



August 20, 2020

Delta Conveyance Design and Construction Authority  
Board of Directors

Subject: ***Materials for the August 20, 2020, Regular Board Meeting***

Members of the Board:

The next regular meeting of the Delta Conveyance Design and Construction Authority (DCA) Board of Directors is scheduled for **Today, August 20, 2020 at 2:00 p.m.** and will be held completely online via conference line and video through Ring Central (Zoom). The call-in and video information is provided in the attached agenda and a link will also be posted on the [dcdca.org](http://dcdca.org) website.

Please note that given the current COVID-19 outbreak, the DCA will comply with public health recommendations regarding public meetings and social distancing efforts. Any meeting changes or cancellation will be communicated.

Enclosed is the complete board packet for the Board meeting in a PDF file, which has been bookmarked for your convenience.

Regards,

A handwritten signature in black ink that reads "Kathryn Mallon". The signature is written in a cursive style and is positioned above a faint, light-colored rectangular stamp.

Kathryn Mallon  
DCA Executive Director



DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY  
BOARD OF DIRECTORS MEETING

REGULAR MEETING

Thursday, August 20, 2020

2:00 p.m.

Teleconference Meeting Only; No Physical Meeting Location  
(Authorized by and in furtherance of Executive Orders N-29-20 and N-33-20)

Additional information about participating by telephone or via the remote meeting solution is available here: <https://www.dcdca.org>

Conference Access Information:

Phone Number: (916) 262-7278 Access Code: 1497429855#

Electronic Meeting Link:

Please join my meeting from your computer, tablet or smartphone  
<https://meetings.ringcentral.com/j/1497429855>

AGENDA

In compliance with the Governor's Executive Orders and based on the Sacramento County health order and similar orders statewide, the meeting will be held electronically only through the listed meeting link and telephone number. Assistance to those wishing to participate in the meeting in person or remotely will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested person must request the accommodation as soon as possible in advance of the meeting by contacting the DCA support staff at (888) 853-8486 or [info@dcdca.org](mailto:info@dcdca.org). Members of the public may speak regarding items on the agenda when recognized by the Chair as set forth below. Speakers are limited to three minutes each; however, the Chair may limit this time when reasonable based on the circumstances. Persons wishing to provide public comment remotely on Agenda Items should complete a public comment request form at: <https://tinyurl.com/dcapubliccomment> by 2:15 pm. Additional information will be provided at the commencement of the meeting.

1. CALL TO ORDER
2. ROLL CALL
3. PLEDGE OF ALLEGIANCE
4. PUBLIC COMMENT

*Members of the public may address the Authority on matters that are within the Authority's jurisdiction whether they are on or off the agenda. Speakers are limited to three minutes each; however, the Chair may limit this time when reasonable based on the circumstances. Persons wishing to speak may do so remotely through the electronic meeting link or teleconference number when recognized by the Chair. Parties wishing to provide remote public comment on Agenda Items should complete a public comment request form at: <https://tinyurl.com/dcapubliccomment> by 2:15 p.m.*

**5. APPROVAL OF MINUTES:**

- (a) July 16, 2020 Regular Board Meeting
- (b) July 27, 2020 Special Board Meeting
- (c) August 5, 2020 Special Board Meeting

**6. CONSENT CALENDAR**

*Items on the Consent Calendar are considered to be routine by the Board of Directors and will be enacted by one motion and one vote. There will be no separate discussion of these items unless a director so requests, in which event the item will be removed from the Consent Calendar and considered separately.*

- (a) Resolution to Approve Amendment #3 to the Joint Exercise of Powers Agreement and Determine Approval is Exempt from the California Environmental Quality Act  
Recommended Action: Adopt Resolution

**7. DISCUSSION ITEMS**

- (a) August DCA Monthly Report  
Recommended Action: Information Only
- (b) DCA Leadership Spotlight – Graham Bradner, Levees Lead  
Recommended Action: Information Only
- (c) Presentation on Delta Conveyance Preliminary Cost Assessment  
Recommended Action: Information Only
- (d) Stakeholder Engagement Committee Update  
Recommended Action: Information Only
- (e) Presentation on Stakeholder Engagement Committee Member Input  
Recommended Action: Information Only

**8. STAFF REPORTS AND ANNOUNCEMENTS**

- (a) General Counsel's Report
- (b) Treasurer's Report
- (c) Verbal Reports, if any



9. FUTURE AGENDA ITEMS

10. ADJOURNMENT

\* \* \* \* \*

*Next scheduled meeting: September 17, 2020 Regular Board Meeting at 2:00 p.m. (1:30 p.m. if there is a closed session) in the DCA Board Room, Park Tower, 980 9<sup>th</sup> Street, Suite 100, Sacramento, CA 95814*

BOARD OF DIRECTORS MEETING

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# MINUTES

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**REGULAR MEETING**

Thursday, July 16<sup>th</sup>, 2020

2:00 PM

(Paragraph numbers coincide with agenda item numbers)

**1. CALL TO ORDER**

The regular meeting of the Delta Conveyance Design and Construction Authority (DCA) Board of Directors was called to order remotely - Conference Access Information: Phone Number: 1 (916) 262-7278 Access Code: 1491992105# <https://meetings.ringcentral.com/j/1491992105>

**2. ROLL CALL**

Board members in attendance were Tony Estremera, Richard Atwater, Sarah Palmer, and Steve Blois constituting a quorum of the Board.

DCA staff members in attendance were Kathryn Mallon, Joshua Nelson, Nazli Parvizi, Andrew Finney, Steve Dubnewych, and Katano Kasaine. DWR staff members in attendance included Carrie Buckman.

**3. PLEDGE OF ALLEGIANCE**

President Tony Estremera convened the open session at approximately 2:01 p.m. and led all present in reciting the Pledge of Allegiance.

**4. PUBLIC COMMENT**

President Estremera opened Public Comment, limiting speaking time to three minutes each.

No public comment request were received for non-agendized items.

President Estremera closed Public Comment.

**5. APPROVAL OF MINUTES: June 18, 2020 Regular Board Meeting**

Recommendation: Approve the June 18, 2020 Regular Board Meeting Minutes

Move to Approve Minutes from June 18, 2020 as Amended: Blois

Second: Atwater

Yeas: Estremera, Palmer, Blois, Atwater

Nays: None

Abstains: None

Recusals: None

Absent: None

Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as MO 20-07-01).

**6. CONSENT CALENDAR**

**a. DCA Investment Policy**

Recommendation: Pass Resolution Adopting DCA Investment Policy

Ms. Kasaine presented on the Investment Policy noting there were minor changes to align with any changes from the California Government Code and other applicable law.

Move to Pass Resolution Adopting DCA Investment Policy

as Noted: Atwater

Second: Palmer

Yeas: Estremera, Atwater, Palmer, Blois

Nays: None

Abstains: None

Recusals: None

Absent: None

Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as Resolution 20-06).

**7. DISCUSSION ITEMS:**

**a. Biennial Board of Directors Officer Appointments and Resolution Updating the Bylaws Regarding Officer Terms**

Recommendation: Pass Resolution Updating the Bylaws Regarding Officer Terms and Appoint Officers by Motion

Mr. Nelson spoke to the Joint Powers Agreement (JPA) clarifying the office of the President and Vice President serve for a 2-year term and those offices are rotated among the member agencies. Based on the current rotation, Metropolitan Water Agency is up next for President which would be Richard Atwater and the Vice President being Kern County Water Agency. In light of Kern County Water Agency not currently being a member of the DCA, we need to fill the Vice President position. Staff is recommending to amend the bylaws to clarify that if for some reason one of the Agency's has not joined the DCA, that seat would be filled by a unanimous vote of the Board and filled until/unless that member agency joins the DCA. They could have the option to have their appointee serve the remainder of the term. Staff also recommended that the years be updated in the bylaws by switching to fiscal years to stay consistent with other DCA processes.

Ms. Palmer commented that if a member agency joins the DCA late, they shouldn't get to pick which seat on the Board that they will reside in for the remainder of the term. Ms. Palmer suggested striking the last sentence in the bylaws regarding this which Mr. Nelson confirms can be done.

Move to Pass Resolution as Modified Updating the Bylaws Regarding Officer Terms

as Noted: Palmer

Second: Atwater

Yeas: Estremera, Atwater, Palmer, Blois

Nays: None  
 Abstains: None  
 Recusals: None  
 Absent: None  
 Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as Resolution 20-07).

Transitioning into to the role of President, Mr. Atwater thanked Mr. Estremera for his great work serving as President. Ms. Mallon recognized Mr. Estremera for his great leadership and vision, and the support he has provided to the DCA. Ms. Palmer spoke to the amount that she has been able to learn from Mr. Estremera. Mr. Blois thanked Mr. Estremera for his service. Mr. Estremera said he looks forward to another productive year with Mr. Atwater providing tremendous leadership.

Move to Appoint Vice President to Sarah Palmer

as Noted: Blois  
 Second: Estremera  
 Yeas: Atwater, Blois, Estremera, Palmer  
 Nays: None  
 Abstains: None  
 Recusals: None  
 Absent: None  
 Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as MO 20-07-02).

Move to Appoint Secretary to Steve Blois

as Noted: Palmer  
 Second: Atwater  
 Yeas: Atwater, Blois, Estremera, Palmer  
 Nays: None  
 Abstains: None  
 Recusals: None  
 Absent: None  
 Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as MO 20-07-03).

Move to Appoint Treasurer to Tony Estremera

as Noted: Palmer  
 Second: Atwater  
 Yeas: Atwater, Blois, Estremera, Palmer  
 Nays: None  
 Abstains: None  
 Recusals: None  
 Absent: None  
 Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as MO 20-07-04).

Mr. Nelson noted that the JPA requires the treasurer be a treasurer from a member agency or a certified public accountant. Ms. Kasaine or someone that meets the requirements would need to be appointed.

Move to Reconsider the Appointment of Treasurer

as Noted: Palmer  
 Second: Blois  
 Yeas: Atwater, Blois, Estremera, Palmer  
 Nays: None  
 Abstains: None  
 Recusals: None  
 Absent: None  
 Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as MO 20-07-05).

Move to Appoint Treasurer to Katano Kasaine of Metropolitan Water District of Southern California

as Noted: Palmer  
 Second: Estremera  
 Yeas: Atwater, Blois, Estremera, Palmer  
 Nays: None  
 Abstains: None  
 Recusals: None  
 Absent: None  
 Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as MO 20-07-06).

