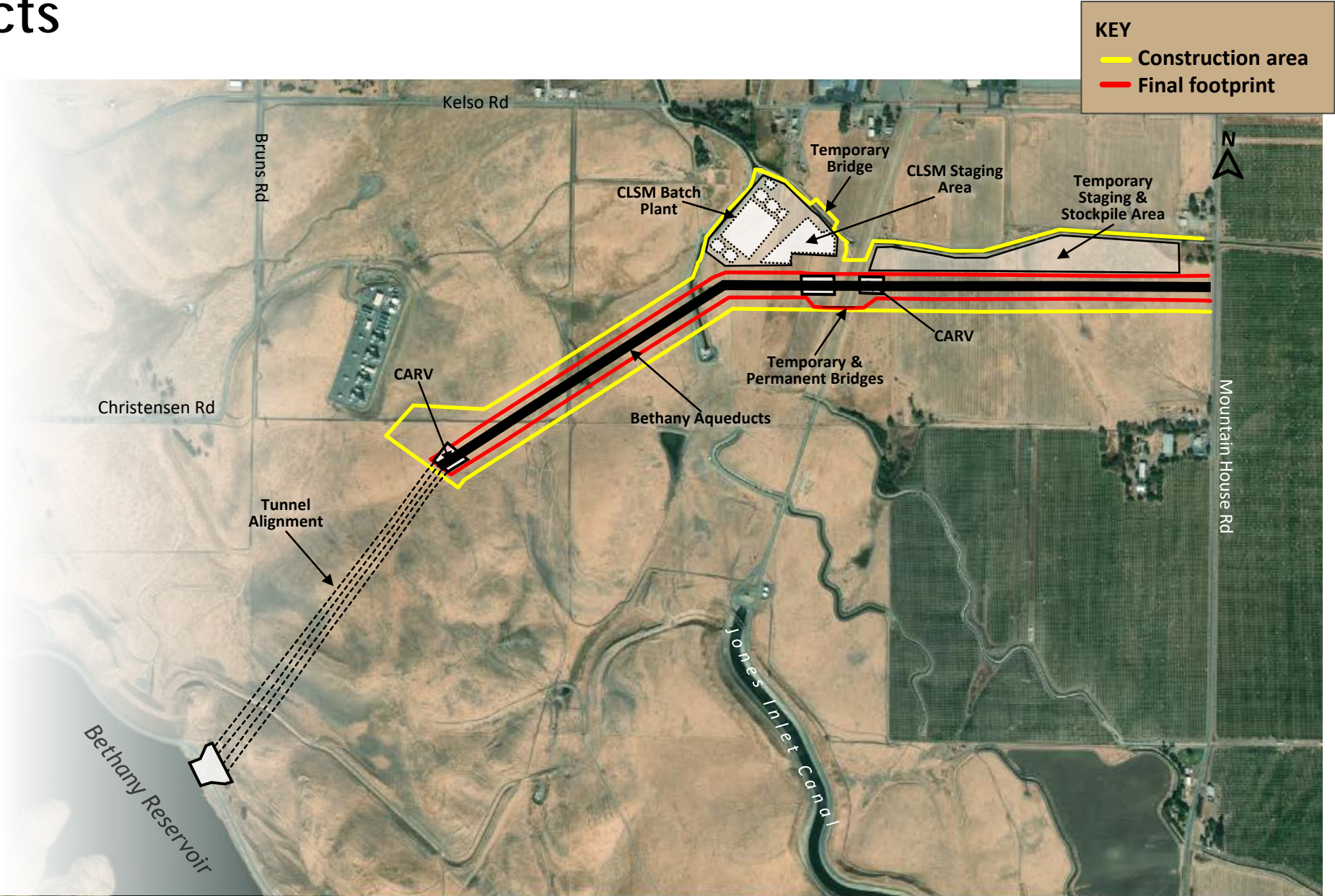




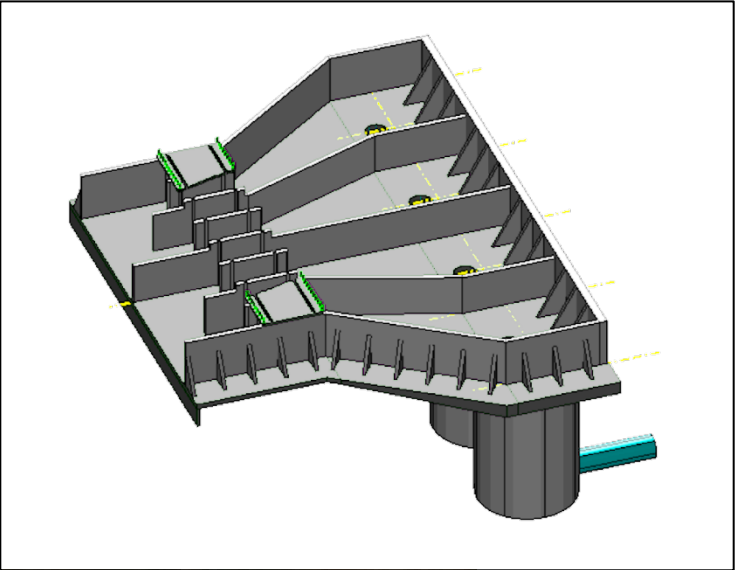
# Bethany Aqueducts

Construction Area:  
136 acres

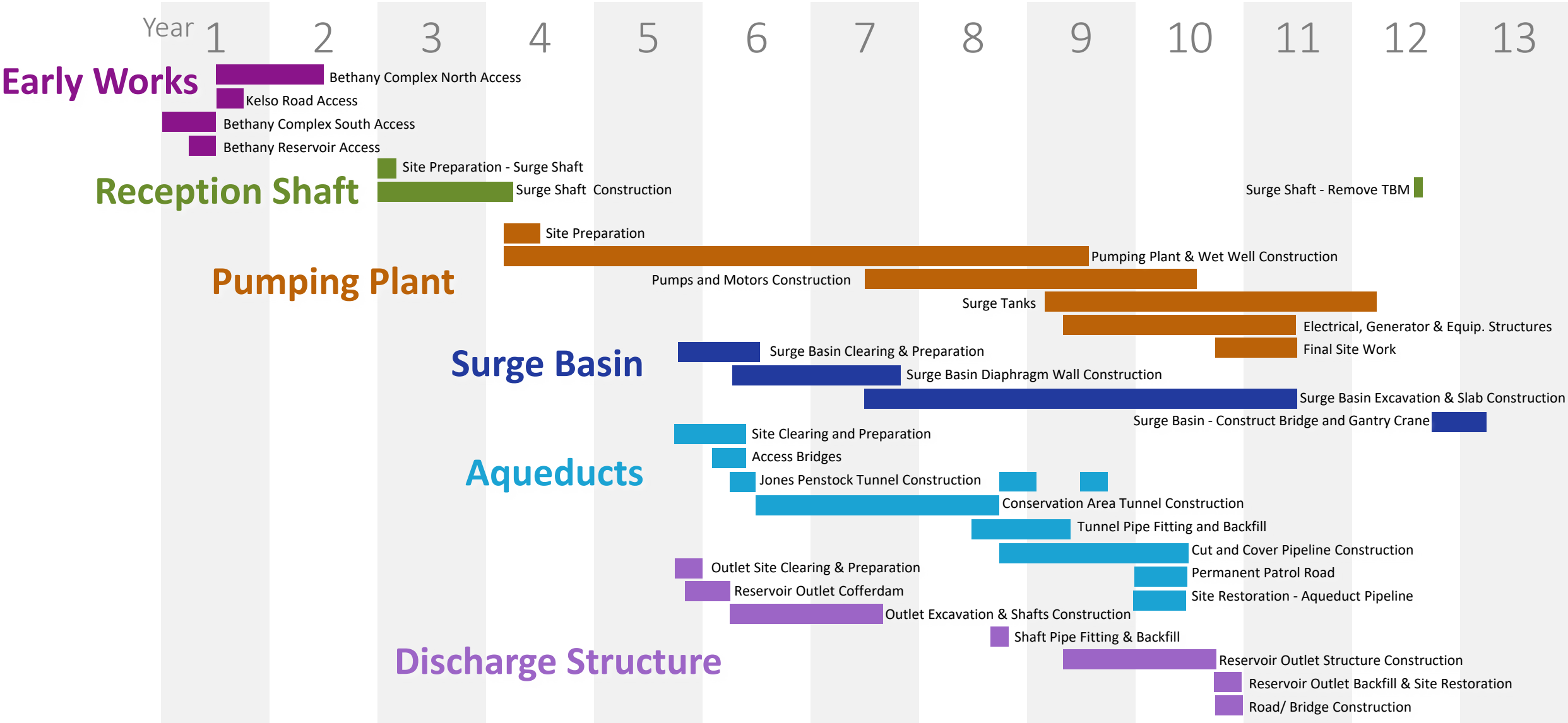
Final Project Area:  
54 acres



# Bethany Reservoir Discharge Structure



# Construction Schedule for Bethany Complex







Item 5b.

# *Bethany Alternative Traffic Analysis*



# Agenda

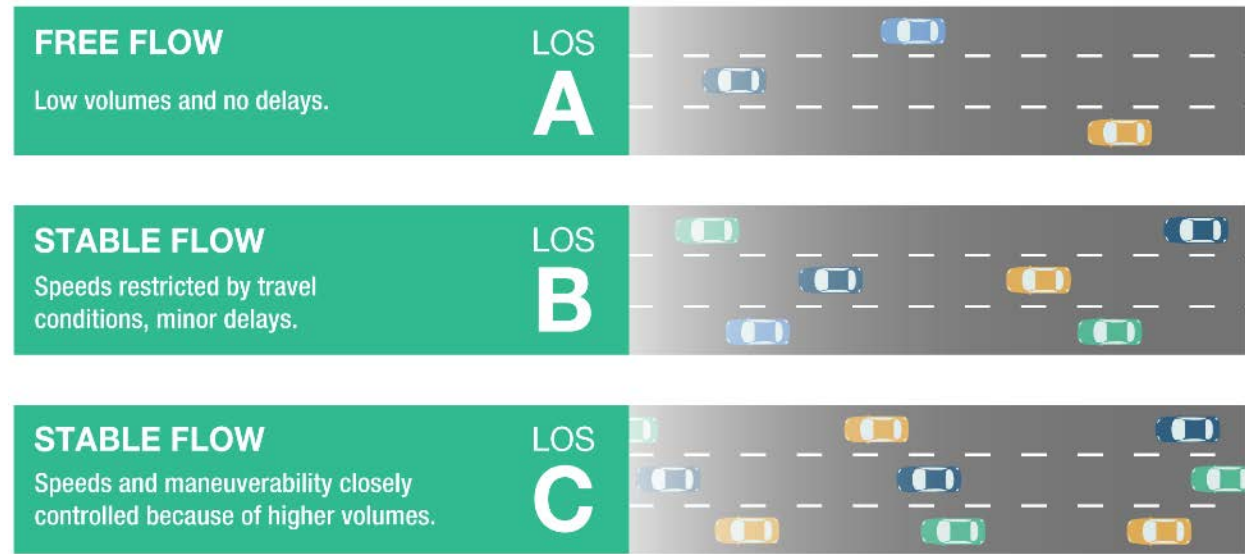
- Description of Methodology
- Analysis of the Bethany Alternative

## **Note**

*This is NOT a CEQA analysis but helps the engineering team to identify our recommended logistics measures. Ultimately, the CEQA process will be the final arbiter of recommended logistics improvements to manage traffic impacts.*

