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Document Title:	Dust Control Plan
Description:	The Plan identifies methods to prevent, reduce, or mitigate the amount of fugitive dust in the ambient air resulting from project-related construction activities.
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Submitter Role:	Applicant Representative
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Appendix 1E
Dust Control Plan

Dust Control Plan

Potentia-Viridi Battery Energy Storage Project Alameda County, California

JULY 2024

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FIGURES

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Abbreviations and Acronyms

Abbreviation/Acronym	Definition
APCO	Air Pollution Control Officer
Applicant	Levy Alameda, LLC
BESS	Battery energy storage system
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practices
CCR	California Code of Regulations
Plan	Dust Control Plan
Project	Potentia-Viridi Battery Energy Storage System Facility

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1 Introduction

This Dust Control Plan ("Plan") describes the measures to be taken by Levy Alameda, LLC and its contractors to address implementation and monitoring of dust control measures in accordance with federal, state, and local regulations during construction of the Potentia-Viridi Battery Energy Storage System Facility Project ("Project", Figure 1).

1.1 Purpose of the Dust Control Plan

The Plan identifies methods to prevent, reduce, or mitigate the amount of fugitive dust in the ambient air resulting from project-related construction activities. Typical fugitive dust emission sources include earth moving operations, material transport, grading, and vehicle and construction equipment movement.

1.2 Project Description

Levy Alameda, LLC (Applicant), a wholly owned subsidiary of Obra Maestra Renewables, LLC, proposes to construct, operate, and eventually repower or decommission the 400-megawatt (MW) Potentia-Viridi Battery Energy Storage System (Project) on approximately 85 acres in eastern Alameda County. The primary components of the Project include an up to 3,200 megawatt-hour (MWh) battery energy storage system (BESS) facility, an operations and maintenance (O&M) building, a project substation, a 500 kilovolt (kV) overhead intertie transmission (gen-tie) line, and interconnection facilities within the Pacific Gas and Electric (PG&E) owned and operated Tesla Substation.

The Project would draw electricity from the power grid to charge and store electrical energy and discharge back to the power grid when the stored energy is needed. The Project would provide several benefits to the power grid, including reducing the need to operate natural gas power plants to balance intermittent renewable generation and serving as an additional capacity resource that would enhance grid reliability. The Project would be remotely operated and monitored year-round and be available to receive or deliver energy 24 hours a day and 365 days a year.

1.3 Project Location

The Project site is located at 17257 Patterson Pass Road, Tracy, CA 95377. The property is southwest of Interstate 580 and Interstate 205 on a portion Alameda County Assessor's Parcel Number 99B-7890-002-04. The Project area consists of approximately 70 acres. The gen-tie line would extend southeast from the Project substation, crossing Patterson Pass Rd, and then proceed east to the Tesla Substation. The Project's gen-tie line would be sited on APNs 99B-7890-2-4, 99B-7890-2-6, and 99B-7885-12. The Project site has land use and zoning designation of Agriculture. The area surrounding the Tesla Substation is sparsely developed for residential use, with the nearest residence, which is also owned by the same landowner leasing the land for the Project, is approximately 1,500 feet southeast of the Project site and 560 feet south of the proposed gen-tie line.

1.4 Project Components

Project components include the Battery Energy Storage System (BESS) Enclosures, Power Conversion Systems (PCS), Medium voltage (MV) Collection System, Project Substation, Control Building, and Telecommunications

Facilities, Access Roads, Laydown Yards, Stormwater Facilities and Outfall, Site Security and Fencing, including fire detection system, and an Operations and Maintenance Building. This section provides details of each component.