**b. July DCA Monthly Report**

Ms. Mallon gave a brief overview of the July report indicating that we have an expected estimate of completion at approximately \$36.5M. Over the next two to three months, the DCA will be closing out contracts from the previous fiscal year. Next months report will represent the new fiscal year with the new budget. Ms. Mallon referenced a funding question asked at the previous Board meeting and said the cost of the DCA project is beneficiary paid, and the public water agencies (PWAs) have been working with DWR to develop a cost allocation methodology for the program. These efforts are close to being finalized and the PWAs will be bringing the terms of this agreement to their Board’s in the fall of 2020. The expectation is that they will simultaneously seek approval for continued funding for the planning and environmental review process. In the meantime, the Department of Water Resources (DWR) is temporarily supporting the cost of the program.

Ms. Osha Meserve, Local Agencies of the North Delta, requested to see the amount that DWR will be contributing to fund the DCA on the next fiscal year budget.

**c. Field Work Activities for Fiscal Year 2020-2021**

Ms. Mallon emphasized how invaluable the Geotech work is to the DCA, DWR’s environmental planning team, and the Delta community members who have frequently asked questions regarding potential project affects but could not be addressed due to limited Geotech data. With the appropriate state and federal authorization, the DCA will be able to proceed with their work.

Mr. Finney presented on the geotechnical plan for the next fiscal year. The DCA’s goal this year is to supplement existing DWR database and address gaps in historical data, refine additional data

on the proposed alignments, and evaluate satellite-based tools to monitor regional subsidence. Mr. Finney discussed the many reasons this Geotech work is important to the DCA including the lack of data currently available for the eastern alignment. Additionally, the DCA wants to explore conditions on the land slide of the intake locations due to the large effects those have on operations. The DCA would like to validate geophysical methods for possible reuse. Various issues have been raised that the supplementary information could address such as validating site dewatering methods and their impacts on local wells and levees. Mr. Finney referenced a map that indicated the historical data gaps, specifically in the north Delta, eastern alignment, and to the north of Clifton Court. There are also gaps at the intakes and the southern forebay site location. A significant amount of existing data has been pulled and have used that data to guide the exploration. Mr. Finney discussed the current 20/21 exploration program, having a limited amount of sites that we will be exploring based on availability, accessibility, and environmental permitting. There are eight (8) overwaters estimated in the budget, as well as 58 land borings and 68 cone penetration tests (CPTs). Mr. Finney clarified that DWR will be completing their court-ordered soil explorations for a separate project. Mr. Finney showed a general schedule of when the DCA expects to conduct each activity with exploration expecting to begin sometime in September.

**d. Tunnel Independent Technical Review No. 2 – Finding and DCA Response**

Ms. Mallon introduced Steve Dubnewych who has 30 years of tunnel design and construction management experience.

Mr. Dubnewych noted that independent technical reviews (ITRs) have become standard practice in the industry and represent the best practice in program delivery for large infrastructure projects. A brief overview of the panel was provided. The experts were asked to provide feedback on proposed tunnel reaches, proposed alignments, overall construction sequence and schedule, tunnel lining design and constructability considerations, reuse tunnel material (RTM) handling and identified re-uses, contract packaging approach, and recommendations related to operations and management (O&M) needs. Mr. Dubnewych provided a summary of the comments received on the scope items.

The ITR found that 15-mile long excavated with a single tunnel boring machine (TBM) was practical so long as maintenance is performed on a regular basis and a new TBM was used. TBM manufacturers guarantee the main bearing for a minimum of 20,000 working hours, which by far exceeds the time to excavate a 15-mile long tunnel reach and makes these distances feasible. There is precedence with tunnels longer than 15 miles that have been excavated in rock which requires TBM components to be more robust compared to soft ground TBMs. Larger repairs are required and especially if the tunnel is excavated in abrasive ground conditions maintenance shafts spaced every four (4) to six (6) miles is reasonable. The panel felt having these shafts allows the work to be performed more safely in atmospheric conditions and any large TBM component like a cutterhead can be easily replaced from within a shaft, if needed. To deal with unanticipated TBM breakdowns in between maintenance shafts, they recommended that the TBMs be equipped to have capabilities to construct underground safe haven. They felt it was very important to plan for the TBM to have this sort of capability ahead of time. Current tunnel reach lengths and shaft spacing shown on the drawings are consistent with the ITR recommendations. We also included provisions in the schedule for weekend maintenance work. In terms of

providing capability to the TBM to perform major interventions or maintenance to the TBM cutterhead or face from within the tunnel, we also agree with this idea.

Mr. Dubnewych noted that the ITR did not recommend one alignment over the other due to limited amount of geotechnical data available for the eastern alignment. They felt further refinement of the alignments can be made as raising the vertical profile of the tunnel alignment approximately up to one (1) tunnel diameter. The tunnel would be shallower and can perform maintenance of the boring machines at lower pressures. We agree further geotechnical field work and other studies are needed to finalize the alignment prior to construction. The next phase of geotechnical fieldwork will fill in gaps especially along critical locations along the Eastern alignment. In terms of raising the alignment, we also agree, vertical alignment is controlled by the depth dictated by the Port of Stockton (a minimum clearance of 70 feet below the bottom of the deep river channel be maintained). We plan on meeting with the Port to see if we can get this changed as well.

The ITR felt that an advance rate or excavation rate of 40 feet was reasonable. They also recommended that we carefully review the logic used for the time required to develop borrow material for the construction of the shaft pads due to all of the moving parts and coordination needed from a logistical standpoint. They recommended changing the sequence of tunneling having Reach 4 be completed prior to Reach 3 starting. This would be a benefit because all the RTM generated in Reach 3 can be transported to the Southern Forebay through the completed Reach 4 tunnel. This would result in less rail and truck traffic impacts being generated. In terms of our response, the DCA feels very comfortable with the logistics of moving boring materials at the Twin Cities sight. We also concluded we can reduce the time for constructing the shaft pads by including ground improvements underneath the pads. By doing so we don't have to wait for the pads to settle. In regards to the embankments at the Southern Forebay, our team performed a detailed mass balance study and looked at every possible combination for the source material to construct these embankments. We feel again very confident with our assumptions and durations associated with construction activities that are contained in the current schedule. Lastly, we disagreed with the idea of completing Reach 4 before starting Reach 3. On the eastern alignment, this would extend the construction duration by an additional three to four years. On the central alignment a launch shaft would be needed on Bacon Island which is very difficult to access. We felt a better solution would be to take advantage of the existing rail roads that run adjacent to I5 and to transport the RTM from the Twin Cities site to the Southern Forebay. This accelerates the schedule and would minimize the amount of truck traffic that would take place on the surface streets.

Regarding RTM handling, the ITR members recommended a test program be established to confirm the assumptions made for the drying process. They were concerned any delays in processing of the RTM could impact the schedule. They also recommended that we look into other natural drying methods. In response, our team agrees that RTM testing program for drying is necessary since it will confirm some of our assumptions such as effectiveness of this technology, number of dryers needed and rate of drying. Mr. Dubnewych clarified that although this technology may not have been used on past tunneling projects, our project is very unique and we can benefit greatly from this technology. We will confirm that the technology is suitable for our application and hope to commence testing sometime next year. Our current design includes space for natural drying which provides additional reliability and flexibility in drying the RTM but based on our studies performed to date we have determined the mechanical drying

requires the smallest footprint and the quickest way to achieve optimum for embankment construction.

With the O&M issues, the panel recommended that for post construction the location and final size of the shafts be large enough to provide reasonable access to perform inspections, repair, and maintenance activities as needed. Additionally, they recommended the final size and height of the shaft pads be consistent with future O&M requirements. In terms of maintenance shaft locations, we currently have them spaced four to six miles apart for construction and this spacing also meets the long-term operation, maintenance and inspections needs for the tunnel facilities. Mr. Dubnewych noted that throughout this entire process, we have met with Delta Conveyance Office (DCO) who have coordinated with DWR field maintenance staff to discuss their requirements and show current drawings meets or exceeds the minimum area needed for parking, equipment operation and material laydown so that their work can be performed in an efficient and safe manner. Also, our current shaft spacing does not exceed the maximum lengths allowed for remote operated vehicle inspections. This is very important because since we do not want to shut down the tunnel every time when inspection is needed. Mr. Dubnewych mentioned that we reduced the shaft pad heights and footprints at all shaft locations and confirms they still meet the minimum requirements needed for O&M activities. We have also completed our hydraulic surge analyses and the shaft sizes shown on our current drawings are the minimum needed to accommodate the expected surge pressures that will be experienced on our system and these sizes still maintain or satisfy the minimum requirements for O&M activities.

Mr. Blois asked if these experts will be available for the future on a retainer. Mr. Dubnewych responded that moving forward we expect to meet with them two to three times a year. Ms. Mallon noted that all of the participants are really eager to participate and noted the academic feel to this ITR compared to the previous which were more focused on building.

**e. DCA Leadership Spotlight – Gwen Buchholz, Environmental Manager**

Ms. Mallon introduced Gwen Buchholz, DCA's Environmental Manager.

Ms. Buchholz gave a brief introduction of her team including Karen Askeland and Intern Claire Bjork. Ms. Buchholz has more than 43 years of experience with a BA in Physics and MS in Civil/Environmental Engineering. Ms. Buchholz has worked with modeling, conveyance design, conveyance systems master plan, habitat restorations projects, and more. Becoming a permit engineer for design and construction has tremendously helped her with her work on the DCA project. Ms. Buchholz has an extensive back ground in Delta conveyance including being the Project Manager for the Central Valley Project Improvement Act EIS. Additionally, Ms. Buchholz worked for CALFED Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and Bay Delta Conservation Plan & WaterFix EIR/EIS.

Ms. Askeland's educational background includes a Bachelor's and Master's Degree in Environmental Science and Management. Ms. Askeland worked as an intern and eventually a full-time employee for the Environmental Defense Fund (EDF), focusing on wildlife and conservation issues. While in graduate school, Ms. Askeland worked for DMS Natural Resources, primarily focusing on water marketing. More recently she has been working as an engineer for Jacobs, focusing on climate change planning and construction management permitting. As an environmental liaison team, Gwen and Karen help facilitate the transfer of information to DWR

and back to the DCA, which includes interpreting the information and providing it in the format that is usable for the California Environmental Quality Act/ National Environmental Policy Act (CEQA/NEPA) process. The environmental liaison team works closely with the engineering team providing input on potential environmental limitations for design concepts, permit applications and training for field work.

Ms. Buchholz provided a summary of the last years accomplishments. Currently, they are completing information transfer documents (templates) and anticipate over the next year to provide information for permit applications regarding Geotech. The environmental liaisons will continue to coordinate with all of the teams, environmental, and the Stakeholder Engagement Committee (SEC).

