BOARD OF DIRECTORS
EAST BAY MUNICIPAL UTILITY DISTRICT

375 - 11th Street, Oakland, CA 94607 Office of the Secretary: (510) 287-0440

Notice of Time Change

PLANNING COMMITTEE
Tuesday, June 13, 2023
9:00 a.m.
Boardroom, 2nd Floor
375 11th Street
Oakland, CA 94607

Notice is hereby given that the Tuesday, June 13, 2023 Planning Committee meeting of the Board of Directors has been rescheduled from 9:15 a.m. to 9:00 a.m. The meeting will be held in the Administration Building Boardroom at 375 11th Street, Oakland, California.

Dated: June 8, 2023

Rischa S. Cole

Rischa S. Cole
Secretary of the District

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BOARD OF DIRECTORS
EAST BAY MUNICIPAL UTILITY DISTRICT

375 - 11th Street, Oakland, CA 94607 Office of the Secretary: (510) 287-0440

AGENDA
Planning Committee
Tuesday, June 13, 2023
9:00 a.m.
Boardroom, 2nd Floor
375 11th Street
Oakland, CA 94607

***** Please see appendix for public participation instructions*****

Committee Members: Doug A. Linney {Chair}, Lesa R. McIntosh, and Marguerite Young

ROLL CALL:

PUBLIC COMMENT: The Board of Directors is limited by State law to providing a brief response, asking questions for clarification, or referring a matter to staff when responding to items that are not listed on the agenda.

DETERMINATION AND DISCUSSION:

1. Wildcat Pumping Plant Project Update and Final Mitigated Negative Declaration (Yoloye)

2. Trench Soils Management (Briggs)

ADJOURNMENT:

Disability Notice

If you require a disability-related modification or accommodation to participate in an EBMUD public meeting please call the Office of the Secretary (510) 287-0404. We will make reasonable arrangements to ensure accessibility. Some special equipment arrangements may require 48 hours advance notice.

Document Availability

Materials related to an item on this agenda that have been submitted to the EBMUD Board of Directors within 72 hours prior to this meeting are available for public inspection in EBMUD's Office of the Secretary at 375 11th Street, Oakland, California, during normal business hours, and can be viewed on our website at www.ebmud.com.

APPENDIX

Planning Committee Meeting
Tuesday, June 13, 2023 – 9:00 a.m.

EBMUD Board committee meetings will be conducted in person and via Zoom.
These meetings are recorded and live-streamed.

*Online**
https://ebmud.zoom.us/j/94576194030?pwd=dWZlc3hNU3JNUVBQYmNKWjJSNVZQdz09
Webinar ID: 945 7619 4030
Passcode: 925293

By Phone
Telephone: 1 669 900 6833
Webinar ID: 945 7619 4030
Passcode: 925293
International numbers available: https://ebmud.zoom.us/u/kdmpbwwlg2

*****To familiarize yourself with Zoom, please visit https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-Meeting

Providing public comment - *The EBMUD Board of Directors is limited by State law to providing a brief response, asking questions for clarification, or referring a matter to staff when responding to items that are not listed on the agenda.*

- Each speaker is allotted 3 minutes to speak; the Committee Chair has the discretion to amend this time based on the number of speakers
- The Secretary will track time and inform each speaker when the allotted time has concluded
- Comments on **non-agenda items** will be heard at the beginning of the meeting
- Comments on **agenda items** will be heard when the item is up for consideration
- The Secretary will call each speaker in the order received

In person
- Fill out and submit a blue speaker card which is available in the meeting room

Via Zoom
- Use the raise hand feature in Zoom to indicate you wish to make a public comment https://support.zoom.us/hc/en-us/articles/205566129-Raising-your-hand-in-a-webinar
  - If you participate by phone, press *9 to raise your hand
- When prompted by the Secretary, please state your name, affiliation if applicable, and topic

Submitting written comments or materials
- Email written comments or other materials for the Board of Directors to SecOffice@ebmud.com
- Please indicate the meeting date and agenda item number or non-agenda item topic in the subject of the email. Contact information is optional.
- **Please email by 4 p.m. the day prior to the scheduled regular meeting**; written comments and other materials submitted to the Board of Directors will be filed in the record.