- **Battery Energy Storage System (BESS).** The energy storage facility would utilize a modular and containerized BESS. The initial Project concept has been developed assuming lithium iron phosphate (LFP) cells. It is anticipated ESS enclosure height will not exceed 12 feet. The structures may also have a heating, ventilation, and air conditioning (HVAC) system for optimal performance and safety.
- **Power Conversion Systems (PCS).** The PCS would convert electric energy from AC to DC when the energy is transferred from the grid to the battery, and from DC to AC when the energy is transferred from the battery to the grid.
- **Project Substation.** A Project substation is anticipated to be constructed adjacent to the BESS facilities. The power to and from the BESS would be passed through a final interconnection step-up transformer to convert it from 34.5 kV to 500-kV high-voltage for delivery to the PG&E Tesla Substation.
- **Telecommunications Facilities.** Fiber-optic cables will be used to connect the Project site switchyard with the PG&E point of interconnection and to existing fiber-optic lines for remote monitoring. Fiber optic cable may require trenching for installation, or it may be place on poles or a combination of both.
- **Access Roads.** Access to the Project site would be provided via an existing private driveway to the north of the site, off of Patterson Pass Road, and a new private driveway and to the southeast of the site, off of Patterson Pass Road.
- **Laydown Yards.** Four laydown yards would be located onsite. The primary laydown yard would be maintained just north of the central project substation area. This yard would be used during both construction and operation of the BESS facility.
- **Site Security, Lighting, and Fencing.** The Project would be enclosed at the perimeter by a 6-foot to 8-foot-tall security fence. Lighting would only be in areas where it is required for safety, security, or operations. Security cameras will be placed on site and monitored 7 days a week and 24 hours per day.
- **Fire detection system.** Multiple fire detection systems will be installed on-site and within the individual BESS enclosures including an infrared camera system and an onboard battery management system (BMS). In the event of an anomaly, the system will shut down and mitigate the hazard. The BESS enclosures are designed and constructed in such a way that fire would not propagate from one enclosure to a neighboring enclosure in the event of a thermal runaway.
- **Operations and Maintenance Building.** An O&M building would be constructed within the primary laydown yard for the Project's anticipated three full-time operations staff
- **Generation Tie-Line.** Electrical energy would be transmitted to and from the Project substation to the existing Tesla PG&E Substation through a proposed 500-kV gen-tie line. The gen-tie line would extend southeast from the facility to the Tesla PG&E Substation.

1.5 Project Schedule

Initial mobilization and site preparation is anticipated to begin no later than Q1 2026 and testing and commissioning is anticipated to conclude no later than Q2 2028. It is anticipated that construction crews would work 8 to 10 hours per day, with work occurring Monday through Friday. Environmental clearance surveys would be performed at the Project site prior to commencement of construction activities. Construction activities would include the following:

- **Site preparation.** Prior to construction, environmental clearance surveys would be performed. Erosion and sediment control measures will be installed prior to the start of major earthworks activities. Rough grading and grubbing/vegetation removal would be performed. Detention basins and stormwater facilities would be created for hydrologic control. Stabilized construction entrances and exits would be installed.
- **Site Grading and Civil Work.** Grading is anticipated to include up to approximately 588,018 cubic yards (cy) of cut and up to approximately 344,900 cy of fill, resulting in up to approximately 243,118 cy of export material. The BESS facility site access roads and driveways would be graded, compacted, and surfaced with gravel or aggregate. The project perimeter fence and access gates would then be constructed.
- **Foundations and Underground Equipment Installation.** A grounding grid and underground conduit would be installed below grade beneath the project substation area and BESS components. The main power transformers (MPTs) foundations within the substation area are anticipated to be concrete slab foundations poured into excavations up to 10 feet deep. Foundations for the control building, static masts, other aboveground substation equipment, O&M building, BESS enclosures, PCS units, DC/DC converters, and BESS auxiliary transformers and panels are anticipated to be pile foundations embedded up to 40 feet below ground level. Additional underground work would include trenching for the placement of underground electrical and communications lines.
- **BESS and Project Substation Equipment Installation.** Major equipment would be delivered and offloaded directly into place with a crane or heavy equipment when possible or stored at one of the laydown areas near its permanent location and installed at a later date. Electrical wiring would be installed underground, at-grade, and above ground, depending on the application and location.
- **Gen-Tie Structure Erection.** The transmission structure access path may be bladed, compacted, and surfaced with gravel where necessary to facilitate access. Cast-in-place concrete foundations would be installed. Fiber optic utility poles would be direct embedded in holes up to 8 feet deep.
- **Gen-Tie Stringing and Pulling.** Conductors would be strung between transmission structures and cables would be pulled through one segment of the transmission line at a time.
- **PG&E-Owned Gen-Tie Segment and Interconnection Facilities within Tesla Substation Footprint.** PG&E would construct the segment of the gen-tie between the POCO and the POI within the Tesla Substation, and the fiber optic routes between the POCO and the PG&E control building within the Tesla Substation footprint.
- **Testing and Commissioning.** After installation, equipment will be tested and commissioned. Commissioning work will be completed by qualified personnel.