# Description of Methodology

# What Is Level of Service (LOS)?



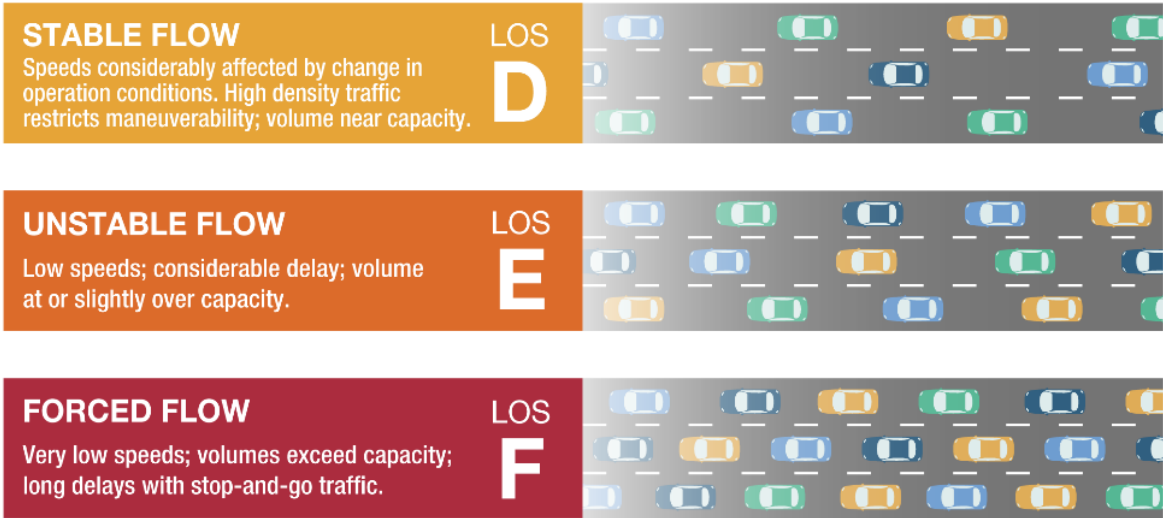
## Levels A through C

Allow traffic to move at posted speed limit

*Common on urban roads*

## Levels D through F

Increasing levels of restriction from other traffic





4B. BETHANY ALTERNATIVE TRAFFIC ANALYSIS

# Existing LOS

Figure 8: San Joaquin County RCMP 2018 Basic Freeway Segment LOS PM

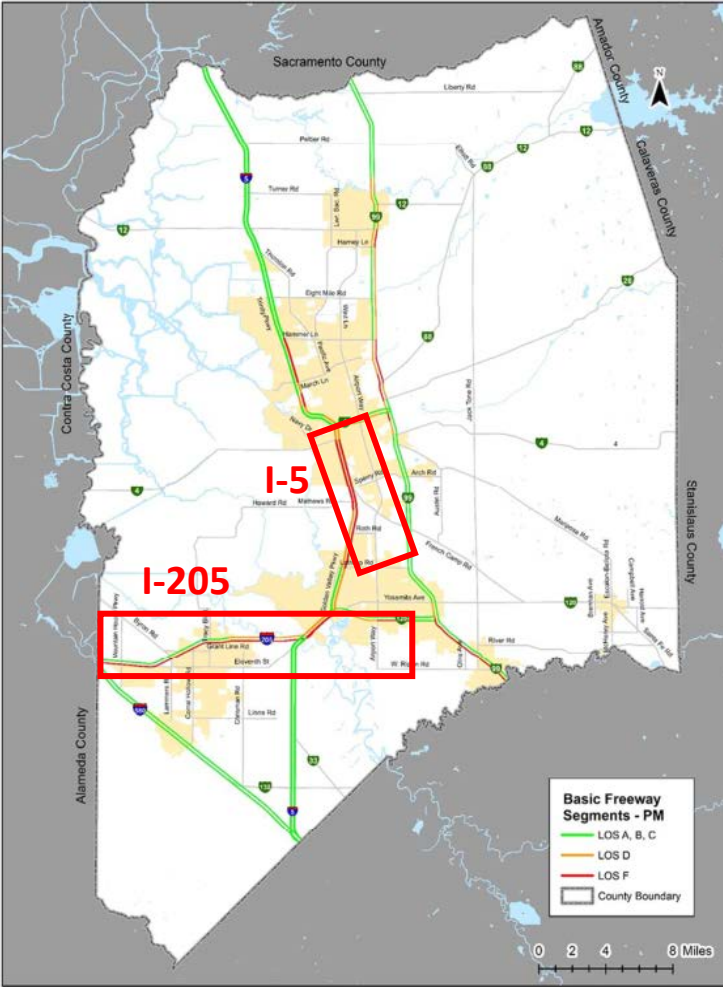


Figure 10: San Joaquin County RCMP 2018 Two-Lane Highway Segment LOS – PM Peak

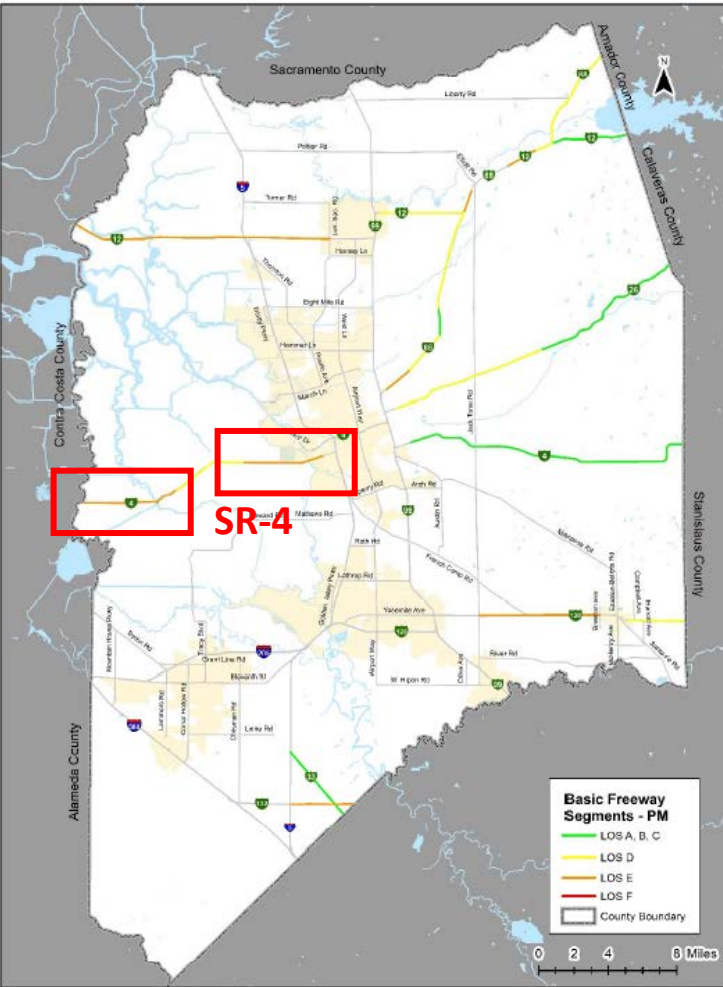
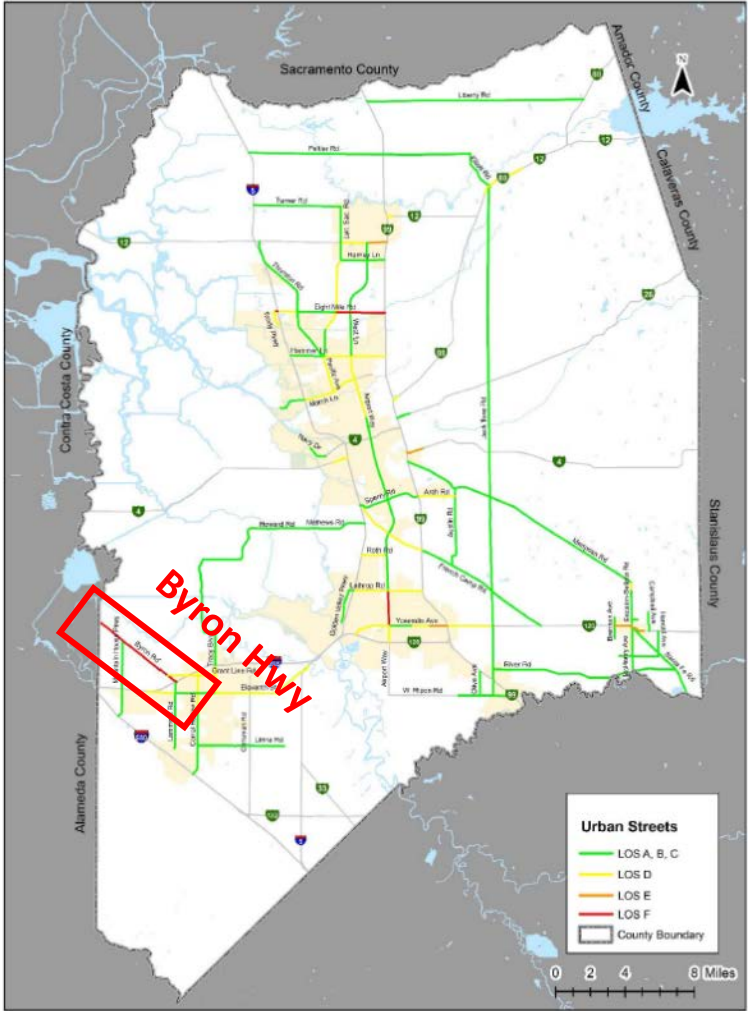


Figure 11: San Joaquin County RCMP 2018 Urban Street Segment LOS



Source: San Joaquin County Regional Congestion Management Program 2019 Monitoring and Performance Report

## Delta Conveyance: Thresholds for Remedial Action

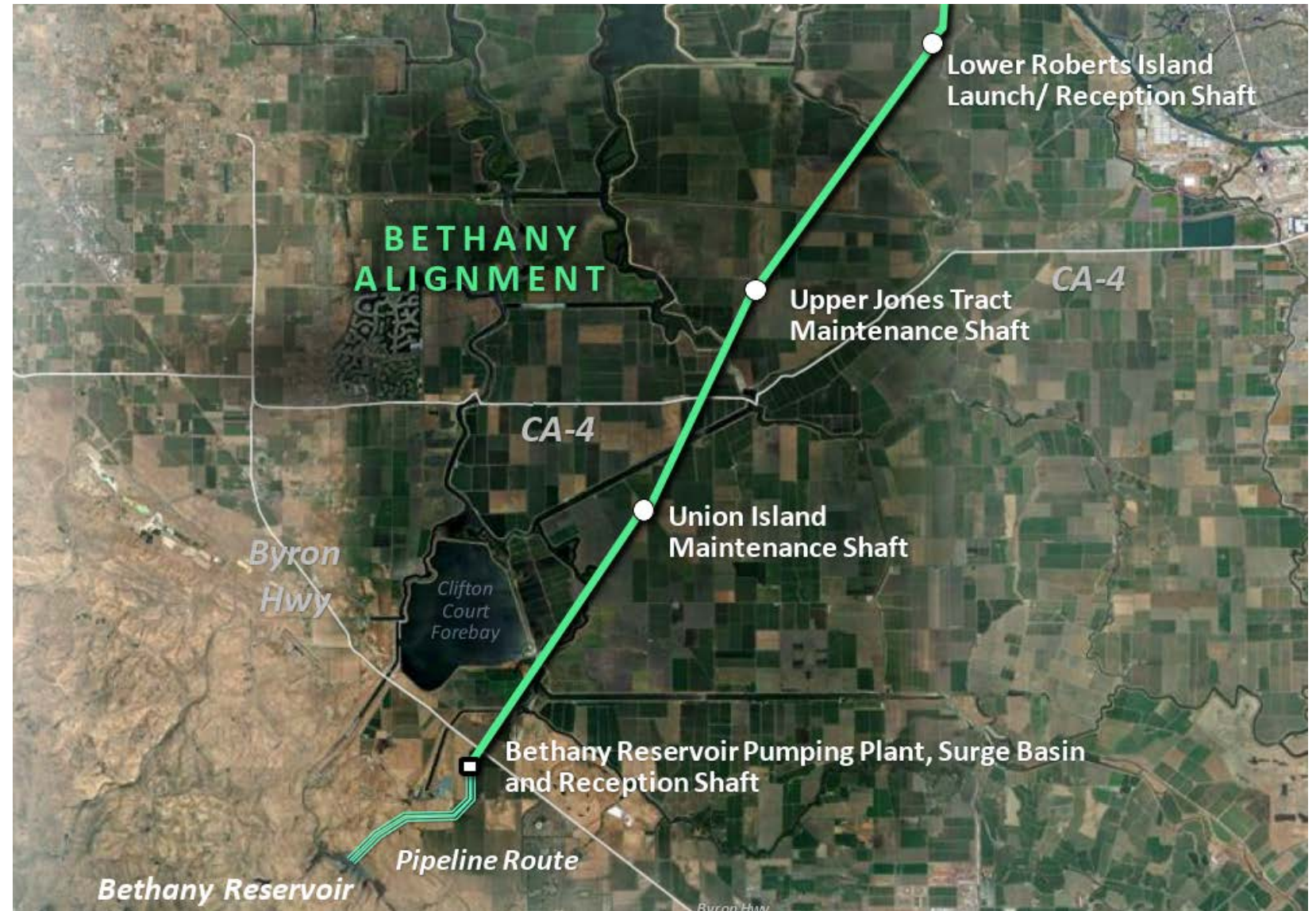
1. The construction traffic creates a LOS worse than the target LOS and the project's traffic is 10% or more of the total traffic volume.
2. The target LOS is:
  - LOS C for local roads
  - LOS D for major commute routes (SR-4, SR-12, Byron Hwy)
  - LOS D for any new roads built for the project

*Note: This is similar to the LOS goals in San Joaquin and Sacramento Counties but with consideration of the project's traffic in relation to existing traffic (10% threshold)*