**f. Stakeholder Engagement Committee Update**

Ms. Parvizi gave an update of the last SEC meeting that included a Brown Act refresher course and the soil and transportation management discussions. There was also a Tribal presentation completed by Anecita Agustinez. Ms. Parvizi discussed the way's in which the DCA plans on doing meaningful community engagement in the Delta, given the limitations due to connectivity issues. Ms. Parvizi commented on the Tee-Screen tour that is planned for the beginning of August and the virtual tours that will be available soon. Lastly, the new DCA website is expected to be live in the next few weeks.

**g. Stakeholder Engagement Committee Member Report Out**

Douglas Hsia, SEC member representing Sacramento At Large, has experience with the Rotary Club of Walnut Grove, Delta News, Delta Legacy community and the Locke Foundation. Working on the SEC has given him an invaluable opportunity to learn all about the process and share it with his constituents. Mr. Hsia has been compiling reports of our SEC meetings and posting them on the website of Locke Foundation. Ms. Hsia is grateful that the north and south Haul Road will be built parallel to the River Road which will help prevent damage to the old structures of Locke and Courtland. Mr. Hsia also learned that DCA had redesigned the location of the central alignment in accordance with SEC member Sean Wirth's suggestion, making it less harmful to wildlife near Staten Island. We see the positive results of the SEC and DCA working together.

Mr. Hsia wanted to share some of the Delta legacy stories. Everybody knows Locke, being the National Historical Landmark on par with the Golden Gate Bridge. Thousands of Chinese laborers built thousands of miles of levees to create the California Delta. This resulted in the creation of approximately one million acres of some of the most fertile agricultural lands in the country. Since the beginning of the Qing dynasty in 1644, the Chinese were determined to overthrow it because it was governed by the Manchurians. They were the nomads from the north who managed to conquer and govern the entire China. The Indigenous Chinese people, the Hans, blamed the Manchurians for the tyranny, mismanaging the country and letting China fall behind the western powers and subject China to all kind of humiliations. This is relevant because 260 years of revolutionary effort was finally made successful by Dr Sun Yet Sen in 1912. Dr. Sun grew up in China but spent his formative years in Hawaii attending both Lolani College and Punahou. While in exile from China, he came to the Delta on numerous occasions to raise funds from the Chinese laborers for the revolution. Dr. Sun's village of origin is the very same village of the people of Courtland and Locke. This explained why he was assisted by the Chinese people of

Courtland. We are only now in the process of collecting evidence about his activity in the Delta because it was deemed a secret at the time. He was wanted by the Qing Government. The merchant community, establishment in San Francisco, sided with the Manchurian Qing Emperor. Therefore, it is now required of us to research and collect the hard evidence of Dr. Sun's activities. In 1912, after Dr. Sun's revolution overthrew the Qing dynasty, Dr. Sun was made the founding father of modern China. He is well respected by both the communist China, the present regime of China, as well as the Nationalist Government which is the government of today's Taiwan. The connection between the modern China and Courtland is reflected by the fact that the very first batch of Chinese air force pilots were trained in Courtland, by an American Harry Abbot, a flying circus man who later was ranked Lieutenant Colonel of the Chinese Air Force. He was the man who trained young Chinese pilots and later went to China to help found the air force. There were documents showing the Chinese Govt bought the Curtiss JN 4 planes. Extensive training was carried out over the farmlands in the Delta. When the training was complete, the young pilots performed an impressive graduation airshow to the public. Then they packed the planes to be shipped to China. The night before the shipping, a mysterious fire broke out and engulfed the planes. Fortunately, nobody was injured. It was well publicized in the newspapers. These are all stories waiting for us to tell. We have a serious mission ahead of us to collect and preserve this all-important history. The Delta is the only region that carries the footprint of the American Chinese. The Delta may be the only place that can offer this legacy a sanctuary. The wholeness of Delta is all important to the Chinese American legacy. By wholeness, Mr. Hsia meant its wildlife, salmon runs, Pacific Flyway for the migratory birds, people's enjoyment of recreations, the agriculture and the pride of America owning this jewel of nature. This has everything to do with the quality of water in the Sacramento River. Mr. Hsia therefore urges the DCA to protect the way of life here in the Delta.

Mr. Davis Gloski, SEC member representing Contra Costa At Large, spoke about his background in the Delta in which he has lived at for over 20 years boating, water-skiing and fishing. Mr. Gloski is a nuclear and mechanical engineer and an entrepreneur. Mr. Gloski has worked with DWR regarding the False River Barrier and flow modeling. Currently he is on the Franks Tract Futures Project Advisory committee. Mr. Gloski wishes to help the project deliver the maximum value it can to the Delta in the terms of infrastructure, recreation, education, and social benefits. Mr. Gloski commented on the SEC process and its ability to help reduce community problems down the road. There are already proven results of this with the elimination of the Bouldin barge landing and a shaft location near Discovery Bay being moved. Mr. Gloski emphasized the need for empathy from the DCA and DWR for the Delta and its community and identify how the project can best give back. Mr. Gloski highlighted the importance of the community benefits and the need for these being focused on as much as the development of the tunnel.

Ms. Palmer expressed her appreciation of the input provided by some of the SEC members. Ms. Palmer felt that it is impressive that although some of these members are opposers of the project, they are still offering constructive suggestions.

Ms. Mallon thanked the SEC members that spoke for their helpful comments.

## **8. STAFF REPORTS AND ANNOUNCEMENTS:**

### **a. General Counsel's Report**

A written report was provided in the Board package. Mr. Nelson noted that we are monitoring the Governor's restrictions and announcements regarding COVID-19 to ensure the DCA remains in compliance.

**b. Treasurer's Report**

A written report was provided in the Board package. Ms. Kasaine thanked the Board for the nomination to be Treasurer and thanked her staff for their hard work. As of July 9<sup>th</sup>, the DCA has a cash balance of 750K. An audit will begin this week.

**c. DWR Environmental Manager's Report**

A written report was provided in the Board package. Ms. Buckman highlighted the release of the Scoping Summary Report, including all of the public scoping comments received. Additionally, last week DWR finalized the Initial Study/Mitigated Negative Declaration of Soil investigation. There are some sights that require additional permitting before work begins. Lastly, the U.S. Army Corps of Engineers (USACE) informed DWR that they will prepare an Environmental Impact Statement (EIS). Later this summer USACE will issue a Notice of Intent, officially announcing the start of the preparation of the EIS. Ms. Buckman referenced the alternatives presentations coming up at the next SEC meeting.

**d. Verbal Reports**

Ms. Palmer referenced the recent presentations regarding Reframing a Region: Communities of Color which highlighted the history of people of color in the Delta.

**9. FUTURE AGENDA ITEMS:**

None.

**10. ADJOURNMENT:**

President Atwater adjourned the meeting at 4:01p.m., remotely - Conference Access Information:  
Phone Number: 1 (916) 262-7278 Access Code: 1491992105#  
<https://meetings.ringcentral.com/j/1491992105>

BOARD OF DIRECTORS MEETING

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# MINUTES

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**SPECIAL MEETING**

**Monday, July 27<sup>th</sup>, 2020**

**10:00 AM**

(Paragraph numbers coincide with agenda item numbers)

**1. CALL TO ORDER**

The special meeting of the Delta Conveyance Design and Construction Authority (DCA) Board of Directors was called to order remotely - Conference Access Information: Phone Number: 1 (916) 262-7278 Access Code: 1486165011#, <https://meetings.ringcentral.com/j/1486165011>

**2. ROLL CALL**

Board members in attendance were Tony Estremera, Richard Atwater, Steve Blois, and Sarah Palmer constituting a quorum of the Board.

Staff members in attendance were Kathryn Mallon.

**3. PUBLIC COMMENT**

No public comments received.

**4. CLOSED SESSION**

- (a) Public Employee Performance Evaluation  
Title: Executive Director

**5. REPORT OUT OF CLOSED SESSION**

There were no reportable actions taken.

**6. ADJOURNMENT:**

President Estremera adjourned the meeting at 11:14 a.m. PST.

The next meeting of the DCA will be held on August 20, 2020 Regular Board Meeting at 2:00 p.m. (1:30 p.m. if there is a closed session) in the DCA Board Room, Park Tower, 980 9th Street, Suite 100, Sacramento, CA 95814

BOARD OF DIRECTORS MEETING

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# MINUTES

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**SPECIAL MEETING**

**Wednesday, August 5, 2020**

**10:00 AM**

(Paragraph numbers coincide with agenda item numbers)

**1. CALL TO ORDER**

The special meeting of the Delta Conveyance Design and Construction Authority (DCA) Board of Directors was called to order remotely - Conference Access Information: Phone Number: 1 (916) 262-7278 Access Code: 1486165011#, <https://meetings.ringcentral.com/j/1486165011>

**2. ROLL CALL**

Board members in attendance were Richard Atwater, Steve Blois, and Sarah Palmer constituting a quorum of the Board. Director Tony Estremera joined the meeting at 11 a.m.

Staff members in attendance were Kathryn Mallon and Joshua Nelson.

**3. PUBLIC COMMENT**

No public comments received.

**4. CLOSED SESSION**

- (a) Public Employee Performance Evaluation  
Title: Executive Director

**5. REPORT OUT OF CLOSED SESSION**

There were no reportable actions taken.

**6. ADJOURNMENT:**

President Estremera adjourned the meeting at 12:00 p.m. PST.

The next meeting of the DCA will be held on August 20, 2020 Regular Board Meeting at 2:00 p.m. (1:30 p.m. if there is a closed session) in the DCA Board Room, Park Tower, 980 9th Street, Suite 100, Sacramento, CA 95814

## Board Memo

**Contact:** Kathryn Mallon, Executive Director

**Date:** August 20, 2020 Board Meeting

**Item No. 6a**

**Subject:**

---

Consider Adopting Resolution to Authorize the President to Execute Amendment No. 3 to the Joint Exercise of Powers Agreement, and to Adopt the CEQA Determination for Such Action.

**Executive Summary:**

Staff recommends that the Board adopt the enclosed Resolution to Authorize the President to Execute an Amendment No. 3 to the Joint Exercise of Powers Agreement, and to Adopt the CEQA Determination for Such Action.

**Detailed Report:**

At its June 20, 2019 meeting, the Board of Directors approved an Amendment to the Joint Exercise of Powers Agreement (JEPA). This Amendment allows the DCA to provide planning and environmental services to the Department of Water Resources (DWR) to assist its review of a potential Delta Conveyance project under the California Environmental Quality Act (CEQA) and other applicable laws. The DCA has provided these services since the amendment and will continue to do so during the current planning phase of the proposed Delta Conveyance project. The JEPA was further amended in May 2020 to clarify some administrative provisions, including permitting the DCA to adopt travel and procurement policies.