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2 Objectives

The purpose of this Plan is to provide the construction management team with a description of measures that will be implemented to reduce fugitive dust emissions associated with construction of the Project. This Plan provides specific information for implementing Project Design Feature-Air Quality/Greenhouse Gases 1 (PDF-AQ/GHG 1), as well as the means of monitoring the effectiveness of the Plan through implementation of the control measures during construction. The management practices and activities are intended to accomplish the following objectives:

- Minimize fugitive dust emissions associated with construction of the Project.
- Maintain consistency with PDF-AQ/GHG-1 as well as with applicable rules and regulations provided by the BAAQMD.

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3 Applicable Dust Control Requirements

Construction activities that may generate fugitive dust are governed by rules and regulations issued by the BAAQMD, as well as by PDF-AQ/GHG-1. This section also lists applicable state and County requirements.

3.1 PDF-AQ/GHG-1

The Project includes project design features (PDFs) to proactively reduce potential Project-generated criteria air pollutant, toxic air contaminant (TAC), and GHG emissions associated with Project construction and/or operation.

BAAQMD's CEQA Air Quality Guidelines recommend construction best management practices (BMPs) for all projects. Consistent with BAAQMD's recommendations, the Project includes PDF-AQ/GHG-1, as follows, to reduce potential Project-generated emissions during construction (BAAQMD 2022).

PDF-AQ/GHG-1: The Project shall implement the following during construction:

1. All exposed surfaces, until stabilized with gravel and/or dust palliatives (e.g., parking/staging areas, uncovered soil piles, dirt access roads) shall be watered to control fugitive dust, as needed.
2. All haul trucks transporting soil, sand, or other loose material off site shall be covered or at least six inches of freeboard shall be maintained.
3. All visible mud or dirt track-out onto local roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads onsite shall be limited to 15 mph.
5. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
6. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
7. A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

3.2 Bay Area Air Quality Management District

Two BAAQMD rules have been adopted with the purpose of reducing the amount of fugitive dust generated by human activities. Regulation 6, Rule 1 – General Requirements (Rule 6-1) and Regulation 6, Rule 6 - Prohibition of Trackout (Rule 6-6) sets standards and requirements for controlling and mitigating fugitive dust emissions at dust generating facilities. Recently adopted in 2018, Rule 6-6 was developed along with a new umbrella regulation, Regulation 6, and amendments to Rule 6-1, to address particulate matter emissions from a variety of activities and operations.

3.2.1 Regulation 1 – General Provisions and Definitions

1-301 Public Nuisance:

No person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public; or which endangers the comfort, repose, health or safety of any such persons or the public, or which causes, or has a natural tendency to cause, injury or damage to business or property. For purposes of this section, three or more violation notices validly issued in a 30-day period to a facility for public nuisance shall give rise to a rebuttable presumption that the violations resulted from negligent conduct (BAAQMD 2011).

3.2.2 Regulation 6 – Particulate Matter

Regulation 6, Rule 1 – General Requirements (Rule 6-1)

This rule establishes standards and requirements for controlling and mitigating fugitive dust emissions at dust-generating facilities. It provides guidelines for managing particulate matter emissions across various activities and operations (BAAQMD 2018a).