# Analysis of the Bethany Alternative

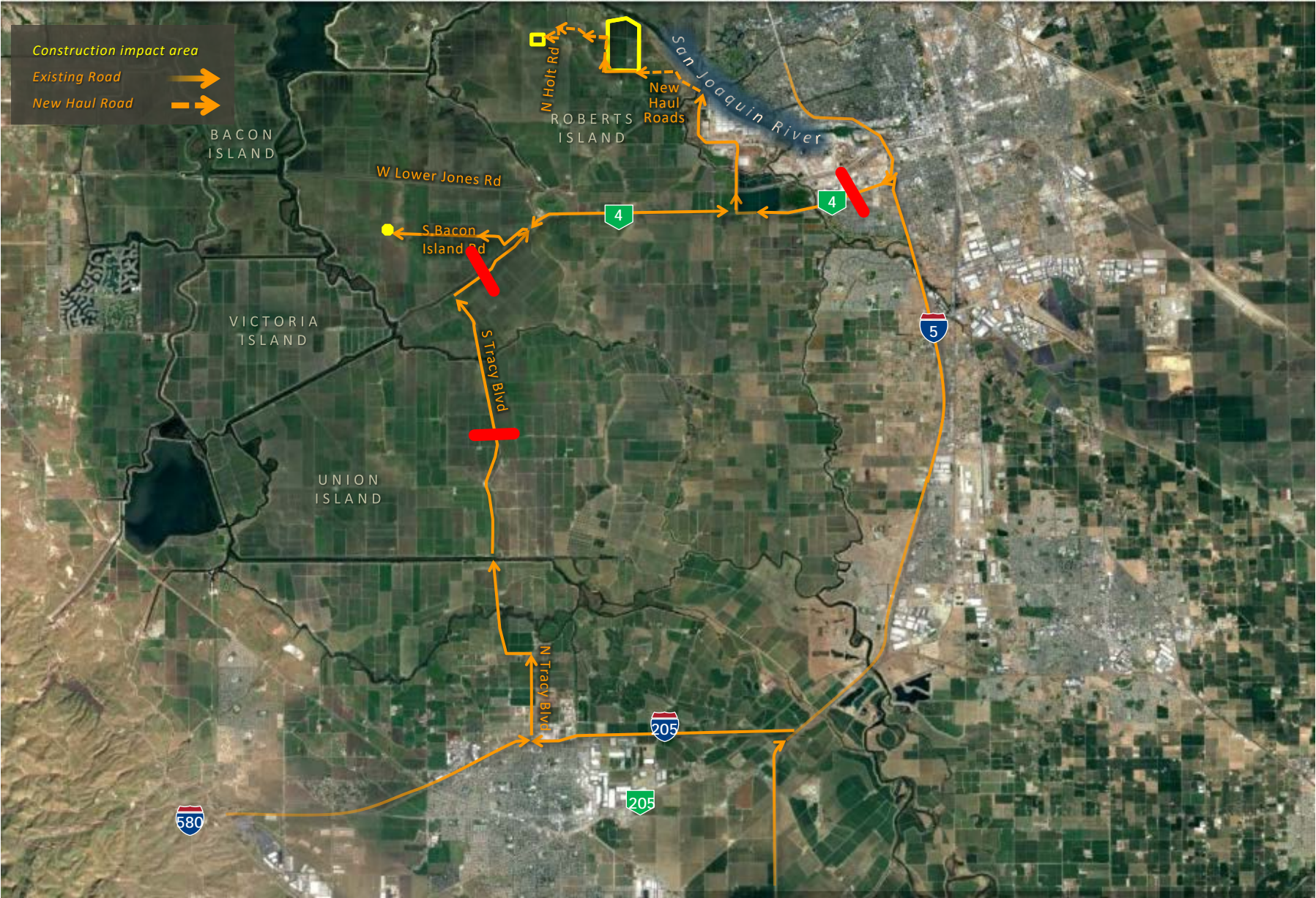


## Sites Involved



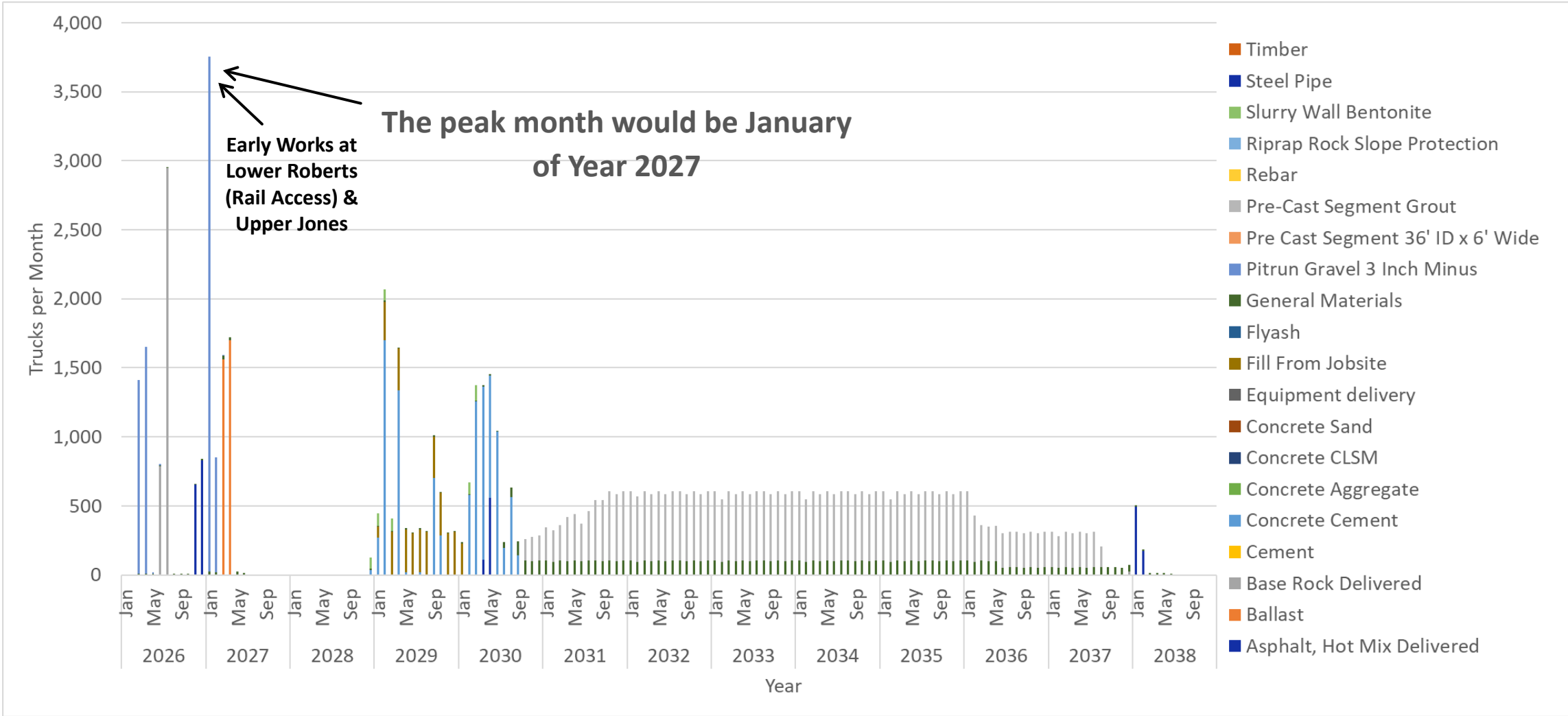


**SR-4**  
*Major Impacts are from Lower Roberts Island & Upper Jones Tract*



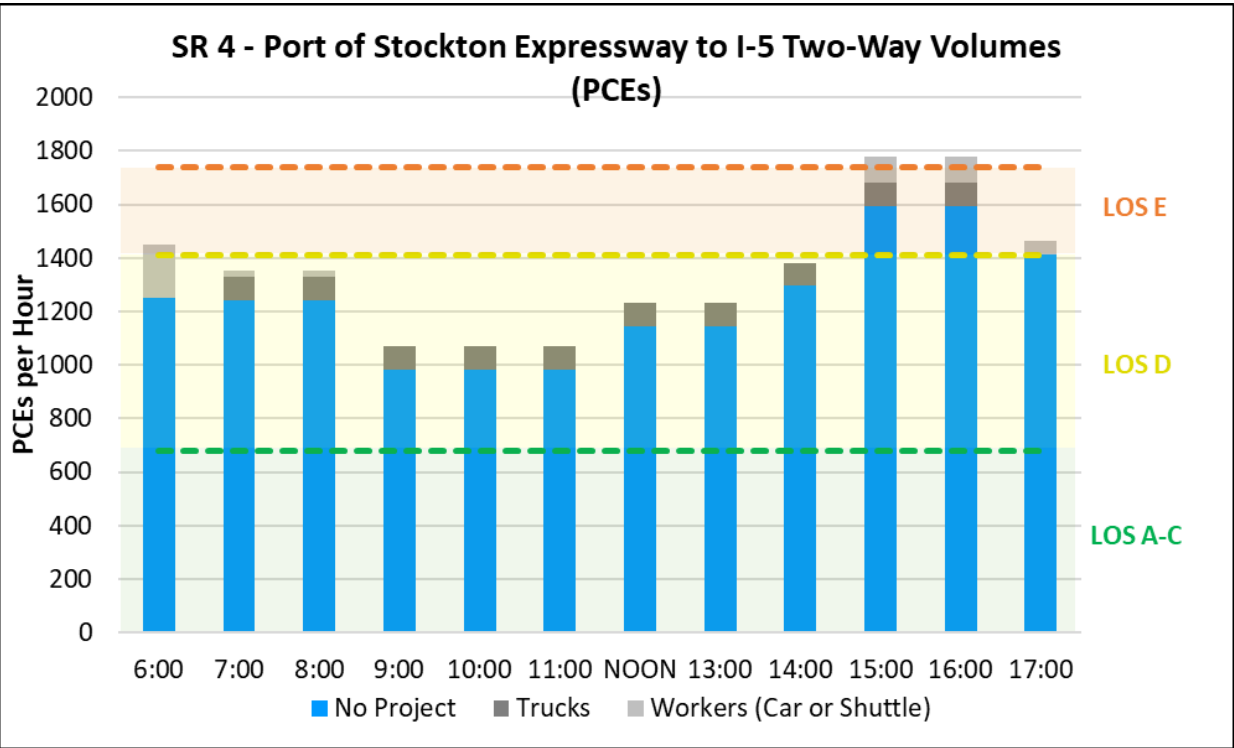
# Peak Month for Lower Roberts & Upper Jones

*Affecting: SR-4*





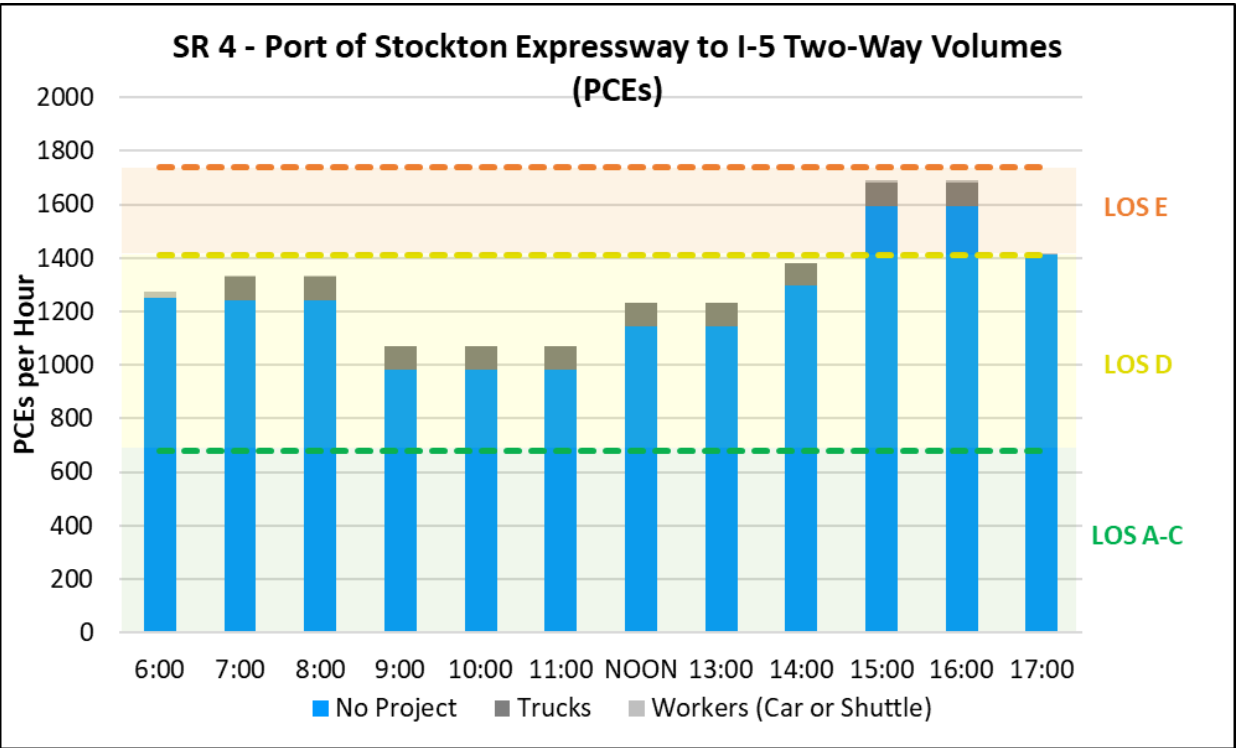
# Traffic Conditions: SR-4 west of I-5 (2-lane bridge)



Worker trips are all drive-alone.

LOS “F” in the AM & PM peak.

Project would temporarily add 16%.



Worker trips are all taking shuttle (10 people/shuttle).