DWR and DCA staff have discussed additional amendments to the JEPA. These amendments generally relate to the DCA's budget process. To date, DCA staff has prepared its annual budget for Board consideration. After receiving Board approval, the budget is submitted to DWR for approval. In an effort to streamline the process, the proposed JEPA amendment would have DWR review and approve the budget and supporting documents before the budget is submitted to this Board for approval.

The amendment requires the DCA to adopt budget policies and procedures consistent with this new approach. Any material changes to the budget require DWR approval, and the Executive Director of the Delta Conveyance Office would be permitted to participate in staff consideration of material budget changes. The amendment further requires DCA to adopt policies related to changes to contracts, task orders, scopes of work and schedules. DWR would have the ability to participate in staff consideration of these changes, and to approve material changes to confirm consistency with the Budget and DWR's program direction.

The amendment also makes changes to the invoicing and payment process and the annual report to ensure consistency with the other amendments. Additional edits make clean-up changes.

Lastly, the draft amendment increases the amount of the DWR initial contribution to a total amount of \$33.8 million. These funds would be repaid by the DCA by January 10, 2021 and likely after additional funding from agencies wishing to participate in Delta Conveyance was secured. Consistent with the current JEPA, this repayment date could be extended by letter agreement of the parties.

As noted in the attached resolution, approval of the Amendment is exempt from CEQA.

**Recommended Action:**

Adopt the attached Resolution to Authorize the President to Execute an Amendment to the Joint Exercise of Powers Agreement, and to Adopt CEQA Determination for Such Actions.

**Attachments:**

Attachment 1 - Draft Resolution 20-xx

Attachment 2 – Exhibit A, JEPA Amendment 3

**BOARD OF DIRECTORS OF THE DELTA CONVEYANCE  
DESIGN AND CONSTRUCTION AUTHORITY  
RESOLUTION NO. 20-XX**

**Introduced by Director xxxx  
Seconded by Director xxxx**

**AUTHORIZE THE PRESIDENT TO EXECUTE AN AMENDMENT TO THE JOINT EXERCISE OF  
POWERS AGREEMENT AND ADOPT RELATED CEQA DETERMINATION**

Whereas, DWR and the DCA previously entered into that certain Joint Exercise of Powers Agreement between the parties as amended by Amendments No. 1 and No. 2 (JEPA); and

Whereas, the parties wish to further amend the JEPA as set forth in the attached Amendment No. 3;

Whereas, the proposed edits to the JEPA generally relate to the budgeting process for the DCA; and

Now, therefore, be it resolved that the DCA Board hereby authorizes the President to execute the Amendment No. 3 to the Joint Exercise of Powers Agreement (“Amendment”), substantially in the form attached to this Resolution as Exhibit A and incorporated by this reference.

Therefore, be it further resolved that the approval of the Amendment and the authorized services are exempt from CEQA as information collection activities (CEQA Guidelines, § 15306) as well as feasibility and planning studies. (CEQA Guidelines, § 15262.) Such approval and activities are further exempt from CEQA as they will have no significant effect on the environment as defined in Public Resources Code section 21068 and CEQA Guidelines section 15382 and otherwise constitutes an administrative action of the DCA. (CEQA Guidelines, § 15378.)

\* \* \* \* \*

This Resolution was passed and adopted this 20<sup>st</sup> day of August 2020, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

---

Richard Atwater, Board President

Attest:

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Steve Blois, Secretary

**EXHIBIT A**

**JEPA Amendment No. 3**

[attached behind this page]

**AMENDMENT NO. 3  
TO  
AMENDED AND RESTATED JOINT EXERCISE OF POWERS AGREEMENT  
BETWEEN THE  
DEPARTMENT OF WATER RESOURCES, STATE OF CALIFORNIA  
AND THE  
AUTHORITY**

This Amendment No. 3 to the October 26, 2018 Amended And Restated Joint Exercise of Powers Agreement Between the Department of Water Resources of the State of California (“DWR”), as previously amended, and the Delta Conveyance Design and Construction Joint Powers Authority (“Authority”) is entered into and effective as of the last date set forth on a signature page hereto.

**RECITALS**

WHEREAS, in May 2018 DWR and the Authority (collectively “the Parties”) entered into a Joint Exercise of Powers Agreement and in October 2018 into an Amended and Restated Joint Exercise of Powers Agreement, whereby the Authority has been retained by DWR to manage the design and construction of California WaterFix under DWR’s ultimate control and oversight;

WHEREAS, the State has set a new water policy for California and on May 2, 2019 DWR withdrew its approval of the California WaterFix project and announced it will embark on new planning and environmental documentation for Delta Conveyance;

WHEREAS, the parties entered into that Amendment No. 1 to the Amended and Restated Joint Exercise of Powers Agreement (“Amendment No. 1”) to outline the initial planning and engineering services that the Authority will provide to DWR during its consideration of a potential Delta Conveyance;

WHEREAS, the parties entered into that Amendment No. 2 to the Amended and Restated Joint Exercise of Powers Agreement as amended by Amendment No. 1 (collectively, the “Agreement”) to increase the Initial Contribution and make certain other changes;

WHEREAS, Government Code section 6504 permits parties to a joint exercise of powers agreement to contribute funds, personnel and services, subject to repayment as set forth in such agreement; and

WHEREAS, consistent with Section 6504 and applicable law, the parties desire to further amend the Agreement to improve the parties’ coordination and make certain other changes.

NOW THEREFORE, in consideration of the mutual covenants contained in the Agreement and this Amendment No. 3, the parties hereby agree to amend the Agreement as follows.

Amendment

A. Section 9, “Budget and Schedule” is amended to read in full as follows:

9. Budget and Schedule

(a) The Authority shall receive payment, at the Authority’s actual cost, for all Work performed, supervised and/or contracted for by the Authority under this Agreement, as the same has been and may be amended from time to time by the Parties, consistent with applicable approved budget(s), including without limitation all administrative costs incurred by the Authority to perform its obligations under this Agreement. Both DWR and the Authority shall provide oversight of the Conveyance Project budget with all final budgetary decisions residing with DWR.

(b) The Parties shall conduct annual planning and budget review meetings not later than 60 days prior to the start of each fiscal year. At each annual budget meeting, the Authority shall present an overview of the expected Work for the fiscal year and associated fiscal year budget, schedule, draft task orders and other supporting documents for the fiscal year, to the Delta Conveyance Office for timely review and approval by DWR to permit Authority Board adoption by its June regular meeting. The budget shall include budgeted costs and associated allowances and contingencies. The Authority shall submit to DWR executed copies of all applicable task orders or contracts or amendments and changes thereto that support the annual budget as they are executed. Such documents shall describe the scope of contracted services, budgeted costs, and schedule and shall be consistent with the approved annual budget.

(c) The Authority shall adopt and implement policies and procedures related to budget and change management. Delta Conveyance Office approval of material budget changes shall be required. To facilitate timely and efficient consideration of changes, such policies and procedures shall permit the Delta Conveyance Office Executive Director, or his or her designee, to participate in Authority consideration of material budget changes prior to submission to the Delta Conveyance Office for approval.

(d) The Authority shall adopt and implement policies and procedures to manage changes to contracts, task orders, scopes of work, costs, or schedules. To facilitate timely and efficient consideration of changes, such policies and procedures shall permit the Delta Conveyance Office Executive Director, or his or

her designee, to participate in Authority consideration of material changes to contracts, task orders, scopes of work, schedules and related program and project delivery documents. These policies and procedures shall include provisions requiring Delta Conveyance Office approval of material changes to contracts, task orders, scopes of work, schedules and related program and project delivery documents to ensure they are consistent with the annual budget (as provided for in subsection (c)) and DWR direction for the Conveyance Project.

(e) Upon approval by DWR, all services identified in the budget and supporting documents shall constitute Work, as defined herein.

(f) The Authority's design and engineering deliverables shall include all materials portraying the design of the project and the analyses and data used for the design. All deliverables will be submitted as quality controlled and quality assured work products by the Authority in a mutually agreed upon format that will facilitate expedient review by the Delta Conveyance Office. The Authority will respond in an agreed upon timely manner to all comments and suggestions received on each deliverable, and the comments shall be resolved to the satisfaction of the parties.

D. Section 10, "Invoicing and Payment" shall be amended to read in full as follows:  
Invoices with sufficient detail to justify payment shall be submitted by the Authority in arrears to:

Delta Conveyance Office,  
  
901 P. Street, Room 411B,

Sacramento, CA 94236.

Each invoice must identify this Agreement by the DWR contract number and the applicable budget categories and task orders. Where applicable, invoices shall include receipts for materials, supplies and work accomplished by the Authority and its contractors. Subject to the availability of funding for the Conveyance Project and after determining consistency with the approved fiscal year budget, schedule, contracts, task orders and other supporting documents, DWR shall make payments on the undisputed portions of invoices as soon as State invoice processing procedures allow and consistent with State law. For purposes of this Agreement funding is available (i) if and when DWR, compliance with applicable law, legal decisions and contracts in each case as determined by DWR, issues and sells revenue bonds for the purpose of funding planning activities or construction of a Conveyance Project, or (ii) if sufficient funds have been contributed to DWR by one or more public water agencies that receive water from the SWP or CVP, or a joint powers authority comprised of public water agencies, sufficient in DWR's determination to pay invoices as such invoices become due for payment. Disputed portions of invoices shall be resolved as provided for in Section 24. The Authority shall include within all its public works contracts a provision whereby it withholds from its payments a retention in the maximum amount permitted by law. Should DWR, in the exercise of its rights under Section 6 of this Agreement, participate in any work described in this Agreement, the cost of such participation shall be treated as a Conveyance Project cost in the same manner as costs incurred by the Authority.

**AMENDMENT NO. 3  
TO  
AMENDED AND RESTATED JOINT EXERCISE OF POWERS AGREEMENT  
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DEPARTMENT OF WATER RESOURCES, STATE OF CALIFORNIA  
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WHEREAS, the parties entered into that Amendment No. 2 to the Amended and Restated Joint Exercise of Powers Agreement as amended by Amendment No. 1 (collectively, the “Agreement”) to increase the Initial Contribution and make certain other changes;

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(b) The Parties shall conduct annual planning and budget review meetings not later than 60 days prior to the start of each fiscal year. At each annual budget meeting, the Authority shall present an overview of the expected Work for the fiscal year and associated fiscal year budget, schedule, draft task orders and other supporting documents for the fiscal year, to the Delta Conveyance Office for timely review and approval by DWR to permit Authority Board adoption by its June regular meeting. The budget shall include budgeted costs and associated allowances and contingencies. The Authority shall submit to DWR executed copies of all applicable task orders or contracts or amendments and changes thereto that support the annual budget as they are executed. Such documents shall describe the scope of contracted services, budgeted costs, and schedule and shall be consistent with the approved annual budget.