6-1-100 General

6-1-101 Description: The purpose of this Regulation is to limit the quantity of particulate matter in the atmosphere through the establishment of limitations on emission rates, emission concentrations, visible emissions and opacity.

6-1-200 Definitions

6-1-201 Active Operations: As defined in Regulation 6-201, any activity with the potential to create particulate emissions from any source or fugitive dust emissions. (Adopted 8/1/18)

6-1-202 Bulk Material: As defined in Regulation 6-202, any unpackaged sand, soil, gravel, aggregate, solid construction material, solid industrial chemical or other unpackaged solids less than 2 inches in length or diameter. (Adopted 8/1/18)

6-1-205 Particle: A minute quantity of solid matter or liquid droplet. (Adopted 8/1/18)

6-1-209 Stockpile: As defined in Regulation 6-208, an open or unenclosed storage pile of bulk material, external to any barn, pit or silo. (Adopted 8/1/18)

6-1-210 Workday: As defined in Regulation 6-210, any period, typically 8 – 12-hour shifts, when active operations occur on the site. (Adopted 8/1/18)

6-1-300 Standards

6-1-301 Ringelmann No. 1 Limitation: Except as provided in Sections 6-1-303, 304 and 306, a person shall not emit from any source for a period or aggregate periods of more than three minutes in any hour, a visible emission that is as dark or darker than No. 1 on the Ringelmann Chart, or of such opacity as to obscure an observer's view to an equivalent or greater degree. (Amended 7/11/90, 8/1/18)

6-1-302 Opacity Limitation: Except as provided in Sections 6-1-303, 304 and 306, a person shall not emit from any source for a period or aggregate periods of more than three minutes in any hour an emission equal to or greater than 20% opacity. (Amended 7/11/90, 8/1/18)

6-1-305 Visible Particles: No person shall emit particles from any operation in sufficient number to cause annoyance to any other person where the particles are large enough to be visible as individual particles at the emission point, or of such size and nature as to be visible individually as incandescent particles. This Section shall only apply if such particles fall on real property other than the property of the person responsible for the emission. (Amended 8/1/18)

Regulation 6, Rule 6 - Prohibition of Trackout (Rule 6-6)

Adopted in 2018, this rule addresses particulate matter emissions from commercial and industrial sources. It aims to prevent trackout (dirt or debris carried onto public roads from vehicles leaving construction sites or other facilities) and reduce fugitive dust emissions (BAAQMD 2018b).

6-6-100 General

6-6-101 Description: The purpose of this Rule is to limit the quantity of particulate matter in the atmosphere through control of trackout of solid materials onto paved public roads outside the boundaries of Large Bulk Material Sites, Large Construction Sites, and Large Disturbed Surface sites including landfills. This Rule does not apply to Bulk Material Sites, Construction Sites and Disturbed Surface Sites less than 1 acre.

6-6-102 Applicability of General Provisions: The general provisions in Regulation 1 and Regulation 6 shall apply to this rule.

6-6-200 DEFINITIONS

6-6-201 Active Operations: As defined in Regulation 6-201, any activity with the potential to create particulate emissions from any source or fugitive dust emissions. With regard to this rule, any activity with the potential to create trackout that when dry could create fugitive dust emissions.

6-6-202 Applicability of Common Definitions: The common definitions in Regulation 1 and Regulation 6 shall apply to this rule.

6-6-205 Construction Site: Any site at which one or more buildings, structures or other improvements are being constructed, maintained, altered, remodeled, expanded or demolished. For purposes of this definition, Construction Site includes all contiguous and adjacent areas where any activities related to the construction, maintenance, alteration, remodeling, expansion or demolition occur, including any preparatory or ancillary activities including but not limited to land clearing and grubbing, ground breaking, excavation, land leveling, grading, cutting and backfilling, planing, shaping, drilling, trenching and landscaping.

6-6-208 Large Construction Site: Any Construction Site where the total land area covered by construction activities, bulk material handling operations and disturbed surfaces is greater than 1 acre.