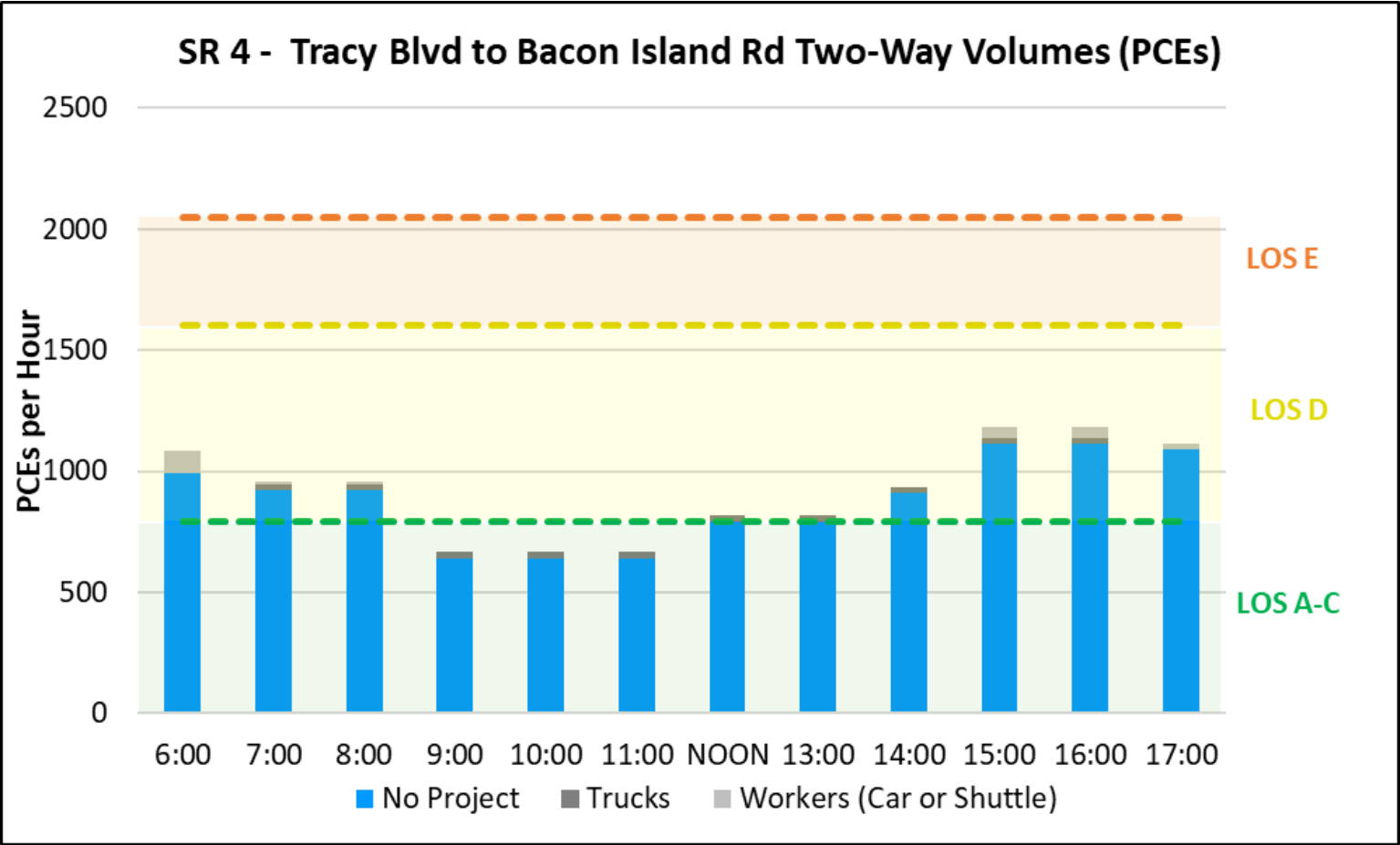
LOS “E” in the evening without project trips.

Project would temporarily add 6% (Truck & Worker), which is

# Traffic Conditions: SR-4 west of Bacon Island Road

LOS would be “D” or better even with the addition of project traffic.

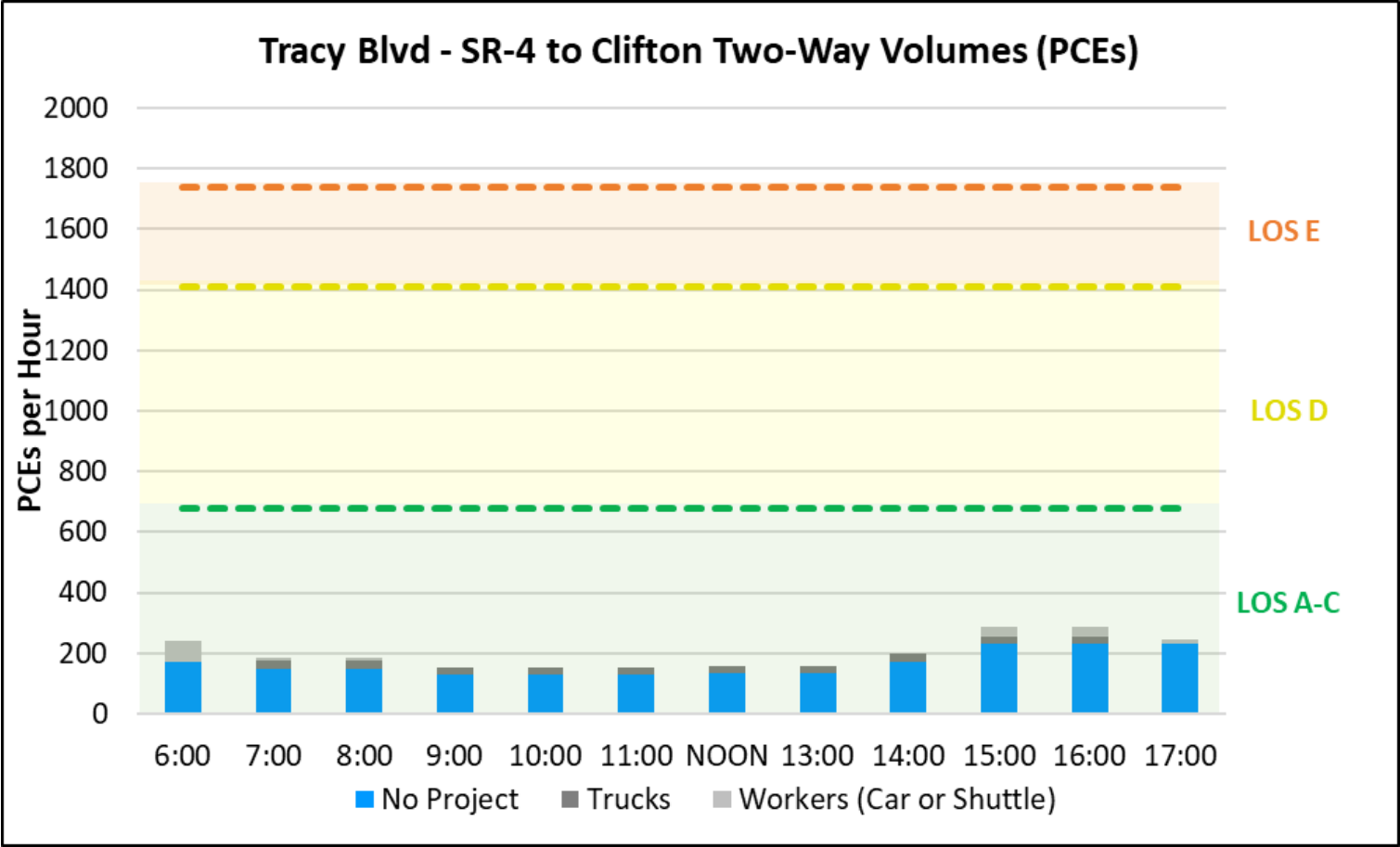
Project traffic would be minor in relation to background traffic



# Traffic Conditions: Tracy Blvd between SR-4 and Clifton Court Road

LOS would be “C” or better even with the addition of project traffic.

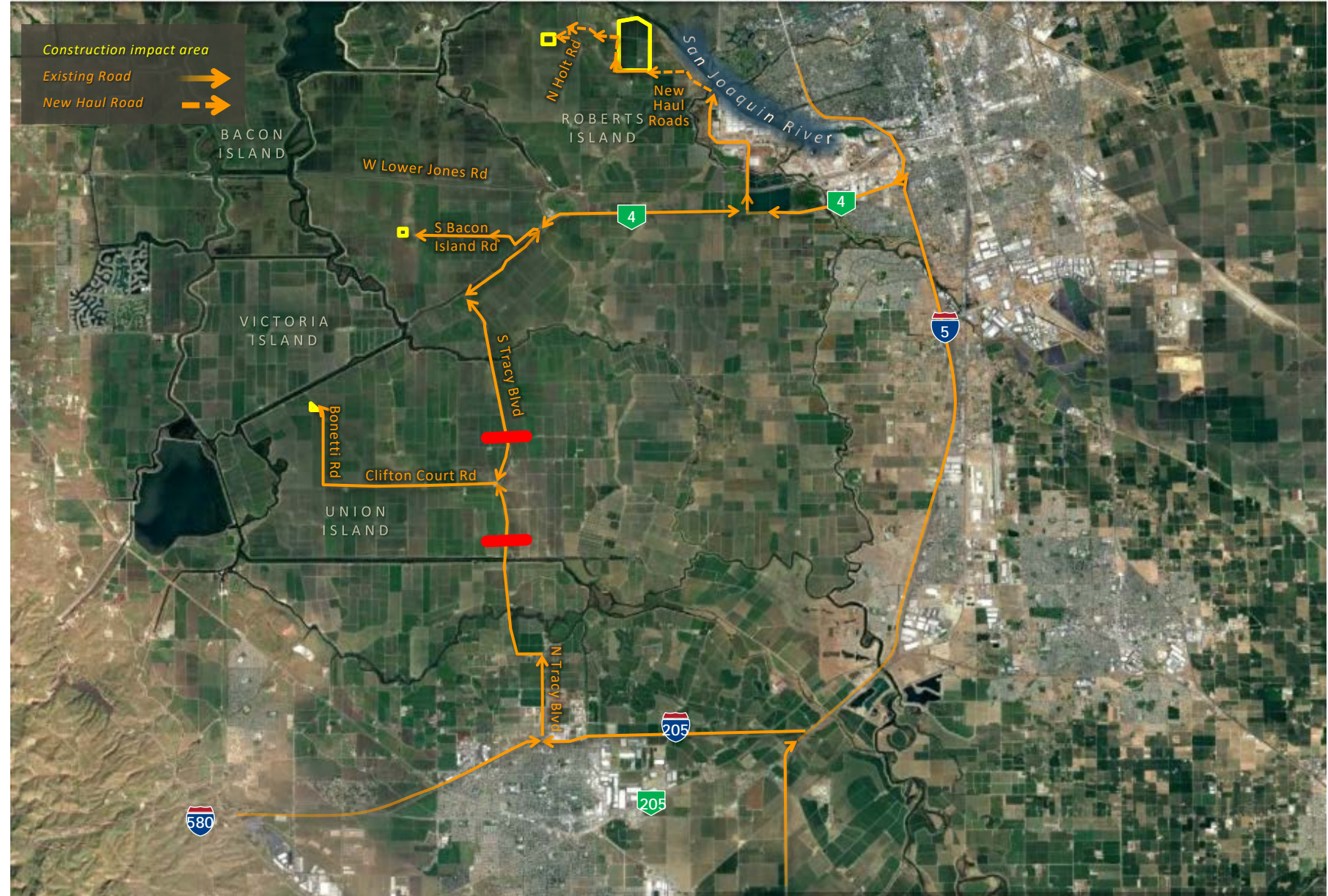
Project traffic would be minor in relation to background traffic