(c) The Authority shall adopt and implement policies and procedures related to budget and change management. Delta Conveyance Office approval of material budget changes shall be required. To facilitate timely and efficient consideration of changes, such policies and procedures shall permit the Delta Conveyance Office Executive Director, or his or her designee, to participate in Authority consideration of material budget changes prior to submission to the Delta Conveyance Office for approval.

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(e) Upon approval by DWR, all services identified in the budget and supporting documents shall constitute Work, as defined herein.

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- E. Section 11, “Annual Report” shall be amended to read in full as follows: “The Authority shall provide a detailed written annual report to DWR within 60 days of the end of the fiscal year. The annual report shall describe the Authority’s activities under this Agreement during the prior fiscal year, the final costs incurred, and the final progress schedule for the prior year’s Work. DWR reserves the right to request additional topics for inclusion by submitting in writing to the DCA within 30 days of the close of the fiscal year and DCA shall accommodate all reasonable requests.”
- E. The Initial DWR Contribution as defined in paragraph C of Amendment No. 2 is hereby revised to be a total amount of \$33.8 million. The actual amount of Initial DWR Contribution funds expended shall be recovered in full by DWR as soon as practicable but in any event not later than January 10, 2021, from Contractor Contributed Funds. The signatures of authorized representatives of DWR and Authority, respectively, on a letter setting forth a different date for the recovery of funds by DWR shall be evidence of the Parties’ intent and constitute their agreement with respect to such change.
- F. Section 12. “Reimbursement Clause” of Exhibit F is amended to delete the following sentence: “The Authority shall determine which reimbursement method is utilized and may modify this election with advance written notice.”

Except as hereby amended, the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have hereunto affixed their names as of the day and year hereinafter written.

**STATE OF CALIFORNIA  
DEPARTMENT OF WATER  
RESOURCES**

**DESIGN AND CONSTRUCTION  
AUTHORITY**

By: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**Approved as to legal form and consistency**

**Approved as to legal form and consistency**

By: \_\_\_\_\_  
Chief Counsel

By: \_\_\_\_\_  
General Counsel



**DCA**

DELTA CONVEYANCE DESIGN  
& CONSTRUCTION AUTHORITY

# Monthly Board Report

*This document is fully interactive; use menus to navigate on-screen.*

**1**

EXECUTIVE  
SUMMARY

**2**

ENGINEERING  
& FIELD WORK

**3**

STAKEHOLDER  
ENGAGEMENT

**4**

PROGRAM  
MANAGEMENT

**5**

BUDGET

**6**

CONTRACTS

**7**

SCHEDULE



Agenda Item 7a

**AUGUST 2020**

(ACTIVITIES IN JULY)

# Section 1 | Executive Summary

**Program Management.** The Program Management team launched the new Program Management Information System for Program Budget, Cost, Contract, Change and Procurement management. The approved annual budget and historical master contracts, task orders, and purchase orders were all entered into the system. In addition, new workflows for invoicing, direct purchases, and change management were rolled out. This places all contract and cost related functionality into the system facilitating processing, tracking and reporting.

**Engineering.** The engineering team delivered draft engineering information to the DWR Planning team for the Central and Eastern Corridor options including data templates, preliminary engineering drawings, and GIS mapbooks. The team is also finalizing the various technical memorandum that support the alternative conceptual designs.

**Field Work.** Planning activities for our fieldwork efforts continues. The soil investigation environmental documentation was adopted, task orders with field work consultants have been executed, encroachment permit applications are being submitted, and fieldwork is expected to start in late September/early October.

**Stakeholder Engagement.** The DCA held its tenth Stakeholder Engagement Committee (SEC) meeting in July. DWR presented a preliminary summary of the alternatives analysis based on scoping comments and highlighted the addition of a new alternative assigned to DCA for study – the Bethany Reservoir Alternative. The DCA provided updates on recent design changes in response to SEC Feedback. Topics included site reclamation measures and RTM conditioners. Meeting material and minutes from the SEC meetings are available on the DCA website.

**Budget.** The DCA has committed approximately \$31.3M of the Board approved budget of \$34M. As it is the first month of our new fiscal year, we are forecasting our estimate at completion at \$34M, consistent with our current budget. Over the next few weeks, we will be closing out task orders and contracts from the previous FY2019/2020 and finalizing the task orders for the current fiscal year FY2020/2021.

**Schedule.** The new baseline schedule for FY2020/21 is included with this report.

## Monthly Budget Summary (FY 2020/2021)

Category	Current Budget	Current Commitments	Incurred To Date	EAC	Variance
<b>Program Management Office</b>					
Executive Office	\$ 2,697,409	\$ 1,995,472	\$ 47,250	\$ 2,615,045	(82,364)
Community Engagement	\$ 1,301,880	\$ 1,134,080	\$ 4,000	\$ 1,373,880	72,000
Program Controls	\$ 2,527,124	\$ 2,527,124	\$ -	\$ 2,527,124	-
Administration	\$ 3,244,410	\$ 3,513,895	\$ 151,507	\$ 3,254,774	10,364
Procurement and Contract Administration	\$ 210,000	\$ 175,000	\$ -	\$ 210,000	-
Property	\$ 1,648,758	\$ 973,758	\$ -	\$ 1,648,758	-
Permitting Management	\$ 1,123,893	\$ 1,123,893	\$ -	\$ 1,123,893	-
Health and Safety	\$ 45,000	\$ 44,776	\$ -	\$ 45,000	-
Quality Management	\$ 45,000	\$ 44,776	\$ -	\$ 45,000	-
Sustainability	\$ 45,000	\$ 44,776	\$ -	\$ 45,000	-
<b>Program Initiation Office</b>					
Engineering	\$ 12,451,950	\$ 12,451,950	\$ -	\$ 12,451,950	-
Field Work	\$ 8,659,576	\$ 7,241,198	\$ -	\$ 8,659,576	-
	<b>\$ 34,000,000</b>	<b>\$ 31,270,698</b>	<b>\$ 202,757</b>	<b>\$ 34,000,000</b>	<b>\$ -</b>

# Section 2 | Engineering & Field Work

During this period, the engineering team delivered updated data sheets and associated attachments, preliminary engineering drawings, and GIS mapbooks to DWR as well as wrapped up engineering technical memorandum for the East and Central corridor options. The team has shifted their focus to studying the new Bethany Reservoir Alternative that was identified during the scoping process and assigned to the DCA for conceptual design development.

The fieldwork team trained subconsultants and continued planning and permitting efforts for upcoming fieldwork investigations, to be initiated in September or early October.

## General Work

Completed	Look Ahead – Next Month
<ul style="list-style-type: none"> <li>Revised draft Environmental Documentation Information</li> <li>Draft South Delta Conveyance O&amp;M Facility Requirements TM</li> </ul>	<ul style="list-style-type: none"> <li>Responding to DCO comments on Draft deliverables submitted in July and August</li> <li>Progressing the Bethany Reservoir Alternative and associated deliverables</li> <li>Continuing to progress the Engineering Project Reports for the East and Central Alternatives</li> </ul>

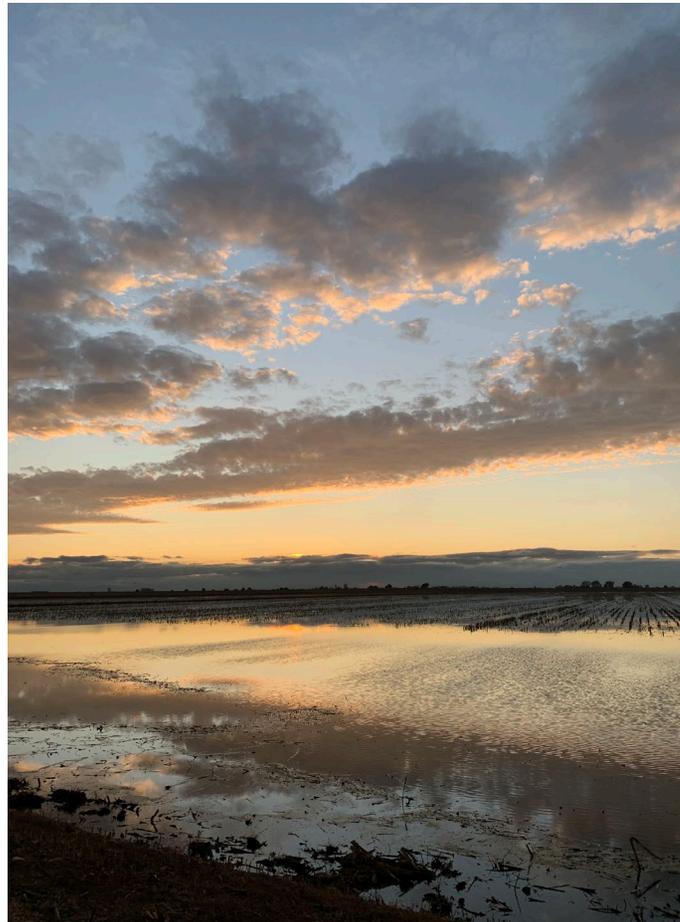
## Field Work

Completed	Look Ahead – Next Month
<ul style="list-style-type: none"> <li>Submitted Caltrans encroachment permit application</li> <li>Surveyed utility locations associated with geotechnical borehole for inclusion in county encroachment permits</li> <li>Trained Right-of-Way (ROW) consultants related to Temporary Entrance Permit (TEP) process</li> <li>Received Section 404 authorization for proposed boring locations not over water</li> </ul>	<ul style="list-style-type: none"> <li>Negotiating TEPs</li> <li>Preparing for geotechnical exploration to be initiated late September/early October</li> </ul>

## Section 3 | Stakeholder Engagement

The 10th meeting of the Stakeholder Engagement Committee (SEC) was held via video conference on July 22 covering the following topics and updates:

- DWR Environmental Manager Carrie Buckman updated the SEC on DWR's environmental process and noted that the Scoping Report has been released and is available on the website.
- The USACE will prepare an EIS under NEPA. They are planning to issue a Notice of Intent that will begin scoping in late summer.
- The Soil Investigations NOD was issued.
- Information about design alternatives for the proposed Delta Conveyance Project was presented to the SEC in the spirit of transparency and for the purpose of explaining why some alternatives will receive detailed evaluation in the Environmental Impact Report (EIR). This will contextualize future work done by the DCA, with opportunities for feedback from the SEC.
- DCA Levees and Forebays Manager Graham Bradner provided updates on how DCA is addressing feedback by trying to maximize restoration of agricultural land, reducing truck traffic, minimizing and optimizing site footprints, minimizing construction activity around Stone Lakes Refuge and providing more detail about tunnel boring machine soil conditioners.
- DCA Chief Engineer Steve Minassian explained why soil conditioners are needed, how they are utilized, their make-up, and the criteria DCA will use to require eco-friendly properties.