6-6-210 Trackout: Any sand, soil, dirt, bulk material or other solid particles from a site that adhere to or agglomerate on the exterior surfaces of vehicles (including tires), and subsequently fall or are dislodged onto a paved public

roadway or the paved shoulder of a paved public roadway on the path that vehicles follow at any exit and extending 50 feet out onto the paved public roadway beyond the boundary of the site. Material that has collected on the roadway from erosion is not trackout.

6-6-300 Standards

6-6-301 Prohibition of Trackout onto Paved Roadways: The owner/operator of any Large Bulk Material Site, Large Construction Site, or Large Disturbed Surface Site shall not cause or allow trackout at any active exit from such site onto an adjacent paved public roadway or shoulder of a paved public roadway that exceeds cumulative 25 linear feet and creates fugitive dust visible emissions without cleaning up such trackout within 4 hours of when the owner/operator identifies such excessive trackout; and shall not cause or allow more than 1 quart of trackout to remain on the adjacent paved public roadway or the paved shoulder of the paved public roadway at the end of any workday.

6-6-302 Prohibition of Visible Emissions During Cleanup of Trackout: The owner/operator of any Large Bulk Material Site, Large Construction Site, or Large Disturbed Surface Site shall not cause or allow a fugitive dust visible emission during cleanup of any trackout that exceeds 20 percent opacity as determined by EPA Method 203B (or as dark in shade as that designated as Number 1 on the Ringelmann Chart), for a period or aggregate periods of more than 3 minutes in any 60-minute period

6-6-500 Monitoring and Records

6-6-501 Monitoring and Recordkeeping: The owner/operator of any Large Bulk Material Site, Large Construction Site, or Large Disturbed Surface Site that produces trackout shall:

- 501.1 Monitor the extent of the trackout at each active exit from the site onto a paved public road at least twice during each workday, at times when vehicle traffic exiting the site is most likely to create an accumulation of trackout, or as otherwise specified by the Air Pollution Control Officer (APCO);
- 501.2 Document the active exit locations monitored each workday;
- 501.3 Document each occasion when the trackout exceeds cumulative 25 linear feet and all trackout control and cleanup actions initiated as a result of monitoring per Section 6-6-501.1; and
- 501.4 Maintain the records required by Sections 6-6-501.2 and 501.3 for two years, in electronic, paper hard copy or log book format, and make them available to the APCO upon request.

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4 Plan Implementation

The following sections detail how the above requirements will be met during Project construction.

4.1 Water Trucks

Water trucks will be utilized to apply water to active work areas to minimize fugitive dust as follows:

- on unpaved Project access roads and work areas;
- prior to clearing a work area;
- on inactive and uncovered/unstabilizedstockpiles; and/or
- prior to, during, or after earthmoving operations, such as transporting dirt, sand, or loose materials to or from the Project site.

The construction site will be watered as directed by Levy Alameda, LLC designated representative. Loading activities will be accomplished with the bucket close to the truck when dumping to reduce fugitive dust, and water will be applied as necessary during loading.

Water trucks will be dedicated to the Project and available during all work hours when construction-related activities are occurring, as necessary, to control fugitive dust.

- During active construction, Levy Alameda, LLC will maintain at least one water truck on site.
- If the number of water trucks cannot adequately control fugitive dust—as determined by Levy Alameda, LLC designated representative upon inspection— Levy Alameda, LLC will provide additional water trucks or implement additional measures to control dust.
- If wind speeds become excessive and watering does not afford adequate dust control, Levy Alameda, LLC will implement additional, reasonable efforts, including shutting down mobile equipment or increasing watering to adequately control fugitive dust, as described in Section 4.7, High-Wind Events.

In accordance with Rule 6-1-302, dust control would be considered inadequate if:

- a visible emission that is as dark or darker than No. 1 on the Ringelmann Chart, or of such opacity as to obscure an observer's view to an equivalent or greater degree for a period or aggregate periods of more than three minutes in any hour.
- an emission equal to or greater than 20% opacity for a period or aggregate periods of more than three minutes in any hour.
- particles that are large enough to be visible as individual particles at the emission point, or of such size and nature as to be visible individually as incandescent particles if such particles fall on real property other than the property of the person responsible for the emission to cause annoyance.