To *observe* the Planning Committee Meeting,
please visit: https://www.ebmud.com/about-us/board-directors/board-meetings/

EAST BAY MUNICIPAL UTILITY DISTRICT

DATE: June 8, 2023

MEMO TO: Board of Directors

THROUGH: Clifford C. Chan, General Manager

FROM: Olujimi O. Yoloye, Director of Engineering and Construction

SUBJECT: Wildcat Pumping Plant Project Update and Final Mitigated Negative Declaration

SUMMARY

The Wildcat Pumping Plant Project (Project) includes construction of a new pumping plant to replace the existing Road 20 Portable Pumping Plant, a new storm drain pipeline, and installation of two below-grade air valves. The Project will improve water service reliability to major portions of EBMUD's service area from Oakland to Crockett, particularly during drought operations and planned and unplanned outages of major water facilities. A Mitigated Negative Declaration (MND) as required under the California Environmental Quality Act (CEQA) was prepared for the project and released on January 12, 2023. The Final MND was made available on June 1, 2023. This memo provides an update on the Project, including an overview of the public outreach process and comments received on the Draft MND. The Project will be presented at the June 13, 2023 Planning Committee meeting and the Board will be asked to consider adoption of the Final MND and approval of the Project at its June 13, 2023 meeting.

DISCUSSION

Project Purpose and Description

The new Wildcat Pumping Plant would be constructed on District property on the south side of El Portal Drive just east of its intersection with Road 20 in the City of San Pablo (City). Currently, the site contains the existing Road 20 Rate Control Station (RCS) , Road 20 Portable Pumping Plant, and a parking lot that is leased to an adjacent apartment complex. The Wildcat Pumping Plant will improve the reliability of water service to major portions of EBMUD's West-of-Hills service area by increasing transmission capacity south from the Sobrante Water Treatment Plant. The improved reliability will support drought operations, and planned and unplanned outages of the Orinda Water Treatment Plant, Claremont Tunnel, or the Wildcat Aqueduct.

The Project includes construction of a new 25 million gallon per day (MGD) pumping plant, approximately 725 feet of new storm drain pipeline to connect the site runoff to the City's

existing storm drain system, and two below-ground air valves. The location of the new Wildcat Pumping Plant is shown in Attachment 1. The new pumping plant building will be approximately 40-feet by 80-feet with architectural features including beige stucco cladding with contrasting trim over cast-in-place concrete walls, covered by a steel-framed, terra cotta-colored standing seam metal roof. The proposed site plan includes a roof-mounted antenna, security fencing and concrete masonry unit wall around the property, outdoor transformer and switchgear electrical equipment, access gates, concrete and gravel paving, and an assortment of low-maintenance and drought-tolerant landscaping as shown in Attachment 2. After the new pumping plant is placed in service, the existing Road 20 Portable Pumping Plant will be removed from the site.

MND Analysis and Mitigation Measures and Required Outreach under CEQA

The MND for the Project was completed and circulated for a 30-day agency and public review period from January 12, 2023 through February 14, 2023. A Notice of Intent was sent to approximately 420 residents, businesses and agencies, filed with the Contra Costa County Clerk, placed on the District's website and published in the West County Times. Staff held a virtual meeting on January 26, 2023 to discuss the MND. The District received one comment letter from the Contra Costa County Flood Control & Water Conservation District. Key comments focused on hydrology and water quality. The comment letter in its entirety, responses to the comments, and text edits to be added to the MND are all included in Appendix C, "Response to Comments," of the Final MND. The responses to comments and text edits to the MND do not identify new significant impacts but merely clarify information already presented in the MND.

The MND analysis concluded that all potential impacts are either less than significant or would be less than significant with mitigations. Key mitigation measures include:

- Construction of the off-site storm drain pipeline along Road 20 shall be phased such that at least one crosswalk on Road 20 at Abella Circle adjacent to Walter T. Helms Middle School is accessible at any given time.
- Coordination with the City during the closure of the Road 20-El Portal Drive to provide adequate space for transit vehicles traveling eastbound on Road 20 to turn right onto El Portal Drive and for transit vehicles traveling northbound on El Portal Drive to turn left onto Road 20. The District will also coordinate with AC Transit to temporarily reroute eastbound Line 76 during the closure of the connector between Road 20 and El Portal Drive.
- Coordination with AC Transit and the City to temporarily relocate the eastbound bus stop on the east side of the Road 20/Abella Circle intersection as needed while construction occurs on the roadway segment that includes the existing bus stop.
- Coordination with Walter T. Helms Middle School to restrict construction truck traffic (e.g., material delivery and haul trucks) during the 30 minutes immediately preceding and following the morning and afternoon bell times when school is in regular session, as well as around other major events (e.g., sporting events, parent-teacher conferences) that would bring a substantial number of people to campus.