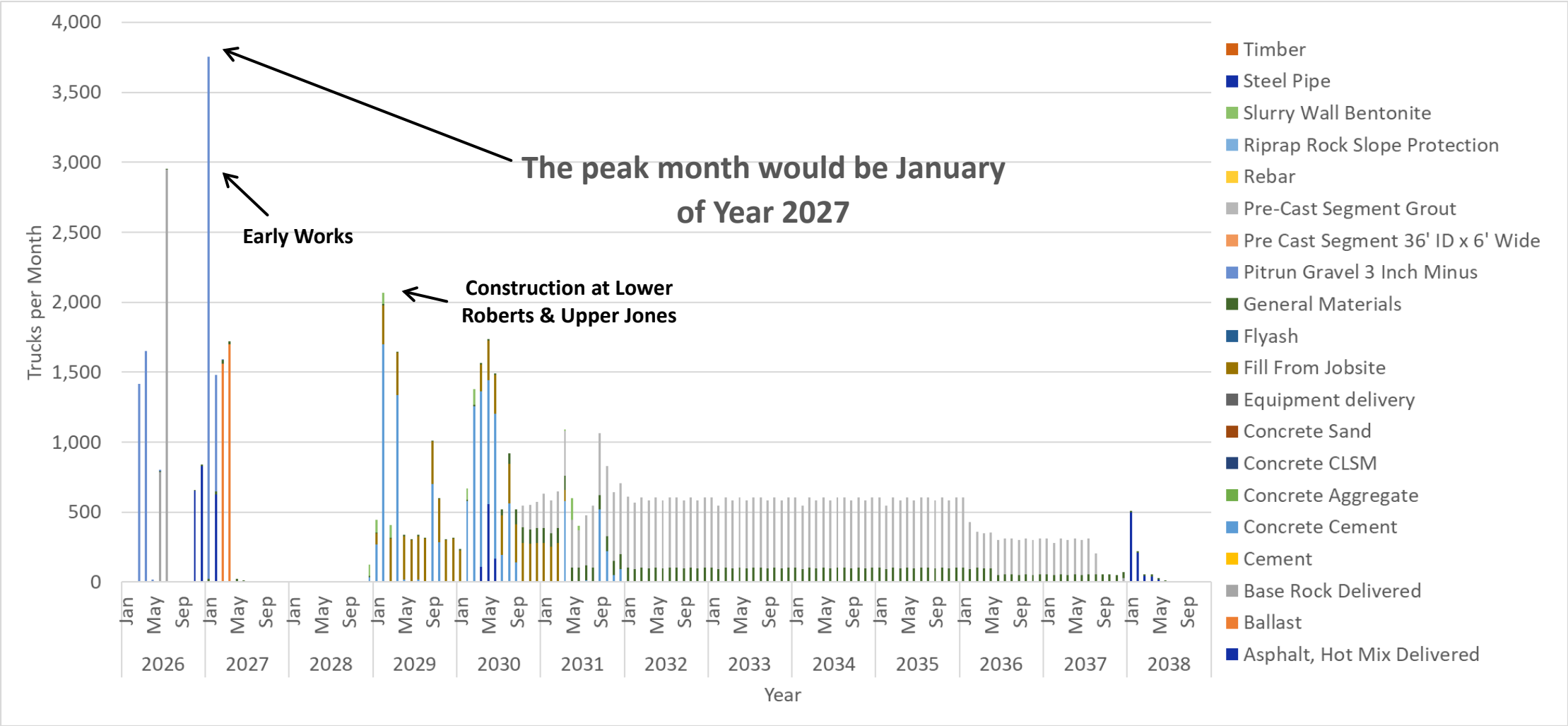


# Tracy Blvd

*Major Impacts are from Lower Roberts Island, Upper Jones Tract, and Union Island*

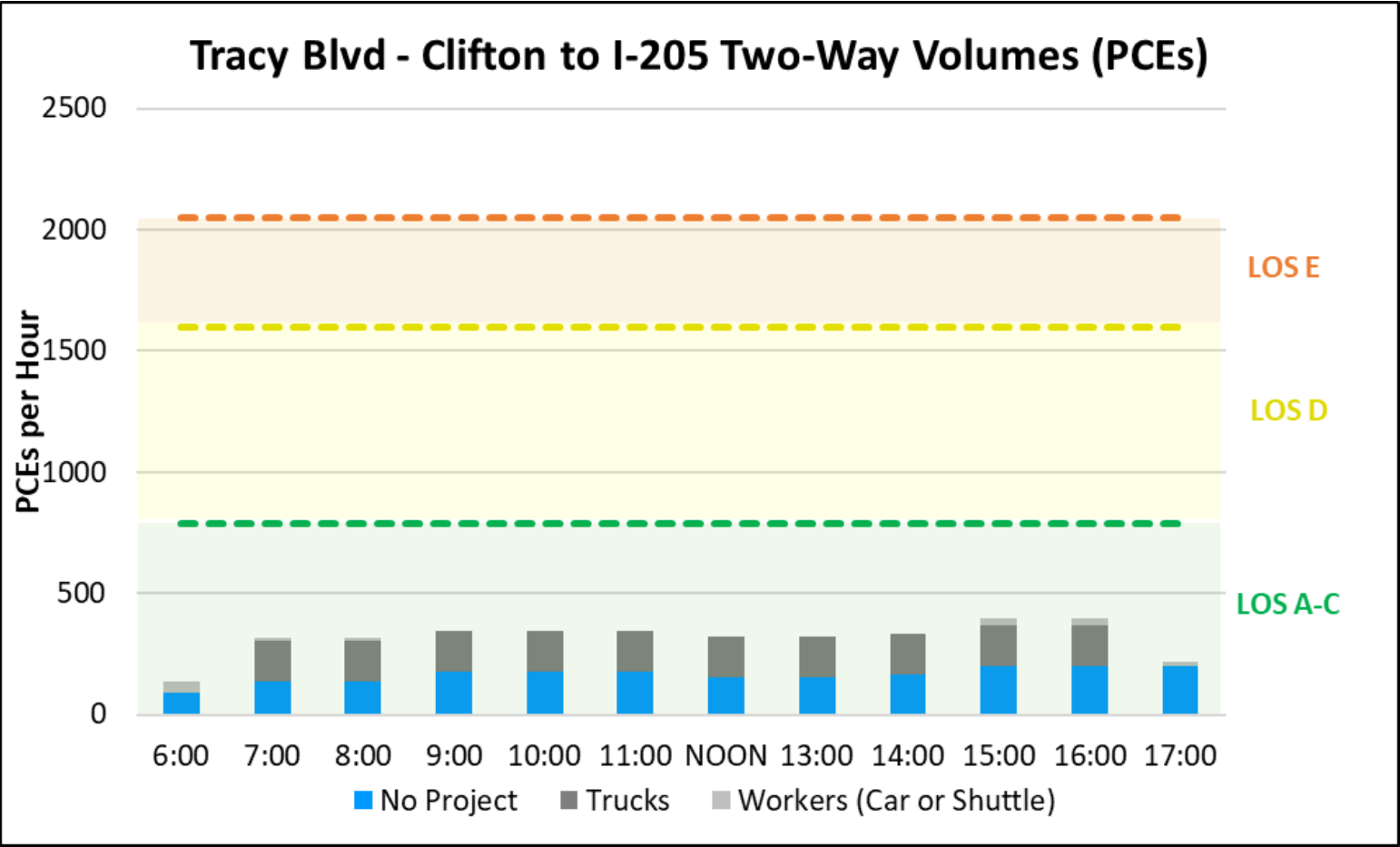


# Peak Month for Lower Roberts, Upper Jones, and Union Island *Affecting: Tracy Blvd*



# Traffic Conditions: Tracy Blvd between I-205 and Clifton Court Road

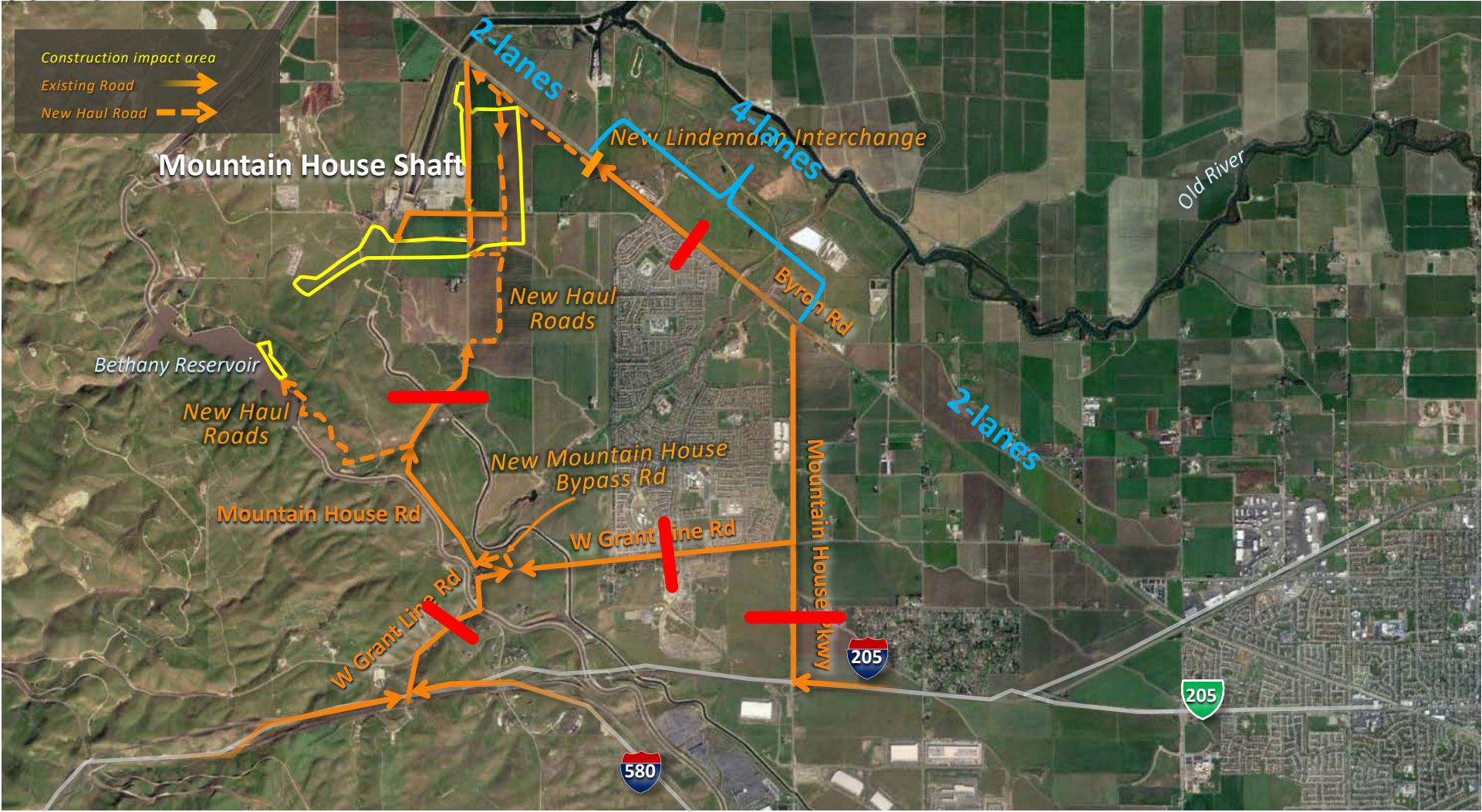
Project traffic would be significant in relation to background traffic, but LOS would be “C” or better even with the addition of project traffic.





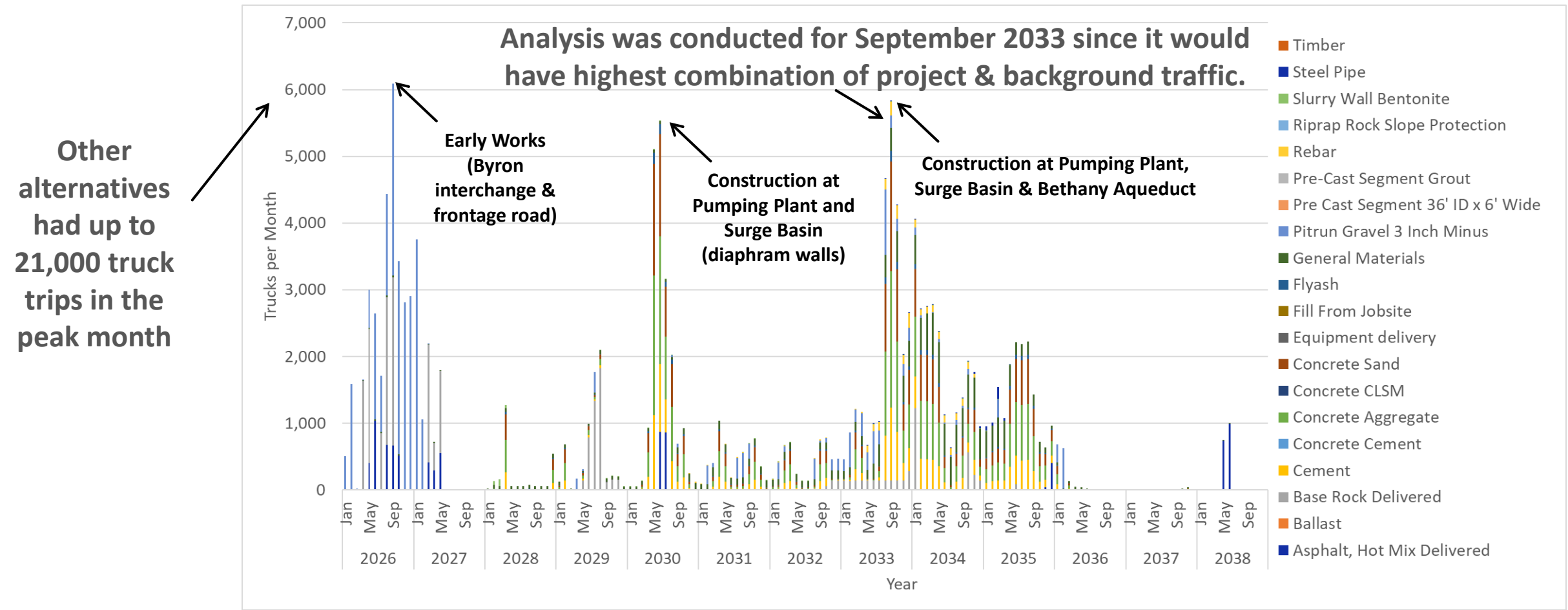
# Byron Hwy, Mountain House Pkwy, Mountain House Rd, W Grant Line Rd

*Major Impacts are from Bethany Complex, Bethany Complex Batch Plant, Bethany Aqueduct, Bethany Reservoir*