If operations are shut down as a control method, watering of the Project area will continue if deemed appropriate by Levy Alameda, LLC designated representative.

4.2 Dust Palliatives

Dust control during construction will be achieved primarily through the application of water, but in some instances and/or locations, the limited use of a chemical dust palliative or plant-based tackifier (hydromulch) may be deemed advantageous by Levy Alameda, LLC. Areas that will be targeted for dust palliatives include roads regularly travelled by construction crews and inactive construction areas where crews have completed work (disturbed lands that are unused for 14 consecutive days). Dust palliatives or tackifiers will be environmentally safe; comply with federal, state, and local regulations; and will not produce a noxious odor or contaminate surface water or groundwater. Application rates for dust palliatives will follow the manufacturer's recommendations.

4.3 Speed Limits

The speed limit of 15 mph for construction vehicles will be implemented on-site . Levy Alameda, LLC, LLC will implement the Project speed limit by posting "Project Speed Limit 15 MPH" signs along unpaved access roads. In addition, the Project speed limit and the reasons for the speed limit will be included in the Project's Worker Environmental Awareness Program training that will be provided to all Project personnel. On paved roads, vehicle speeds will comply with the posted speed limit, or as conditions warrant to ensure safety.

4.4 Tracking Controls

Dust can result from soil and debris being tracked onto paved surfaces, and the subsequent detachment by local and construction traffic. Levy Alameda, LLC will minimize tracking to reduce the potential for dust generation from adjacent paved surfaces by installing rock aprons and/or rattle plates at the intersections of dirt access roads and paved public roadways to clean the tires of equipment and vehicles prior to leaving the site. The rock aprons and/or rattle plates will meet the minimum dimensions required as stated in TC-1 of the CASQA Stormwater BMP Handbook

Levy Alameda, LLC will complete regular inspections to ensure that track-out does not extend 25 feet or more from an active operation. In addition, streets will be swept at the conclusion of each workday when active operations cease if visible soil material is carried onto adjacent public streets.

4.5 Material Storage and Handling

Levy Alameda, LLC will not handle or store any material in a manner that results in excessive generation of dust. Topsoil and subsoil stockpiles maintained as a part of the Project will be sufficiently wetted to reduce wind-blown dust. If the crust created from wetting stockpiles is not sufficient to prevent wind erosion, additional treatment—such as covering the stockpiles or applying a light tackifier—may be required.

Any Project-related person operating a vehicle on a paved and public roadway with a load of dirt, sand, gravel, or other material—which may be susceptible to being dropped, spilled, or leaked, or susceptible to generating dust—will comply with California Vehicle Code Section 23114 and employ measures to control fugitive dust. The measures will include:

- Covering the load, or

- Maintaining at least six inches or more below the lowest part of the rim of the truck bed and applying water to the load to control dust emissions during transportation on a paved and public roadway to or from work sites.

4.6 High-Wind Events

Levy Alameda, LLC designated representative will monitor the weather forecasted by the National Weather Service for the Project area during the construction of the Project. If sustained wind speeds over 25 mph are predicted for the Project area and it is safe to do so, all disturbed areas or stockpiled materials will be pre-watered prior to the high-wind event to minimize the amount of fugitive dust that may be carried off site by high winds.

Levy Alameda, LLC designated representative will determine which areas are most susceptible to wind erosion and will advise on areas that require pre-watering and note areas that may require additional surface stabilization.

If sustained wind speeds of 25 mph or greater occur in the Project area, Levy Alameda, LLC will terminate grading and excavation activities in those areas if feasible until the wind speeds fall below 25 mph and fugitive dust can be controlled.