- Updated Mapbooks have been provided to SEC members, and virtual tours are being developed to reflect those updated site plans. DCA is aiming to have the virtual tours ready within the next two weeks.

### Upcoming SEC Meeting

**Date:** Aug 26, 2020

**Time:** 3 to 6 PM

**Location:** Online via Zoom

### Topics:

- Traffic Reductions
- Intakes Design Refinements
- Briefing on Bethany Reservoir Alternative

### SEC Meeting Calendar

- September 23, 2020\*

### SEC Meeting Materials & Updates

<https://www.dcdca.org/>

*\*Dates are subject to change, please continue to check the dcdca.org website for updates*

*Note: DCA will comply with public health recommendations regarding public meetings and COVID-19 response. Any meeting changes or cancellation will be communicated to members.*

# Section 4 | Program Management/Administration

## Program Management/Project Controls

The Program Management team officially launched the new Program Management information system which included automated processes for budget management, contract management, change management and procurement management. The FY20/21 annual budget, task orders, potential change orders, direct purchases and vendor invoices will be managed through new workflows and approval processes in the e-builder system. The goal is to have all contract and cost related functionality in one system facilitating processing, tracking, forecasting and budget control reporting.

As the team has implemented the new workflows, changes and improvements to the system have been identified and prioritized for implementation. We expect to continue to fine tune the system over the next few months to optimize performance.

### Key Accomplishments

- Finalizing the balance of the Task Orders and Purchase Orders for the new FY2020/2021
- Final Management Plans for Budget, Cost, Contract, Change and Procurement have been finalized
- Rollout of the expanded E-Builder workflows including training sessions with vendors
- The controls team is in the process of closing out task orders and invoices for FY2019/2020
- Rollout of the Change Management process with DWR to facilitate review and approval of changes to scopes, schedules or budgets to the approved plans

## Administration

We continue to perform readiness activities to facilitate safely re-opening the DCA office in coordination with the HR team under the directives of Sacramento County. While DCA encourages staff to continue working remotely, those that choose to come into the office have signed certifications for voluntary return, self-attesting health conditions and participating in a return to office orientation. DCA continues to restrict travel to the DCA office for those that are not local

The administration team continues to provide IT support to our remote workforce as well as our virtual Board and SEC meetings.

### Key Accomplishments

- Coordination with HR for Return to Office training, certification and orientation
- Task Order preparation for FY 20-21 - Task Orders for Direct Technology (Managed IT Services), AP42 (Website Hosting, Design & Support) and AVI/SPL (Audio/Video Support) completed
- Coordination of new website. Continuing to work with AP42 on final acceptance and go-live anticipated in August 2020
- Planned and hosted July 2020 Stakeholder Engagement Committee meeting and provided support to the July 2020 Board of Directors meeting, coordinating connectivity, moderating access, presentations, feedback and public comment

# Section 5 | Budget

## Budget Summary

**Budget Forecast FY 2019/20.** The DCA has committed approximately \$31.3M of the original budgeted \$34M. To date, we've incurred nearly \$203k in expenditure and our current estimate at completion (EAC) is tracking with the recently approved annual budget of \$34M. (See pages 6-7)

**Budget Change Requests.** Budget was reallocated to fund the SEC Stipends to cover the monthly meetings for FY 20/21. This was done to correct a budget error in the approved plan. (See page 7)

## Budget Detail

WBS	Fiscal Year	Original Budget	Current Budget	Commitments	Pending Commitments	Incurred to Date	% Spent	Remaining Budget	% Rem	EAC	Variance
<b>Delta Conveyance</b>	2020/2021	\$ 34,000,000	\$ 34,000,000	\$ 31,270,698	\$ 833,000	\$ 202,757	1%	\$ 33,797,243	99%	\$ 34,000,000	\$ -
<b>Executive Office</b>	2020/2021	\$ 2,697,409	\$ 2,697,409	\$ 1,995,472	\$ 351,000	\$ 47,250	2%	\$ 2,650,159	98%	\$ 2,615,045	\$ (82,364)
Management	2020/2021	\$ 1,692,409	\$ 1,692,409	\$ 1,341,472	\$ -	\$ 47,250	3%	\$ 1,645,159	97%	\$ 1,610,045	\$ (82,364)
Legal	2020/2021	\$ 620,000	\$ 620,000	\$ 620,000	\$ -	\$ -	0%	\$ 620,000	100%	\$ 620,000	\$ -
Audit	2020/2021	\$ 25,000	\$ 25,000	\$ -	\$ 25,000	\$ -	0%	\$ 25,000	100%	\$ 25,000	\$ -
Treasury	2020/2021	\$ 196,000	\$ 196,000	\$ -	\$ 196,000	\$ -	0%	\$ 196,000	100%	\$ 196,000	\$ -
Human Resources	2020/2021	\$ 164,000	\$ 164,000	\$ 34,000	\$ 130,000	\$ -	0%	\$ 164,000	100%	\$ 164,000	\$ -
<b>Community Engagement</b>	2020/2021	\$ 1,301,880	\$ 1,301,880	\$ 1,134,080	\$ 141,000	\$ 4,000	0%	\$ 1,297,880	100%	\$ 1,373,880	\$ 72,000
Management	2020/2021	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ -	0%	\$ 300,000	100%	\$ 300,000	\$ -
Community Coordination	2020/2021	\$ 50,000	\$ 50,000	\$ 50,000	\$ -	\$ -	0%	\$ 50,000	100%	\$ 50,000	\$ -
Outreach	2020/2021	\$ 951,880	\$ 951,880	\$ 784,080	\$ 141,000	\$ 4,000	0%	\$ 947,880	100%	\$ 1,023,880	\$ 72,000
<b>Program Controls</b>	2020/2021	\$ 2,527,124	\$ 2,527,124	\$ 2,527,124	\$ -	\$ -	0%	\$ 2,527,124	100%	\$ 2,527,124	\$ -
Management	2020/2021	\$ 621,646	\$ 621,646	\$ 621,646	\$ -	\$ -	0%	\$ 621,646	100%	\$ 621,646	\$ -
Risk Management	2020/2021	\$ 379,725	\$ 379,725	\$ 379,725	\$ -	\$ -	0%	\$ 379,725	100%	\$ 379,725	\$ -
Cost Management	2020/2021	\$ 736,013	\$ 736,013	\$ 736,013	\$ -	\$ -	0%	\$ 736,013	100%	\$ 736,013	\$ -
Schedule Management	2020/2021	\$ 373,286	\$ 373,286	\$ 373,286	\$ -	\$ -	0%	\$ 373,286	100%	\$ 373,286	\$ -
Document Management	2020/2021	\$ 316,454	\$ 316,454	\$ 316,454	\$ -	\$ -	0%	\$ 316,454	100%	\$ 316,454	\$ -
Program Governance	2020/2021	\$ 100,000	\$ 100,000	\$ 100,000	\$ -	\$ -	0%	\$ 100,000	100%	\$ 100,000	\$ -
<b>Administration</b>	2020/2021	\$ 3,244,410	\$ 3,244,410	\$ 3,513,895	\$ 6,000	\$ 151,507	5%	\$ 3,092,903	95%	\$ 3,254,774	\$ 10,364
Management	2020/2021	\$ 645,000	\$ 645,000	\$ 644,947	\$ -	\$ -	0%	\$ 645,000	100%	\$ 645,000	\$ -
Facilities	2020/2021	\$ 1,153,300	\$ 1,153,300	\$ 1,347,421	\$ -	\$ 147,497	13%	\$ 1,005,803	87%	\$ 1,163,664	\$ 10,364
Information Technology	2020/2021	\$ 1,446,110	\$ 1,446,110	\$ 1,521,527	\$ 6,000	\$ 4,010	0%	\$ 1,442,100	100%	\$ 1,446,110	\$ -