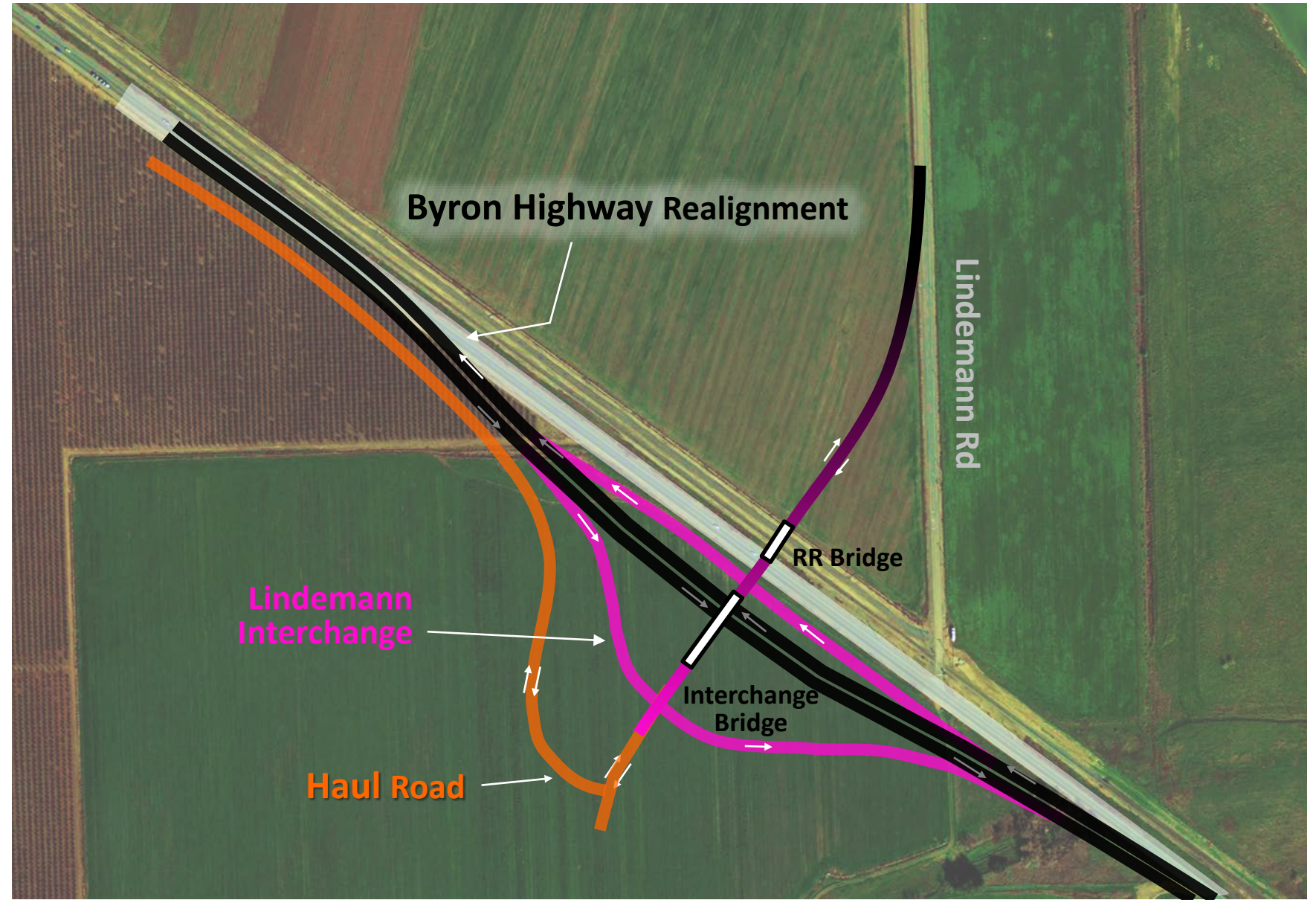
# Peak Month for Bethany Complex, Bethany Complex Batch Plant, Bethany Aqueduct, Bethany Reservoir

Affecting: Byron Hwy, Mountain House Pkwy, Mountain House Rd, W Grant Line Rd



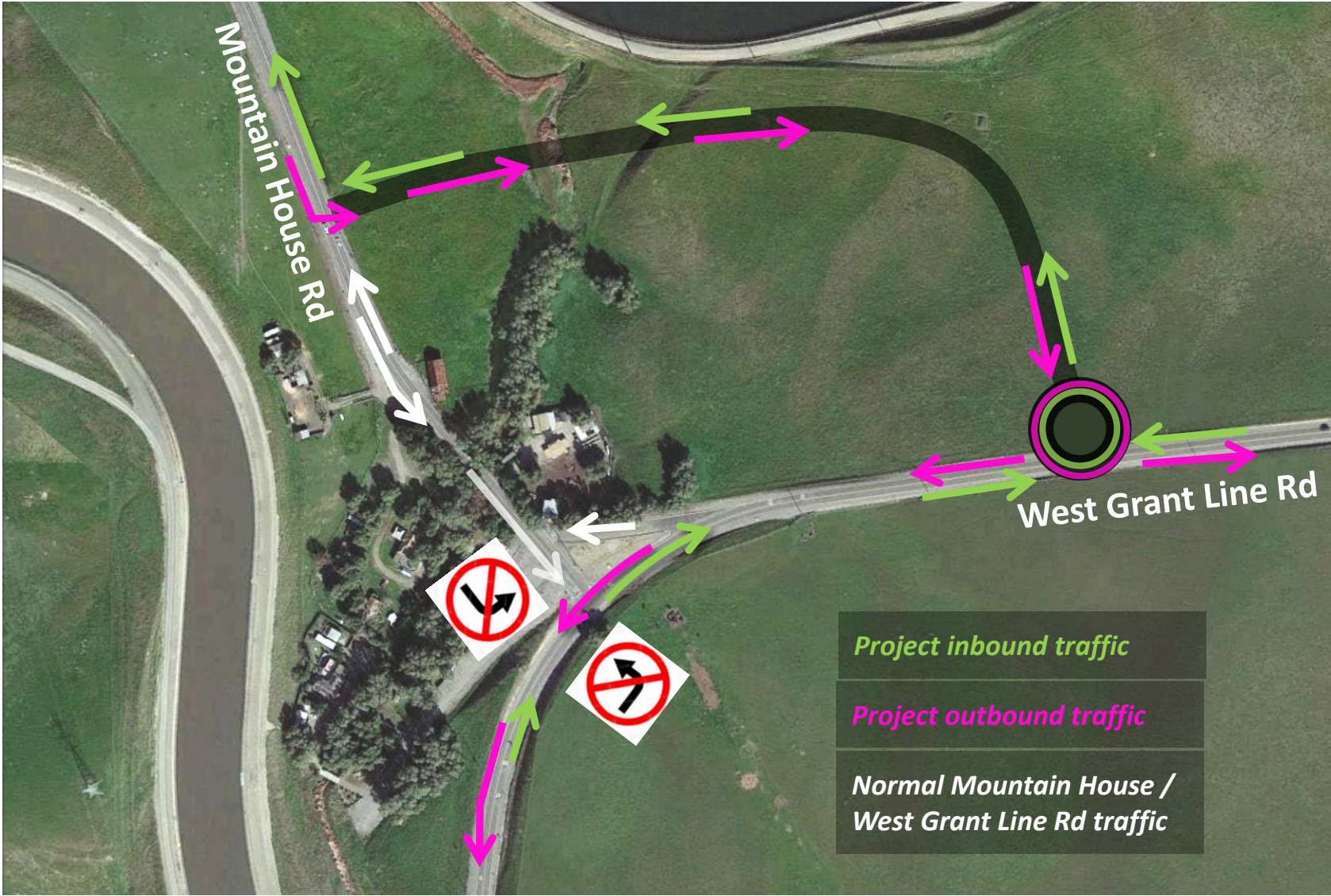
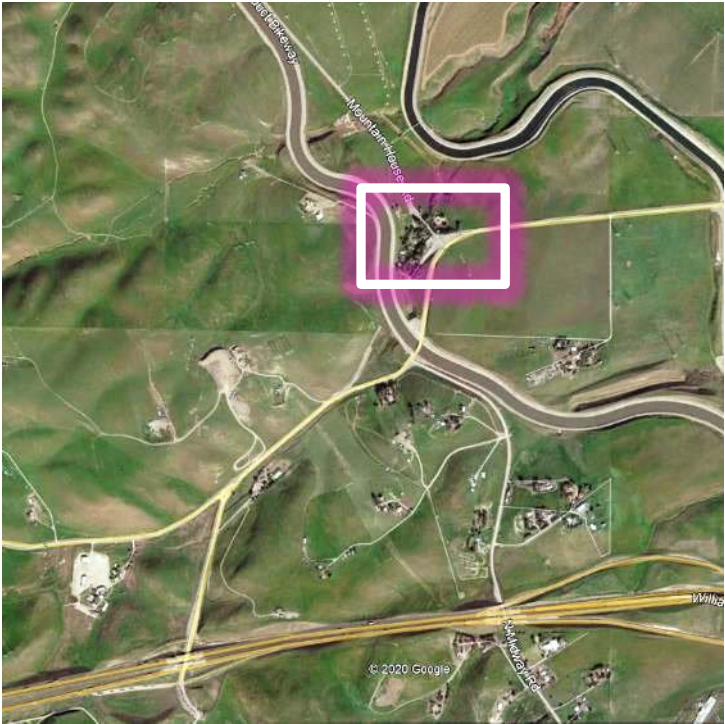