5 References

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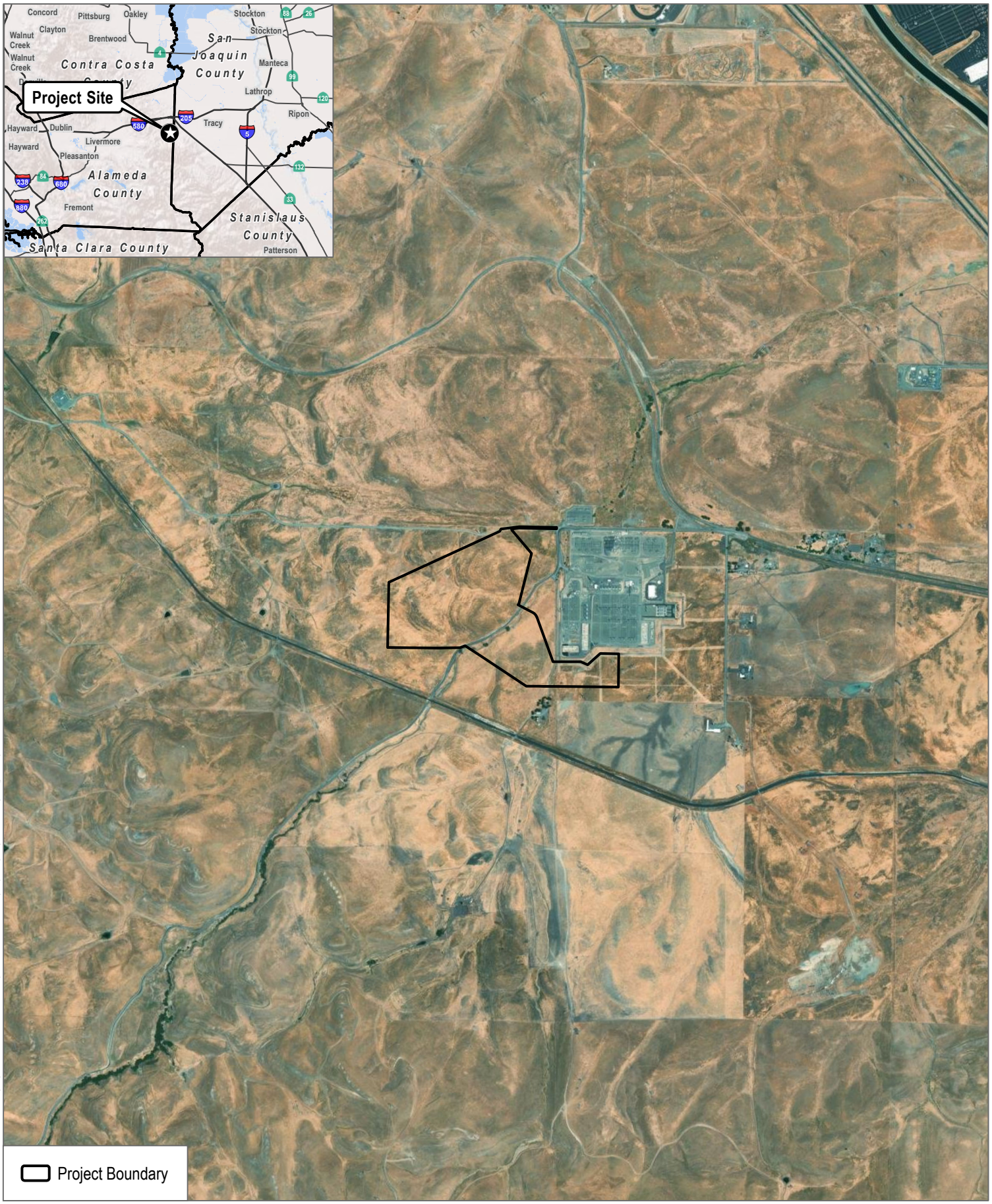