continued >

# Section 5 | Budget *continued*

## Budget Detail

WBS	Fiscal Year	Original Budget	Current Budget	Commitments	Pending Commitments	Incurred to Date	% Spent	Remaining Budget	% Rem	EAC	Variance
<b>Procurement and Contract Administration</b>	<b>2020/2021</b>	<b>\$ 210,000</b>	<b>\$ 210,000</b>	<b>\$ 175,000</b>	<b>\$ 35,000</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 210,000</b>	<b>100%</b>	<b>\$ 210,000</b>	<b>\$ -</b>
Procurement Management	2020/2021	\$ 210,000	\$ 210,000	\$ 175,000	\$ 35,000	\$ -	0%	\$ 210,000	100%	\$ 210,000	\$ -
<b>Property</b>	<b>2020/2021</b>	<b>\$ 1,648,758</b>	<b>\$ 1,648,758</b>	<b>\$ 973,758</b>	<b>\$ 300,000</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 1,648,758</b>	<b>100%</b>	<b>\$ 1,648,758</b>	<b>\$ -</b>
Management	2020/2021	\$ 373,758	\$ 373,758	\$ 373,758	\$ -	\$ -	0%	\$ 373,758	100%	\$ 373,758	\$ -
Property Agents	2020/2021	\$ 900,000	\$ 900,000	\$ 600,000	\$ 300,000	\$ -	0%	\$ 900,000	100%	\$ 900,000	\$ -
Temporary Entrance Permits	2020/2021	\$ 375,000	\$ 375,000	\$ -	\$ -	\$ -	0%	\$ 375,000	100%	\$ 375,000	\$ -
<b>Permitting Management</b>	<b>2020/2021</b>	<b>\$ 1,123,893</b>	<b>\$ 1,123,893</b>	<b>\$ 1,123,893</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 1,123,893</b>	<b>100%</b>	<b>\$ 1,123,893</b>	<b>\$ -</b>
Management	2020/2021	\$ 1,123,893	\$ 1,123,893	\$ 1,123,893	\$ -	\$ -	0%	\$ 1,123,893	100%	\$ 1,123,893	\$ -
<b>Health and Safety</b>	<b>2020/2021</b>	<b>\$ 45,000</b>	<b>\$ 45,000</b>	<b>\$ 44,776</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 45,000</b>	<b>100%</b>	<b>\$ 45,000</b>	<b>\$ -</b>
HS-Management	2020/2021	\$ 45,000	\$ 45,000	\$ 44,776	\$ -	\$ -	0%	\$ 45,000	100%	\$ 45,000	\$ -
<b>Quality Management</b>	<b>2020/2021</b>	<b>\$ 45,000</b>	<b>\$ 45,000</b>	<b>\$ 44,776</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 45,000</b>	<b>100%</b>	<b>\$ 45,000</b>	<b>\$ -</b>
Management & Auditing	2020/2021	\$ 45,000	\$ 45,000	\$ 44,776	\$ -	\$ -	0%	\$ 45,000	100%	\$ 45,000	\$ -
<b>Sustainability</b>	<b>2020/2021</b>	<b>\$ 45,000</b>	<b>\$ 45,000</b>	<b>\$ 44,776</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 45,000</b>	<b>100%</b>	<b>\$ 45,000</b>	<b>\$ -</b>
ST-Management	2020/2021	\$ 45,000	\$ 45,000	\$ 44,776	\$ -	\$ -	0%	\$ 45,000	100%	\$ 45,000	\$ -
<b>Engineering</b>	<b>2020/2021</b>	<b>\$ 12,451,950</b>	<b>\$ 12,451,950</b>	<b>\$ 12,451,950</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 12,451,950</b>	<b>100%</b>	<b>\$ 12,451,950</b>	<b>\$ -</b>
Management & Administration	2020/2021	\$ 2,341,133	\$ 2,341,133	\$ 2,341,133	\$ -	\$ -	0%	\$ 2,341,133	100%	\$ 2,341,133	\$ -
CEQA Engineering Support	2020/2021	\$ 2,293,256	\$ 2,293,256	\$ 2,293,256	\$ -	\$ -	0%	\$ 2,293,256	100%	\$ 2,293,256	\$ -
Facility Studies	2020/2021	\$ 3,314,202	\$ 3,314,202	\$ 3,314,202	\$ -	\$ -	0%	\$ 3,314,202	100%	\$ 3,314,202	\$ -
Shared Support Services	2020/2021	\$ 4,503,359	\$ 4,503,359	\$ 4,503,359	\$ -	\$ -	0%	\$ 4,503,359	100%	\$ 4,503,359	\$ -
<b>Field Work</b>	<b>2020/2021</b>	<b>\$ 8,659,576</b>	<b>\$ 8,659,576</b>	<b>\$ 7,241,198</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 8,659,576</b>	<b>100%</b>	<b>\$ 8,659,576</b>	<b>\$ -</b>
Management	2020/2021	\$ 413,255	\$ 413,255	\$ 413,255	\$ -	\$ -	0%	\$ 413,255	100%	\$ 413,255	\$ -
Geotechnical Work	2020/2021	\$ 8,140,500	\$ 8,140,500	\$ 6,682,122	\$ -	\$ -	0%	\$ 8,140,500	100%	\$ 8,140,500	\$ -
Surveying	2020/2021	\$ 105,821	\$ 105,821	\$ 145,821	\$ -	\$ -	0%	\$ 105,821	100%	\$ 105,821	\$ -

## Budget Changes

WBS	Current Budget	Change Request	% Change	Revised Budget	Description	Budget Source	Status (Pending, Approved)
SEC Meeting Stipends	\$ 9,000	\$ 72,000	800%	\$ 81,000	Budget based on 1 month of meetings. Increase to 12 Months	PMO Community Engagement	Approved
Undefined Allowance	\$ 316,137	\$ (72,000)	-23%	\$ 244,137	Move funds to SEC meeting Stipends	PMO Executive Office	Approved

# Section 6 | Contracts

**Contract Summary.** The table on pages 8-10 summarize the status of all active contracts and task orders within the DCA.

**New Commitments.** All new commitments for the current Fiscal Year are highlighted in the Contract Summary Table below. These represent new task orders or the amount of residual value in existing contracts that do not rely on annual task orders for execution.

**Procurement.** There are no active procurements at this time.

## Contract Summary

Contract	Contract Budget	Historical Expenditures	Commitments FY20/21	Pending Commitments	Total Committed To Date	Incurred to Date FY20/21	% Spent FY20/21
180005 e-Builder	\$ 1,029,633	\$ 455,033	\$ 167,102		\$ 622,135	\$ -	0%
180006 Jacobs	\$ 93,000,000	\$ 25,882,389	\$ 15,173,027		\$ 41,055,416	\$ -	0%
180007 Fugro	\$ 75,000,000	\$ 1,937,691	\$ 6,682,122		\$ 8,619,814	\$ -	0%
180008 Hamner Jewell Associates	\$ 9,000,000	\$ 19,874	\$ 300,000		\$ 319,874	\$ -	0%
180009 Bender Rosenthal	\$ 9,000,000	\$ 13,944	\$ 300,000		\$ 313,944	\$ -	0%
180010 Associated ROW Services	\$ 9,000,000	\$ 16,479	\$ -	\$ 300,000	\$ 16,479	\$ -	0%
180013 Psomas	\$ 15,000,000	\$ 24,663	\$ 90,000		\$ 114,663	\$ -	0%
190001 Bentley Systems ProjectWise	\$ 140,860	\$ 125,625	\$ -		\$ 125,625	\$ -	0%
190005 Management Partners	\$ 936,034	\$ 936,034	\$ -	\$ -	\$ 936,034	\$ -	0%
200003 Management Partners	\$ 3,135,000	\$ 96,055	\$ 565,400		\$ 661,455	\$ 47,250	8%
190009 Parsons	\$ 36,000,000	\$ 6,290,328	\$ 5,095,002	\$ -	\$ 11,385,330	\$ -	0%

# Section 6 | Contracts *continued*

## Contract Summary *continued*

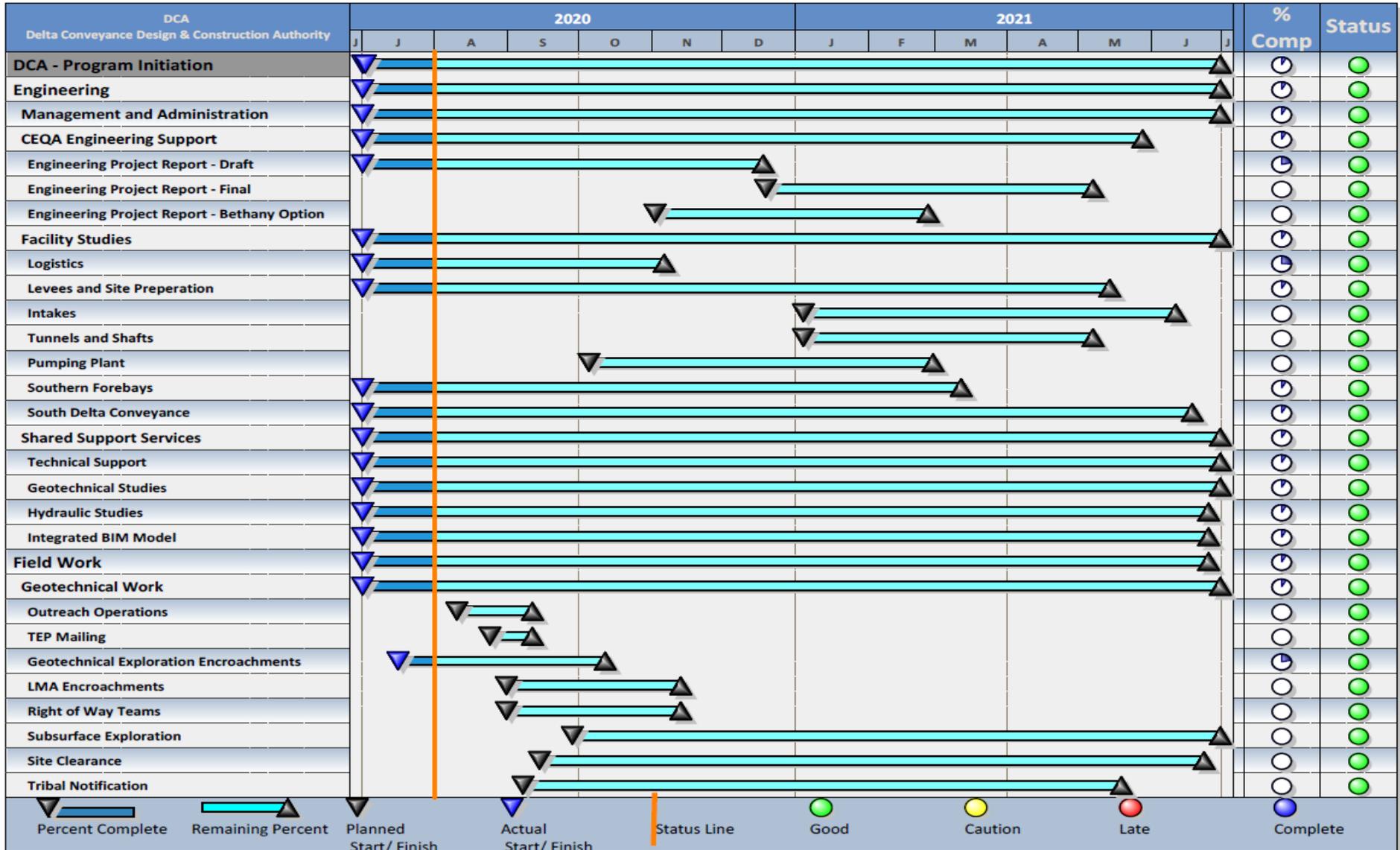
Contract	Contract Budget	Historical Expenditures	Commitments FY20/21	Pending Commitments	Total Committed To Date	Incurred to Date FY20/21	% Spent FY20/21
190010 Porter Consulting LLC	\$ 51,150	\$ 51,150	\$ -	\$ -	\$ 51,150	\$ -	0%
190011 GV/ HI Park Tower	\$ 9,212,690	\$ 1,598,671	\$ 995,414		\$ 2,594,085	\$ 125,441	13%
190014 Direct Technology Gov Solutions	\$ 2,300,000	\$ 798,258	\$ 357,824		\$ 1,156,082	\$ -	0%
190015 Audio Visual Innovations, Inc.	\$ 310,000	\$ 256,972	\$ -	\$ 6,000	\$ 256,972	\$ -	0%
190016 Consolidatd Communications	\$ 108,072	\$ 28,365	\$ 79,707		\$ 108,072	\$ 4,593	0%
190017 ATT	\$ 70,380	\$ 13,930	\$ 56,450		\$ 70,380	\$ 2,447	0%
190018 AP42	\$ 700,000	\$ 136,600	\$ -	\$ 60,000	\$ 136,600	\$ -	0%
190019 VMA	\$ 1,200,000	\$ 271,327	\$ 375,230		\$ 646,557	\$ -	0%
190021 Ring Central	\$ 216,932	\$ 27,361	\$ 189,570	\$ -	\$ 216,931	\$ 3,616	2%
190022 Caltronics Business	\$ 166,671	\$ 13,730	\$ 152,942		\$ 166,671	\$ 4,010	3%
190023 Jambo	\$ 69,840	\$ 34,920	\$ 34,920		\$ 69,840	\$ -	0%
190024-SEC	\$ 81,000	\$ -	\$ -	\$ 81,000	\$ 4,000	\$ 4,000	0%
190026-Meeting Booster	\$ 23,562	\$ 7,854	\$ 15,708		\$ 23,562	\$ -	0%
200001-Foliate	\$ 16,640	\$ 7,292	\$ 9,348		\$ 16,640	\$ 2,316	25%