- During ground-disturbing phases (e.g., initial excavation and grading, suction and discharge pipeline construction, on-site drainage construction, and Road 20 storm drain pipeline installation), a Native American monitor and qualified archaeologist shall visit the site two times per week to inspect unexcavated sediments and soils (i.e., intact soils along trench walls and excavations) for any sign of potential archaeological deposits.

The District will also incorporate its standard construction specifications, District Procedures, Design Guides, and Engineering Standard Practices into the Project. These standard practices and procedures are designed to address typical characteristics of District construction projects and reflect generally applicable District standard operating procedures.

Public Outreach

A community meeting was held in January 2021 to review the architectural and landscape design alternatives and receive public feedback. Postcards about the community meeting were sent to affected residents near the Project site and posted on NextDoor and the City's and District's websites. Outreach meetings were also held with the adjacent neighbors in October 2020, the City in February 2021, and the Indian Canyon Mutsun Band of Costanoan in May 2021 to present the conceptual site and landscape plans, discuss the potential environmental factors to be addressed in the Draft MND, and receive community feedback. Issues and concerns raised by the City and the community at these meetings included aesthetics, noise, and cultural resources, which are addressed in the Final MND.

Prior to the release of the Draft MND, staff provided an update on the Project and Draft MND at the January 10, 2023 Planning Committee meeting, and at the direction of the Committee, staff conducted additional outreach. Staff met with the property manager of the adjacent apartment complex and principal of the adjacent Walter T. Helms Middle School on January 12, 2023 notifying them of the release of the Draft MND and public meeting; both were aware of the project and public meeting and raised questions how the project would affect parking to which staff provided a response. During the public review period of the Draft MND, a CEQA-required public meeting was held on January 26, 2023 to review the results of the Draft MND. Postcards and notices were mailed out to notify agencies, businesses, and residents of the release of the Draft MND and the public meeting date was posted on NextDoor and the City's and District's websites. In addition, staff hand delivered postcards to each unit of the apartment complex and provided both English and Spanish versions of the postcard to the school principal to be sent out as part of the school newsletter. Two people attended the public meeting. Attendees had one question on cultural resources and staff provided a response.

The District's website features a Project page with information including the proposed schedule and Project-related documents. This page will be updated throughout construction.