# Lindemann Interchange



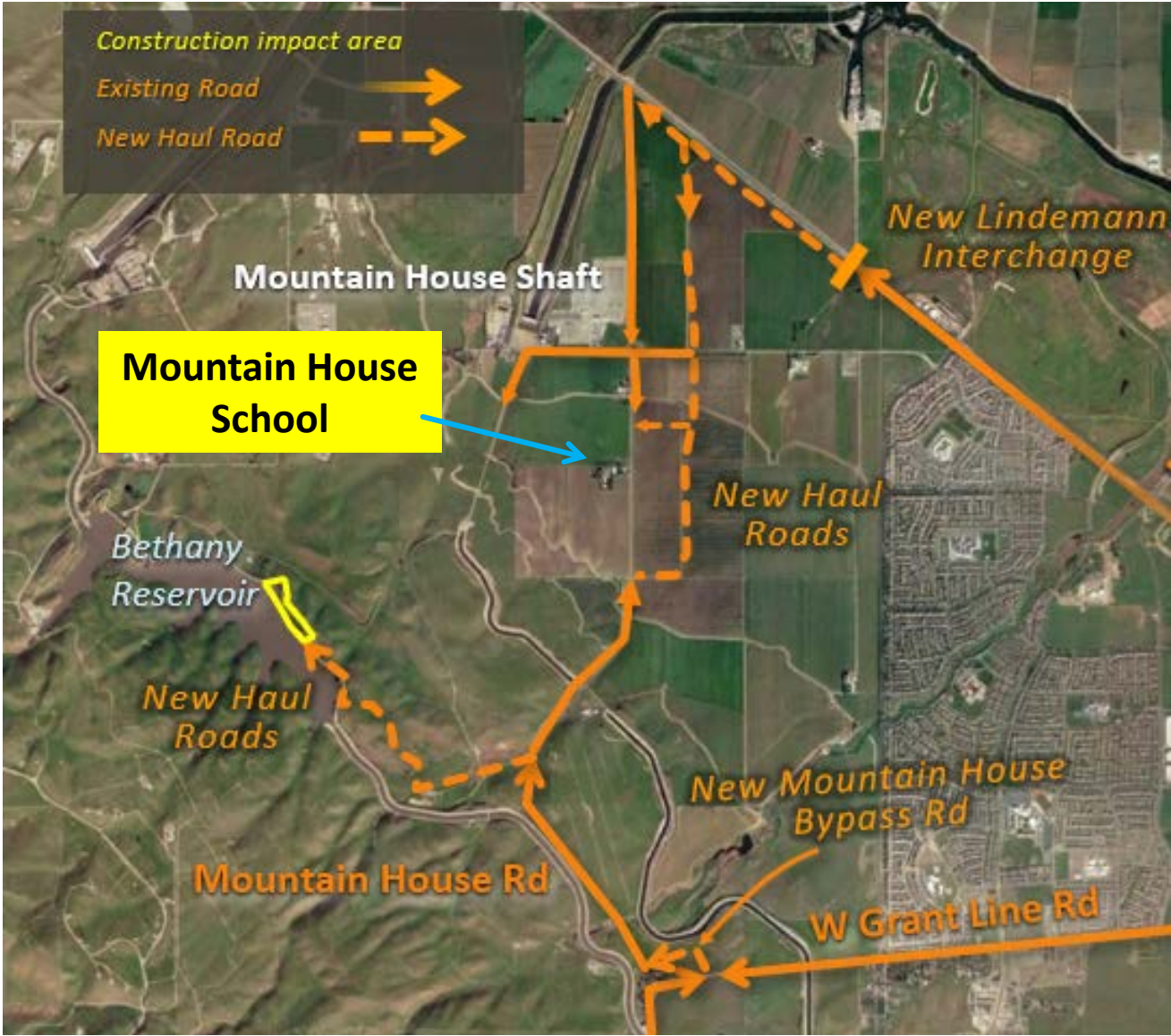


# West Grant Line Road Roundabout

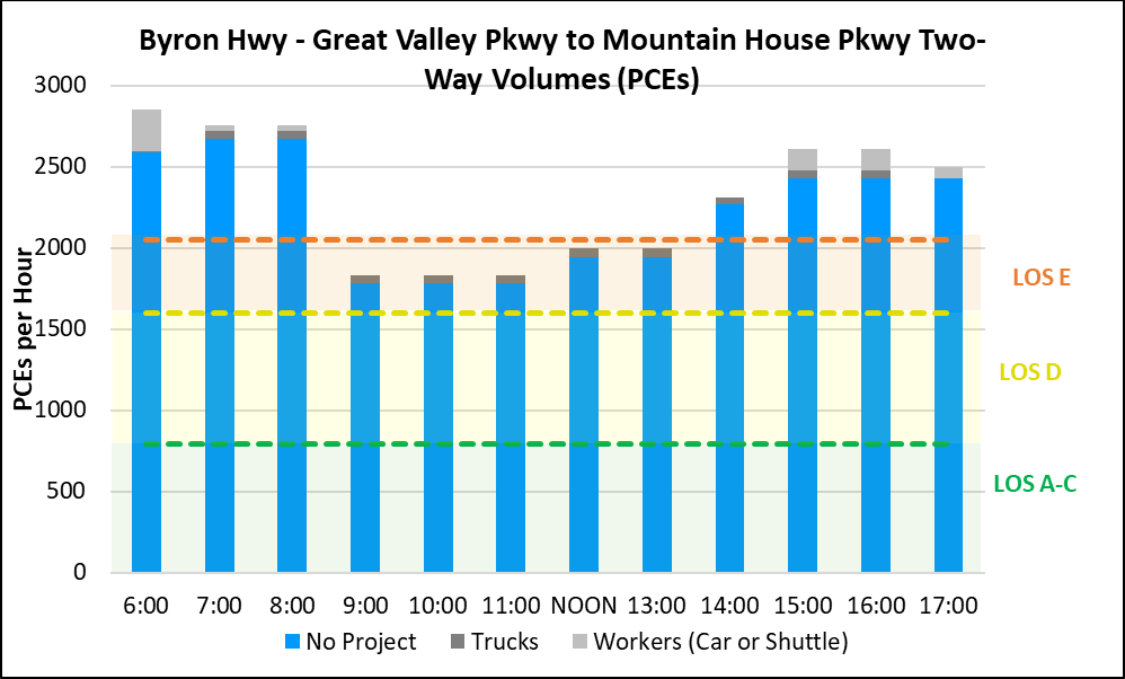




# Bypassing Mountain House School

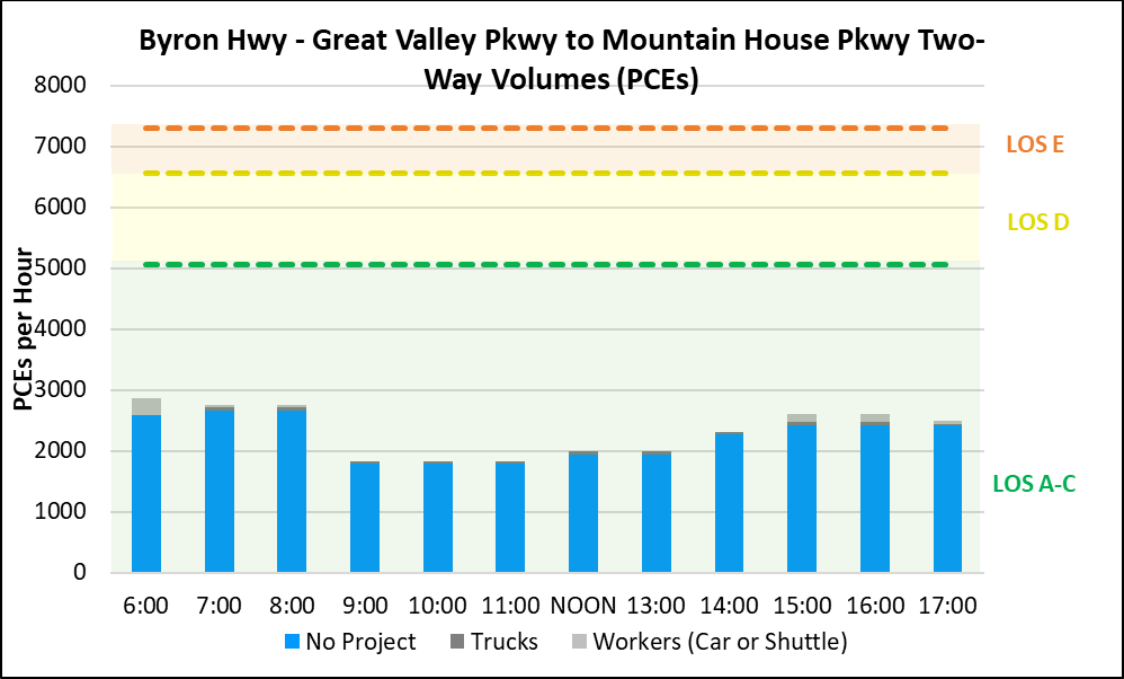


# Traffic Conditions: Byron Hwy between Lindemann Road and Mountain House Parkway



Without Widening

LOS is “F” during peak periods and “E” midday



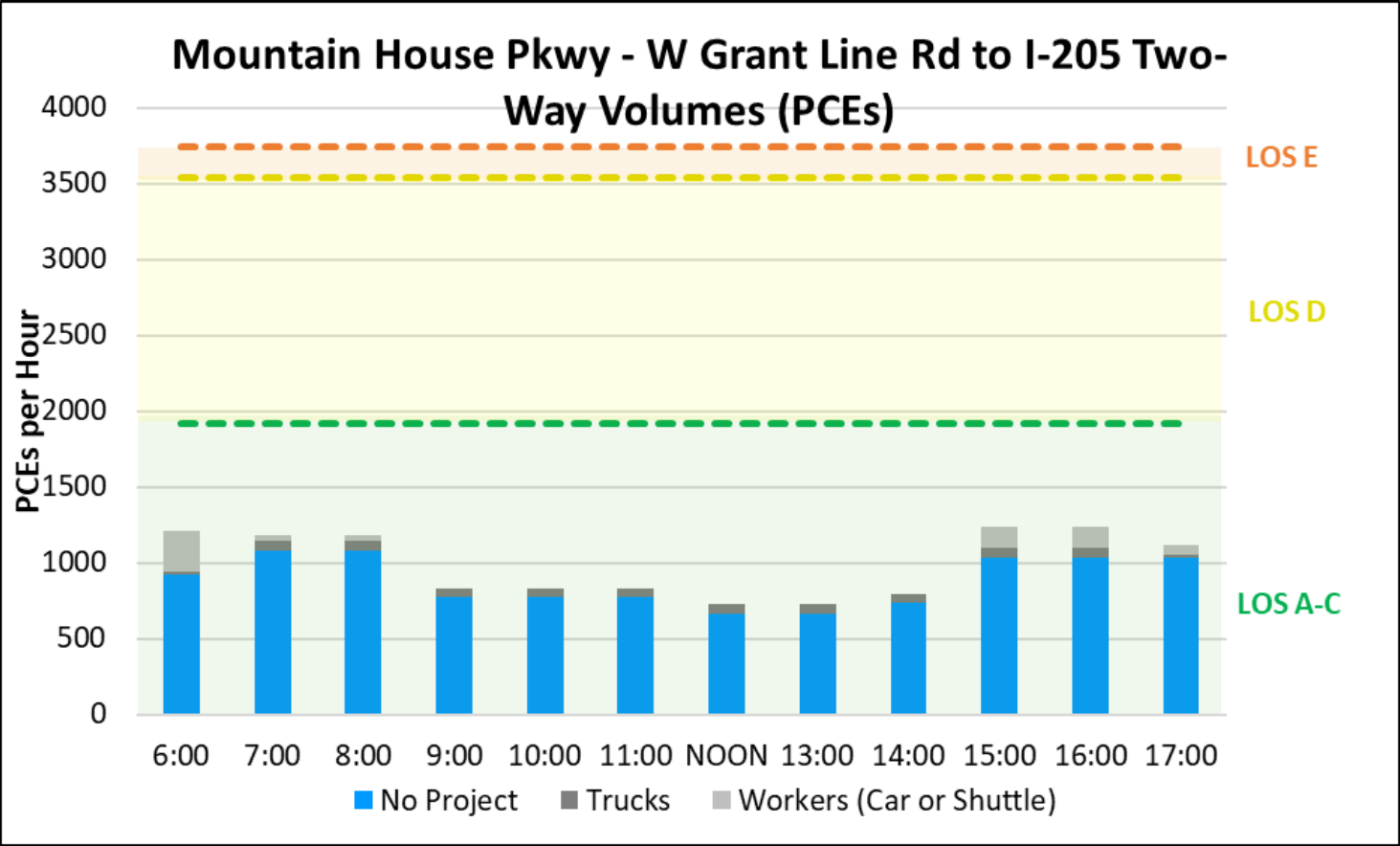
With Widening

LOS is “C” or better at all times of the day



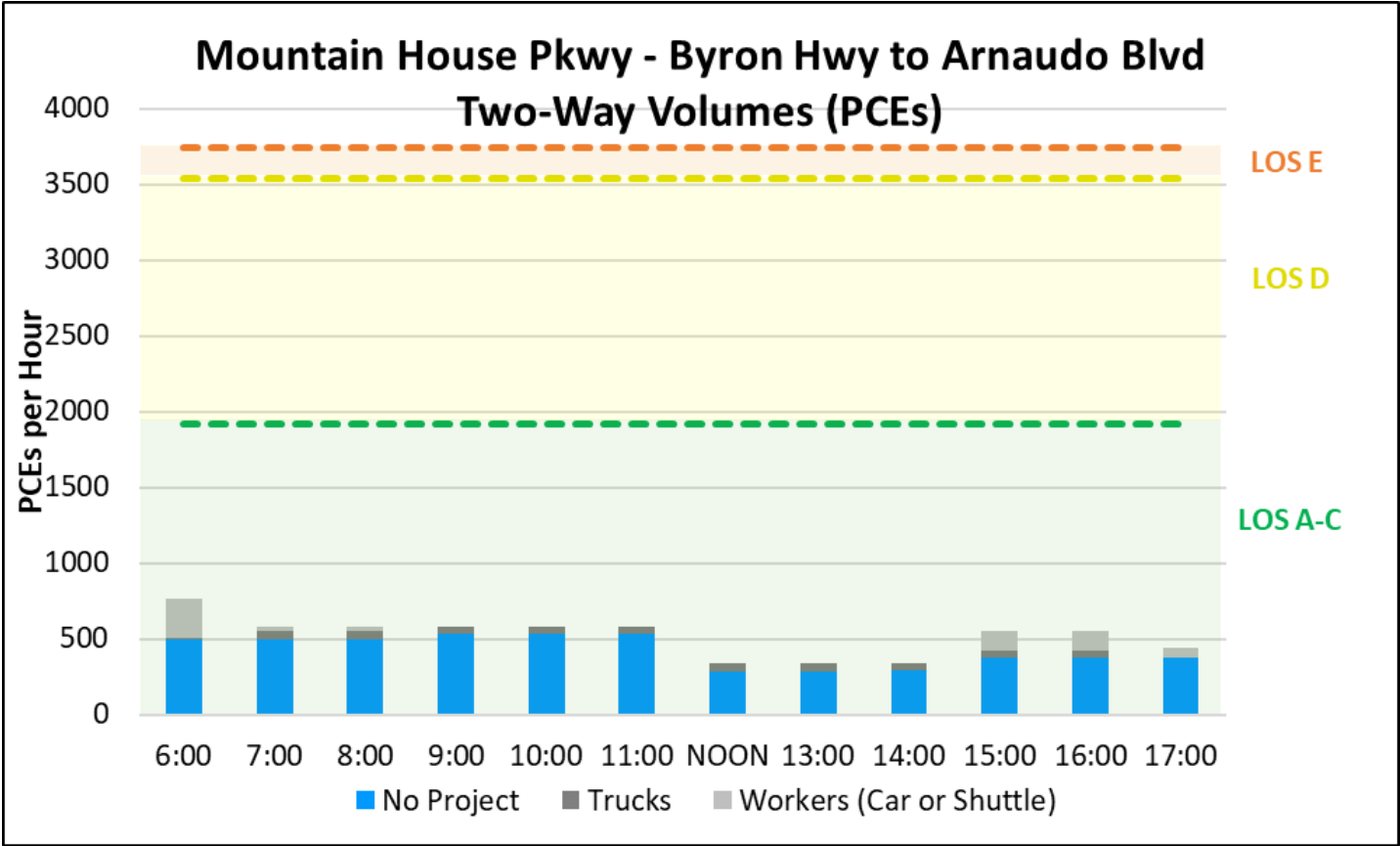
# Traffic Conditions: Mountain House Parkway between I-205 and West Grant Line Road

LOS would be “C” or better even with the addition of project traffic.



