Meeting Agenda

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

Minutes Review:

November 5, 2020
Regular SEC Meeting
Item 4.

DWR Update
Introduction to Proposed Delta Conveyance Community Benefit Program

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

December 2020
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

- 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.
NYC DEP Croton Water Treatment Plant (WTP)

- Selected site on public golf course in Van Courtland 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
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

- 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
  - Funding for Restoration of Bird Island
  - Annual payment for natural resource preservation, marine habitat restoration and coastal recreation enhancement projects in region
  - Established grant program for assistance on local projects such as upgrade of a local village pond and its adjoining land

- Block Island Wind Farm, Block Island, Rhode Island
  - 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

- Sheringham Shoal Community Fund, North Norfolk, England
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

- 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

- 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
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

5A. BETHANY COMPLEX

**Bethany Reservoir**

**Pumping Plant**

To lift tunnel flow up to Bethany Reservoir. The Pumping Plant would convey water from the main tunnel directly to the existing Bethany Reservoir through a cement-mortar-lined, welded steel aqueduct system.

**Reception Shaft**

Located within the Surge Basin. This shaft will be a reception shaft, receive the tunnel boring machine from Lower Roberts Island.

**Surge Basin**

Adjacent to Pump Station to release water during a power outage surge. The surge basin would receive, and store raw water overflows conveyed from the main tunnel into the basin through a vertical shaft. Overflow would enter the basin, but water stored within the basin would not re-enter the tunnel until operators allow re-entry.

**Surge Tanks**

Adjacent to Pipelines to release water during a power outage surge and protect the discharge aqueducts.

**Discharge Structure**

Provides transition from pipelines to direct flow into Bethany Reservoir. Also provided isolation from the reservoir for work on the pipelines.
Bethany Complex

Pumping Plant Complex
- Construction Area: 219 acres
- Final Project Area: 169 acres

Bethany Aqueducts
- Construction Area: 136 acres
- Final Project Area: 54 acres

Bethany Reservoir Discharge Structure
- Construction Area: 14 acres
- Final Project Area: 12 acres

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Bethany Pumping Plant

- Construction Area: 219 acres
- Final Project Area: 169 acres
Bethany Pumping Plant
Bethany Aqueducts

Final Project Area: 54 acres

Construction Area: 136 acres

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

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Bethany Reservoir Discharge Structure

- **Construction Area:** 14 acres
- **Final Project Area:** 12 acres

**KEY**
- Construction area
- Final footprint
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)?

**FREE FLOW**
Low volumes and no delays.

**STABLE FLOW**
Speeds restricted by travel conditions, minor delays.

**STABLE FLOW**
Speeds and maneuverability closely controlled because of higher volumes.

**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

**STABLE FLOW**
Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.

**UNSTABLE FLOW**
Low speeds; considerable delay; volume at or slightly over capacity.

**FORCED FLOW**
Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.
4B. BETHANY ALTERNATIVE TRAFFIC ANALYSIS

Existing LOS

Source: San Joaquin County Regional Congestion Management Program 2019 Monitoring and Performance Report
5B. BETHANY ALTERNATIVE TRAFFIC ANALYSIS

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
5B. BETHANY ALTERNATIVE TRAFFIC ANALYSIS

Peak Month for Lower Roberts & Upper Jones
Affecting: SR-4

The peak month would be January of Year 2027

Early Works at Lower Roberts (Rail Access) & Upper Jones
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 below the threshold triggering remedial action.
**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
5B. BETHANY ALTERNATIVE TRAFFIC ANALYSIS

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

The peak month would be January of Year 2027

Early Works

Construction at Lower Roberts & Upper Jones

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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

Analysis was conducted for September 2033 since it would have highest combination of project & background traffic.

- Early Works (Byron interchange & frontage road)
- Construction at Pumping Plant and Surge Basin (diaphragm walls)
- Construction at Pumping Plant, Surge Basin & Bethany Aqueduct

Other alternatives had up to 21,000 truck trips in the peak month.
Lindemann Interchange

Byron Highway Realignment

Lindemann Rd

RR Bridge

Interchange Bridge

Haul Road

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West Grant Line
Road Roundabout

5B. BETHANY ALTERNATIVE TRAFFIC ANALYSIS

Project inbound traffic
Project outbound traffic
Normal Mountain House / West Grant Line Rd traffic
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