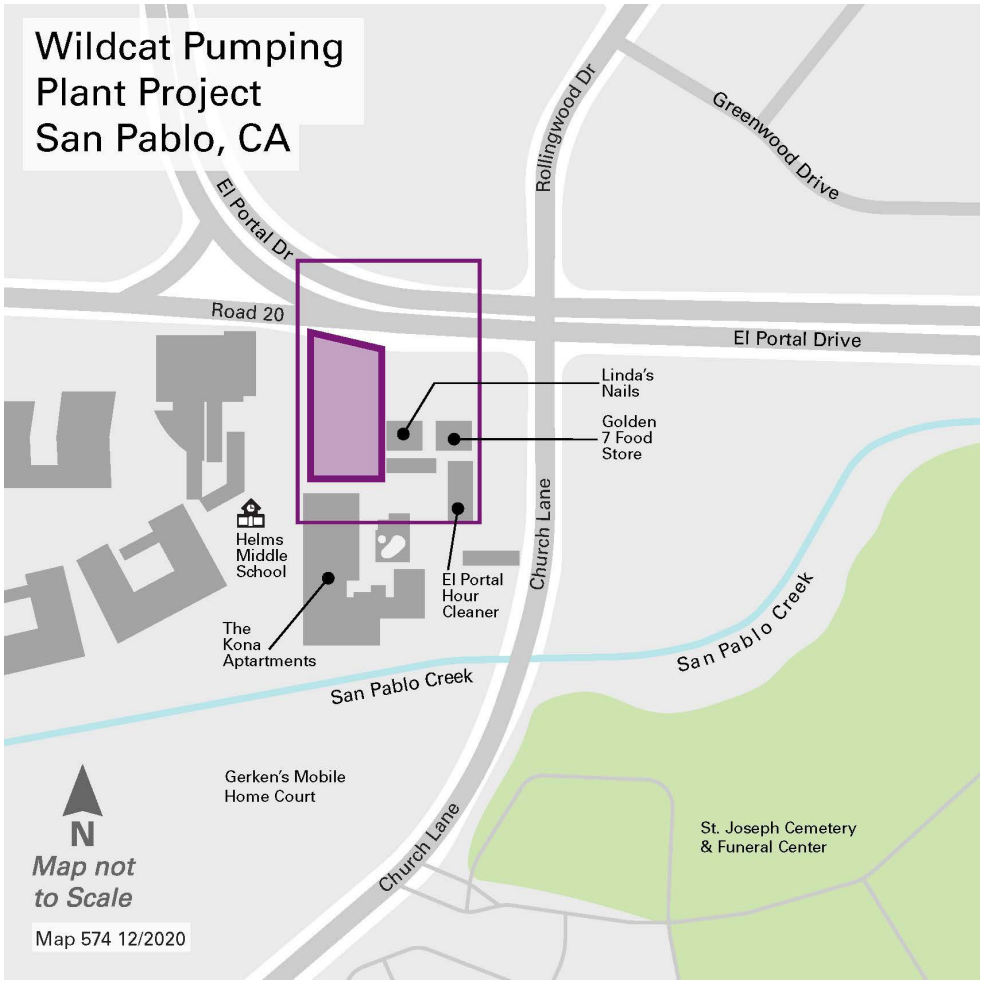
NEXT STEPS

The Board will consider approval of the Project and adoption of the Final MND at its June 13, 2023 meeting. If the Board approves the Final MND, design will begin in late 2023 and construction will begin in 2026.