# Traffic Conditions: Mountain House Parkway between Byron Hwy and Arnaudo Blvd

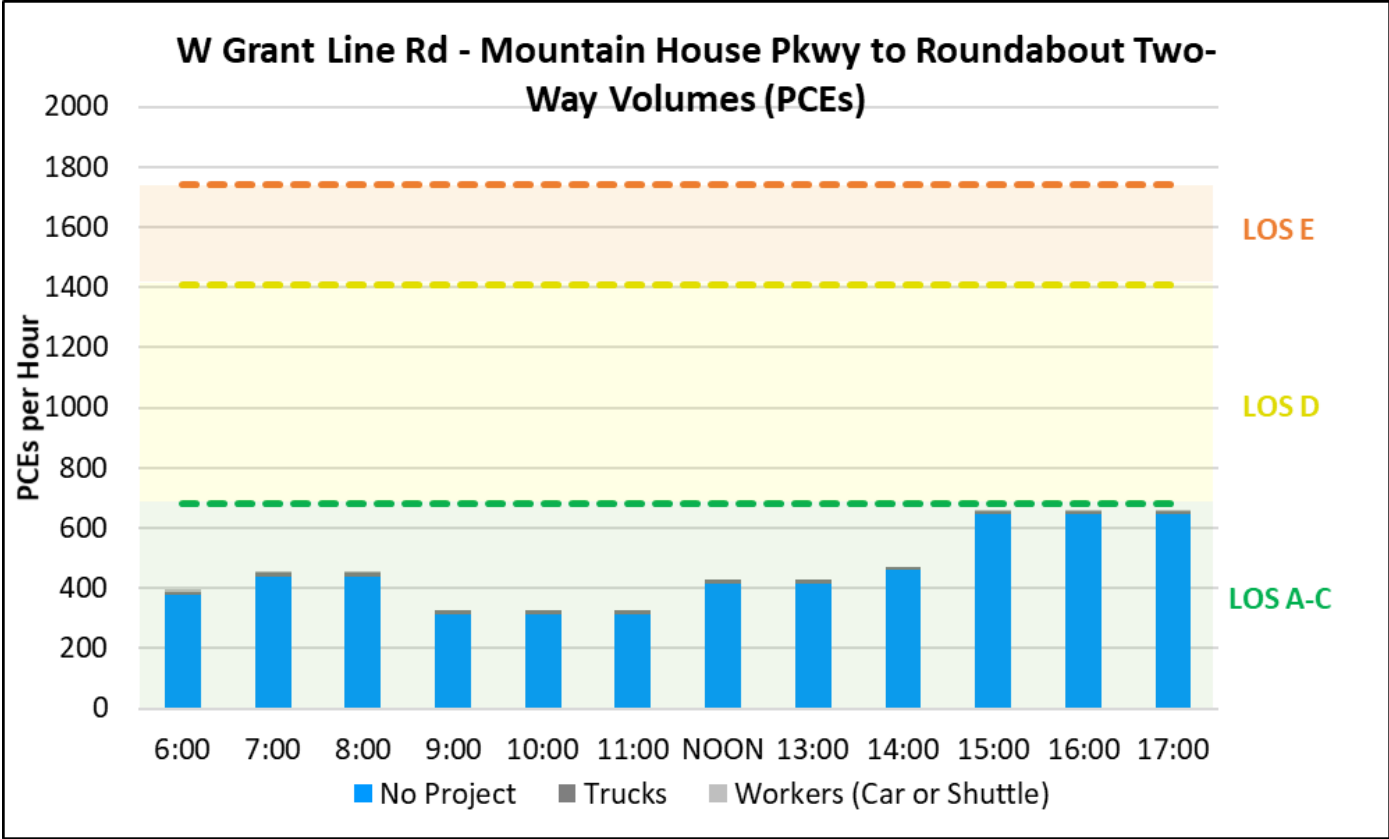
LOS would be “C” or better even with the addition of project traffic.



# Traffic Conditions: West Grant Line Rd between Mountain House Parkway and Mountain House Road

LOS would be “C” or better even with the addition of project traffic.

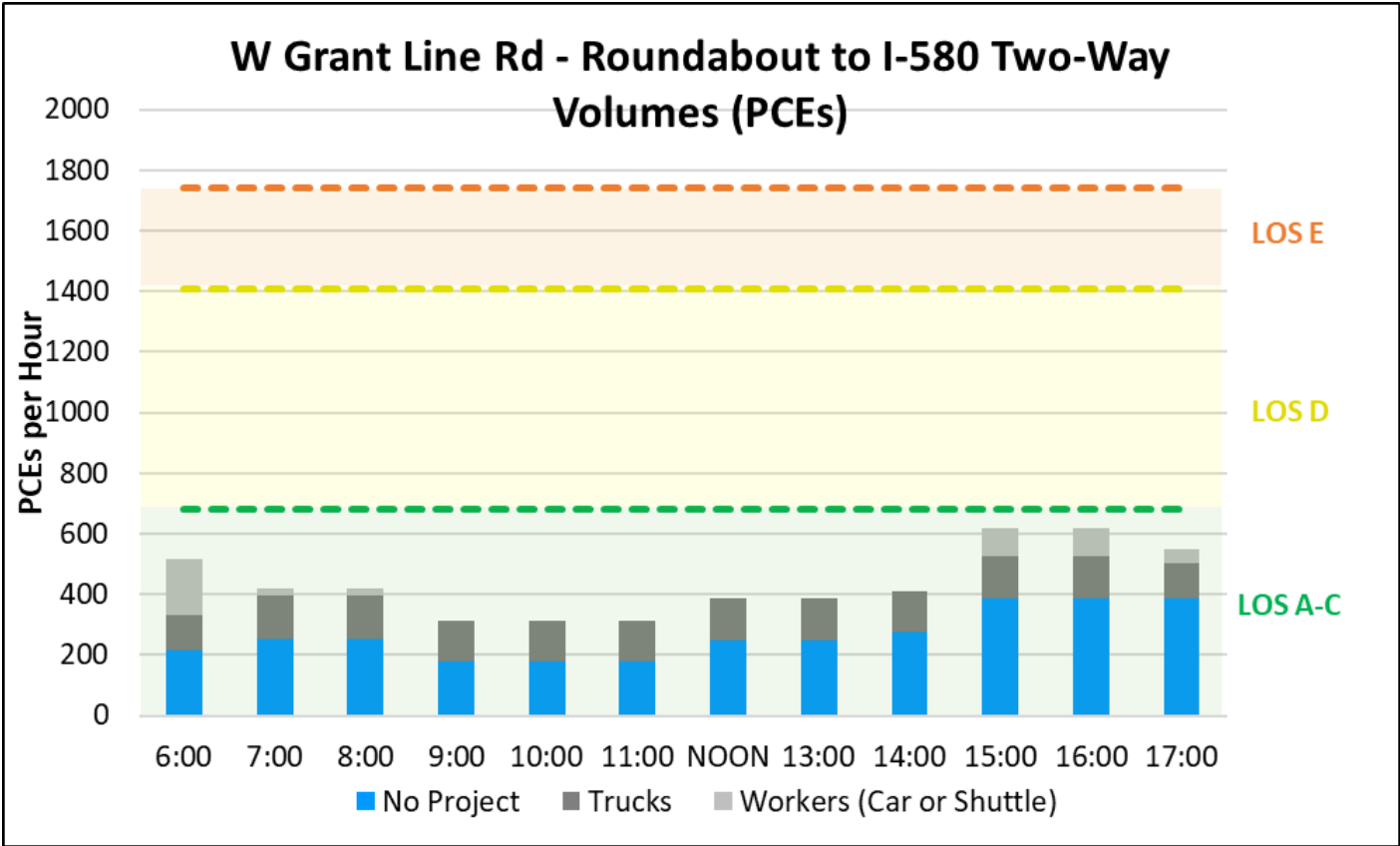
Project traffic would be minor in relation to background traffic





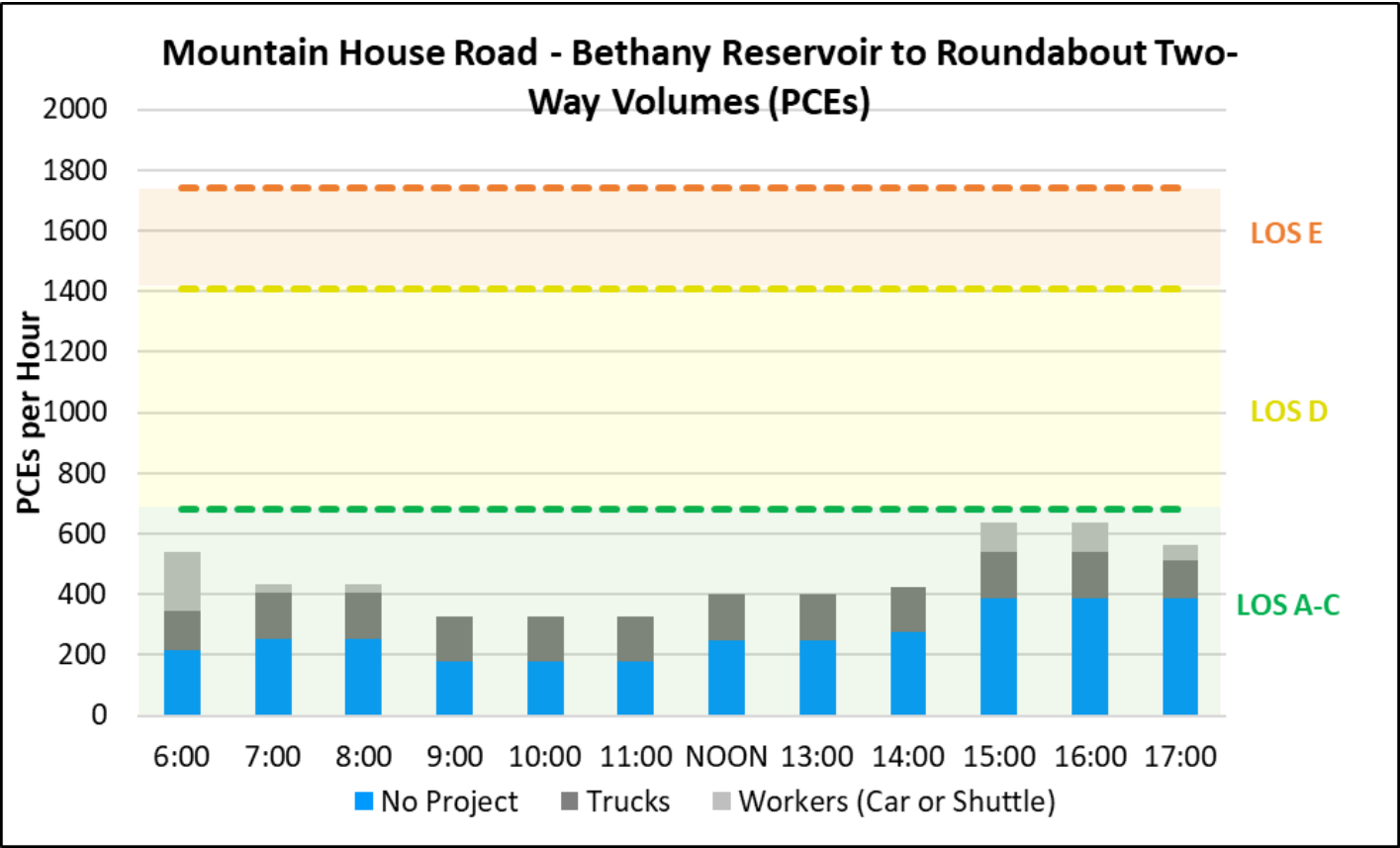
# Traffic Conditions: West Grant Line Rd between I-580 and Mountain House Road

Project traffic would be significant in relation to background traffic, but LOS would be “C” or better even with the addition of project traffic.



# Traffic Conditions: Mountain House Rd between Bethany Reservoir and West Grant Line Road

Project traffic would be significant in relation to background traffic, but LOS would be “C” or better even with the addition of project traffic.



## Traffic Conclusions for the Bethany Alternative

- Project traffic would worsen traffic operations to an unacceptable level at two locations:
  - SR-4 is near capacity at the **Swing Bridge**; project traffic would push it to LOS “F”
    - Capturing worker trips with a park-n-ride lot in Stockton would eliminate this problem
  - **Byron Highway** is already heavily congested, and project traffic to the Bethany Reservoir site would exacerbate the problem if no improvements are made to the road
    - Extending the current widening work to the proposed Lindemann Interchange would enable project traffic to use this section while maintaining a good LOS
- The Plus Project LOS on the other roads serving the Bethany Reservoir would meet the LOS target without capacity improvements



## Item 5c.

# *SEC Questions or Comments on November 5, 2020 Presentation*

***Key Agenda Items:***     ***Deferred SEC Questions***  
                                 ***Bethany Reservoir Alternative Update***  
                                 ***DWR Update***



Item 5d.

## *Public Comment on Item 5*

## Item 6.

### *Future Agenda Items & Next Meeting*

- Bethany Update*
- Geotechnical Update*
- Community Benefit Update*





## Item 7.

# *Non-Agendized SEC Questions or Comments*

## Item 8.

# *Public Comment on Non-Agendized Items*



# *Thank you*