SOURCE: Bing Maps 2023

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0 500 1,000 Feet

FIGURE 1

Project Location

Potentia Viridi BESS Project

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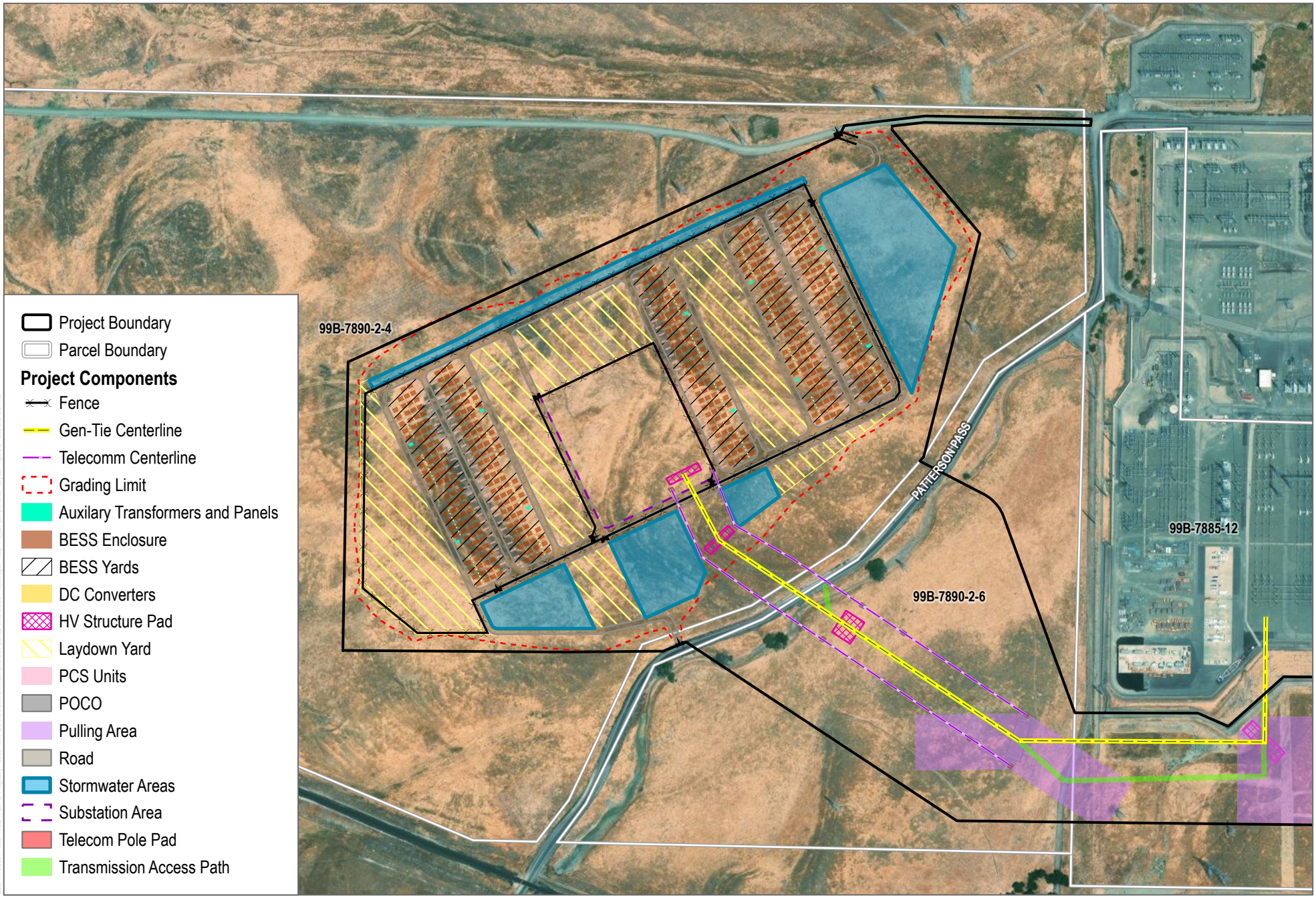

SOURCE: Bing Maps 2023, County of Alameda 2022

DUDEK

0 230 460 Feet

FIGURE 2

Project Components

Potentia Viridi BESS Project

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