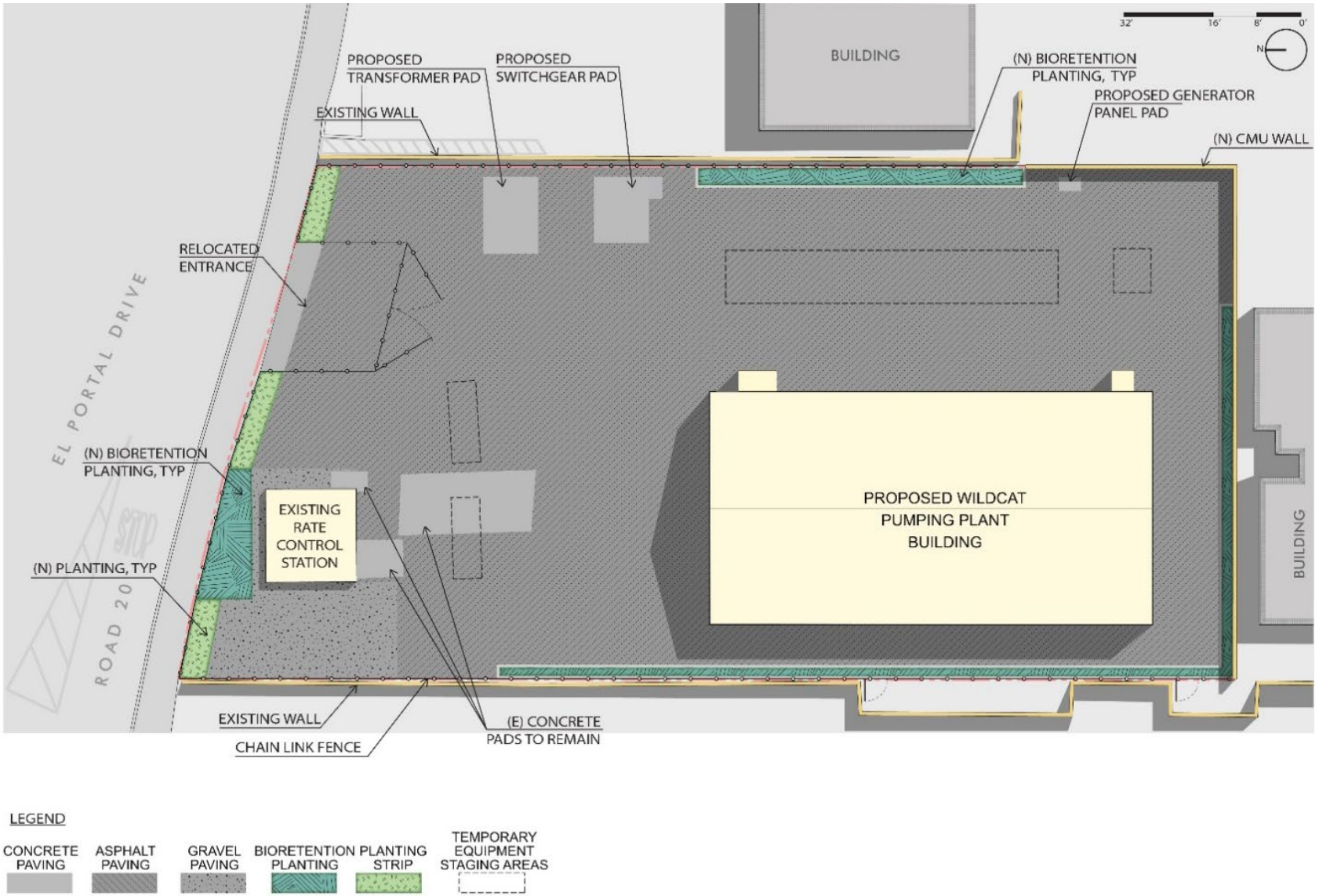
CCC:OOY:kvv

Attachments: 1. Site Location
2. Proposed Site Plan

Attachment 1: Site Location



Attachment 2: Proposed Site Plan



EAST BAY MUNICIPAL UTILITY DISTRICT

DATE: June 8, 2023

MEMO TO: Board of Directors

THROUGH: Clifford C. Chan, General Manager CCC

FROM: David A. Briggs, Director of Operations and Maintenance DAB

SUBJECT: Trench Soils Management

SUMMARY

Replacement and maintenance of the District's water distribution pipelines currently generates approximately 50,000 cubic yards (CY) of trench soils annually. The District completed a Trench Soils Master Plan in 2020 which outlined methods to support pipeline replacement and maintenance while minimizing considerations for communities, reducing greenhouse gas emissions, and reducing cost. The plan will be presented at the June 13, 2023 Planning Committee meeting.

DISCUSSION

Pipeline replacement and repairs account for approximately 71 and 29 percent of trench soils generated by the District, respectively. Soil transport and disposal associated with District construction projects by contractors are managed independently by the contractors. At the January 10, 2023 Planning Committee meeting, staff presented plans to place trench soils at the Quarry site in unincorporated Alameda County near Lake Chabot. The District had been evaluating the Quarry site for approximately two years. On March 14, 2023, staff presented the Quarry project to the full Board. At the direction of the Board, staff is further evaluating options other than the Quarry site for trench soils disposal.

Existing Trench Soils Management Practices

The District's current approach to trench soils management has been in practice for over 50 years. During construction and maintenance of the District's pipelines, excavated soil is hauled to one of the District's three temporary stockpiles (Briones in Orinda, Miller Road near Upper San Leandro Reservoir, and Amador Reservoir in San Ramon). When the stockpiles approach their capacities, soil is off hauled for permanent disposal at other locations. This practice is efficient for District construction because unlike permanent disposal sites, the District's temporary stockpile sites are always available. The District also stockpiles gravel and sand at these stockpile sites, which allows trucks to return to the job site with backfill material and improves efficiency and reduces cost.

Since 1975, the District has operated the temporary soil stockpile on Miller Road in Castro Valley to support the District's pipeline construction and maintenance. The Miller Road stockpile is approaching its capacity, and a soil removal project is scheduled for July and August 2023. The soil from the project is planned for permanent use at the East Bay Regional Park District's (EBRPD) Oyster Bay Regional Shoreline. To address community feedback from the 2019 Miller Road soil removal project and to reduce community considerations, the District will implement the following accommodations for the 2023 Miller Road trench soils removal project:

- Reducing work hours (i.e., 9:00 a.m. to 4:00 p.m. on Mondays through Fridays when the Castro Valley Unified School District's (CVUSD) schools are on summer break and 9:00 a.m. to 3:00 p.m. on Mondays and Fridays when CVUSD schools are in session)
- Hauling primarily during CVUSD's summer break (i.e., July and August 2023)
- Covering truck loads
- Implementing a traffic management plan and posting traffic signs to encourage safe driving
- Monitoring the contractor's compliance with these restrictions

Some soil is off hauled to landfills, but recently some District soil has been hauled for reuse at local development sites (e.g., EBRPD Oyster Bay Regional Shoreline). Reuse sites, whether receiving soil from an off haul operation or directly from a District construction site, require more extensive soil sampling and in some cases soil may not be suitable for reuse.

2020 Trench Soils Master Plan

The 2020 Trench Soils Master Plan includes recommendations for efficient long-term management. Options for managing the District's trench soils include direct hauling to a reuse site (i.e., hauling the soil directly to its final destination as opposed to temporary stockpiling), amending the native soil for reuse in the trench, and trenchless pipeline installation to reduce the soil produced during construction. These options are summarized in the following sections.

Direct Hauling to a New Reuse Site Developed by the District

Direct hauling avoids temporary stockpiling and double handling of soils which may reduce greenhouse gas emissions depending on the location of the reuse site. Acquisition and development of a reuse site where soil would be placed permanently was recommended in the Trench Soils Master Plan. Reuse sites would be selected based on the following criteria:

- Within or very near the service area
- Can accommodate a minimum capacity of 100,000 CY
- Meets standard for least environmentally damaging practicable alternative

A District-owned site will also allow the District to store sand and gravel which can be used to bring fill back to the jobsite. Based on feedback from the Board, other options in the master plan will be evaluated as well as considering reuse sites other than the Quarry site.

Direct Hauling for Beneficial Reuse at Sites or Landfills Not Owned by the District

Direct hauling for beneficial reuse or directly to landfills is another option that does not involve a District-owned reuse site. This option would likely require a third-party to broker the timing, costs, and soil quality conditions between the District and the disposal site owner. Additionally, beneficial reuse sites such as levee projects or development projects require substantially more soil testing than landfills.

As part of the District's existing trench soils management practice, District staff and its contractor have coordinated with numerous local beneficial reuse sites including the Oyster Bay Regional Shoreline in San Leandro, Eden Landing Ecological Reserve project in Hayward, Port of Oakland's seaport terminal, Contra Costa Water District's Contra Costa Canal project, and Delta levees managed by five reclamation District's included by the Mokelumne Aqueducts.

With this option, the District will need to find another location to store and pick up sand and gravel used for backfill. As the District transitions to more direct hauling, additional staffing resources or contract resources may be needed. Direct hauling can also involve longer travel time for individual hauling trips.

Amending Native Soil for Reuse in Trench

To reduce the volume of soil requiring removal, a limited portion of soil removed from the trench can be reused in the trench. The bottom of the trench (pipeline bedding) and highest portion (areas immediately under the roadbed) require engineered backfill (often sand or gravel). Therefore, only 30 to 40 percent of the soil may be reused based on typical trench dimensions. Reusing native soil as backfill could increase the duration of construction which will increase construction-related considerations in individual neighborhoods.

Native soil is difficult to compact to roadway standards. To successfully backfill with native soil, the native soil may require treatment with an additive and time consuming and careful compaction. When improperly compacted, roadway depressions develop in the excavated area. Because of these challenges, some cities prohibit the use of native backfill in paved areas (e.g., San Leandro, San Lorenzo, and Piedmont). Unincorporated areas of Alameda County, Contra Costa County, as well as the City of Berkeley allow reuse in paved areas. Some cities prohibit the use of native backfill unless approved by the city engineer such as the City of Oakland. More information will be gathered to determine if approval by a city's engineer would apply to all District projects or to individual District projects when requested. Reusing amended native soil would not be a practical option if a city engineer's approval must be requested for each project. With most of the pipeline construction work in Oakland, Berkeley, and Richmond, these restrictions may limit the ability of reusing native soils as backfill.

The District has conducted many pilot tests with native soil as backfill beginning in 1997. Although this option reduces the volume of soil requiring removal, not all soil may be reused in the trench. If the District was able to demonstrate adequate compaction with native backfill, some cities with existing prohibitions may be persuaded to allow it. The District will re-evaluate this option.

Trenchless Construction

Trenchless construction by pipe bursting, horizontal directional drilling, slip lining, and cured-in-place pipe (CIPP) reduces open trench construction and corresponding soil removal. Trenchless construction is not suitable for all projects. For example, pipe bursting is not suitable for pipelines in areas with congested underground utilities. In 2016 and 2017, the District tested CIPP on 2.5 miles of pipelines. Benefits included fewer truck trips and shorter construction durations. CIPP has a 50-year life span (compared to 100 years for new pipe) and reduces pipeline capacity - CIPP can only effectively be done once. Consequently, the life-cycle cost for CIPP is significantly greater than installing new pipes in an open trench. The District will consider CIPP projects where appropriate and is planning to renew approximately 2.5 miles of pipelines using CIPP in 2023 and 2024.

NEXT STEPS

- Present an agreement for continued off haul operations and direct haul piloting for Board consideration in August 2023.
- Continue to operate the District's temporary stockpile sites (i.e., Briones, Miller Road, and Amador).
- Update the Planning Committee in summer 2024 on various trench soils management options identified in the master plan. These include direct haul (District owned and non-District owned), use of a soil broker to facilitate direct hauling, additional piloting with native backfill, and trenchless construction.

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