# Section 6 | Contracts *continued*

## Contract Summary *continued*

Contract	Contract Budget	Historical Expenditures	Commitments FY20/21	Pending Commitments	Total Committed To Date	Incurred to Date FY20/21	% Spent FY20/21
200003 Best Best & Kreieger LLP	\$ 3,900,000	\$ 96,056	\$ 620,000		\$ 716,056	\$ -	0%
180001 Best Best & Kreieger LLP	\$ 835,460	\$ 835,460	\$ -		\$ 835,460	\$ -	0%
200004-DocuSign	\$ 4,437	\$ 1,449	\$ -		\$ -	\$ -	0%
200006-KPMG	\$ 25,000	\$ -	\$ -	\$ 25,000	\$ -	\$ -	0%
200008-Alliant Insurance	\$ 76,260	\$ 67,176	\$ 10,934		\$ 78,110	\$ 9,084	0%
200013 Metropolitan Water District	\$ 2,990,714	\$ 2,629,714	\$ -	\$ 361,000	\$ 2,629,714	\$ -	0%
200014-Dept of Water Resources	\$ 3,294,035	\$ 3,502,579	\$ -	\$ -	\$ 3,502,579	\$ -	0%
Misc Closed Contracts	\$ 10,991,990	\$ 2,841,255	\$ -	\$ -	\$ 2,841,255	\$ -	0%

# Section 7 | Program Initiation Schedule





**DCA**

DELTA CONVEYANCE **DESIGN**  
& **CONSTRUCTION AUTHORITY**

## DCA LEADERSHIP SPOTLIGHT SERIES

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Graham Bradner, Forebay & Levee Lead  
Agenda Item 7b | August 20, 2020

# BACKGROUND AND EXPERIENCE

- Education and Registration
  - BS, Environmental Geology, Clemson Univ., 1999
  - MS, Hydrogeology, Clemson Univ., 2002
  - CA-licensed PG, CEG, CHG & PMP
- Vice-President and Board Director at GEI Consultants, Inc. (2005 – present)
- GEI specializes in planning, design and construction of water resources infrastructure projects
- My Areas of Expertise:
  - Levee Evaluation, Design, and Construction
  - Embankment Dam & Spillway Assessments
  - Seepage/Slope Stability Analyses
  - Flood Planning Studies
  - Groundwater Studies
  - Production Well Design and Construction



^Cutoff wall installation on Sacramento River East Levee. Photo courtesy of Val Yap, GEI



< Secant Pile wall installation at Oroville Dam emergency spillway. Photo courtesy of DWR.

7/16/2020



# SIGNIFICANT PROJECTS

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## Flood Planning and Evaluations

DWR FloodSAFE California

- 2006 to 2015 – CA DWR Urban and Non-Urban Levee Evaluations Program (ULE/NULE)
- 2012 & 2017 – CA DWR Central Valley Flood Protection Plan & Update (CVFPP)
- 2017 to 2019 – Small Communities Flood Risk Reduction Program (SCFRRP)

## Role:

PM for 5 separate study areas in Northern CA for ULE/NULE

Technical levee lead for statewide and regional flood management plans

PM for Rio Vista SCFRRP & leadership team for 8 other communities

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## Design and Construction

2008 to 2018 – Bear and Feather Rivers Setback Levee and In-Place Repairs, TRLIA

2013 to 2019 – Sacramento River East Levee Improvement Project, SAFCA & USACE

Delta Special Projects – Bethel Island and Hotchkiss Tract, local RDs

## Role:

Developed investigation & testing programs

Lead evaluation and design efforts including analyses, development of repair alternatives, detailed design

Developed plans, specifications, cost estimates

Conducted construction inspections

Prepared technical presentations for regulators, agencies, and partners

- Lead the Forebay and Levee Team
- Responsible for studies:
  - Flood risk mitigation
  - Forebay configurations and components
  - Siting studies for major surface elements (shafts, materials depots)
- Development of conceptual designs
- Support outreach efforts

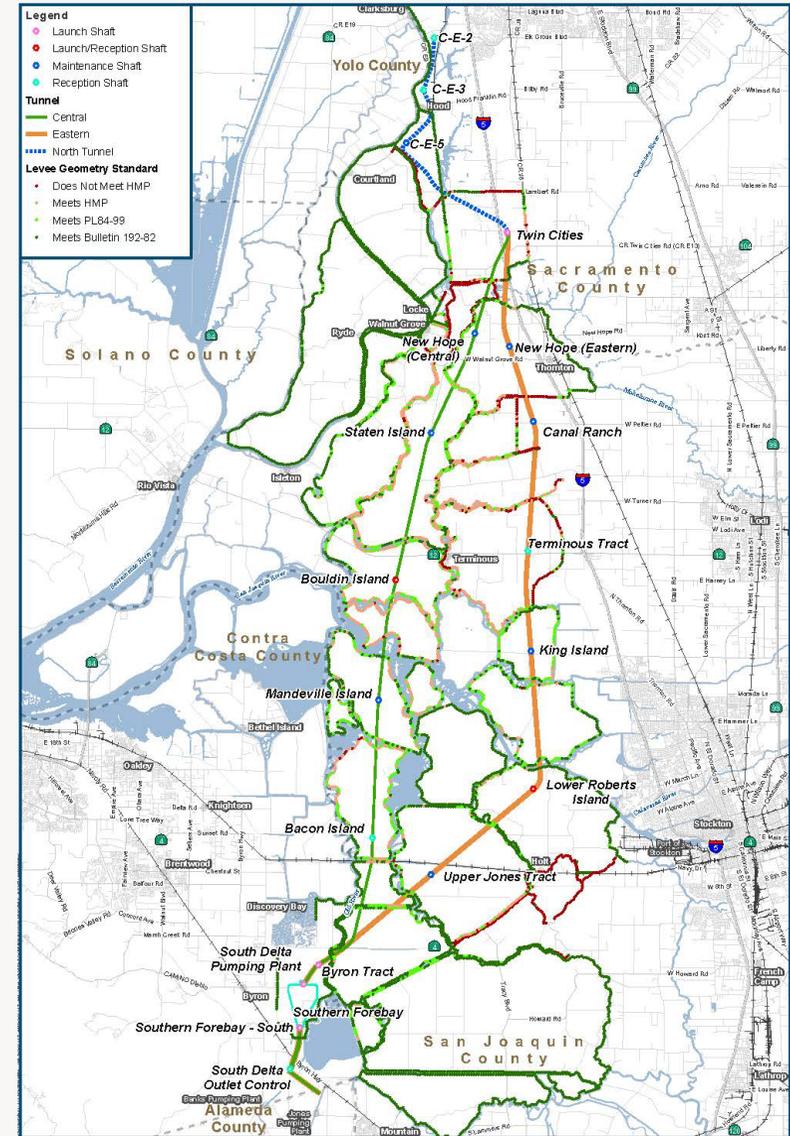


Upper photograph courtesy of Delta Plan, 2013; lower photograph courtesy of Three Rivers Levee Improvement Authority, 2006.



# DCA KEY ACCOMPLISHMENTS

- Performed updated levee vulnerability evaluation using DWR 2017/2018 LiDAR
- Developed siting methodology and criteria for surface elements
- Developed design concepts for levees and forebay facilities
- System-wide studies:
  - Soil Materials Balance
  - Post-Construction Land Reclamation
- Preliminary information to be considered in EIR/EIS





**QUESTIONS?**

## Board Memo

**Contact:** Kathryn Mallon, Executive Director

**Date:** August 20, 2020 Board Meeting

**Item No. 7c**

**Subject:** Presentation on Delta Conveyance Preliminary Cost Assessment

### Detailed Report:

The DCA Executive Director, Kathryn Mallon, will present a preliminary cost assessment for the proposed Delta Conveyance Project. While development of the program is in very early stages, this information is intended to aid the public water agencies who are ultimately responsible for funding the environmental review, planning, permitting and, if approved, design and construction of a proposed Delta Conveyance facility.

Cost information developed at this early stage provides a preliminary starting point to understand possible costs that will necessarily be refined over time as planning and environmental review proceeds and more precise design and engineering are available to increase confidence and probability levels of potential costs based on industry standard methodology. Additionally, items not included in the estimate at this time will need to be developed to create a more comprehensive assessment of total program costs.

It should be noted that the preparation of this cost information related to the proposed project is not an indication of any type of project approved by DWR. DWR has made no decisions as to the selection of a specific alternative. A final decision regarding whether to approve the proposed Delta Conveyance Project or an alternative, including the no project, will not occur until after completion of environmental review under CEQA, and other environmental permitting processes.

### Recommended Action:

Information only.



# Delta Conveyance Program Cost Assessment Update

PRESENTATION TO THE BOARD

August 2020

*Item 7.c*

# Topics Covered

- **Program Scope – What was estimated?**
- **DCA Estimating Process**
- **Cost Assessment of Program**
- **Confidence Level**
- **Design Advancements**
- **Future Steps to Finalize Baseline Program Budget**

# Notes on the Cost Assessment

## THIS ESTIMATE IS...

- **A *snapshot*** based on the status of the program today – we are still very early in the planning process
- **A *tool for the State Water Contractors*** to use when requesting Board Approval for Delta Conveyance Funding
- ***Undiscounted***, similar to past estimates to allow agencies to compare with historical values

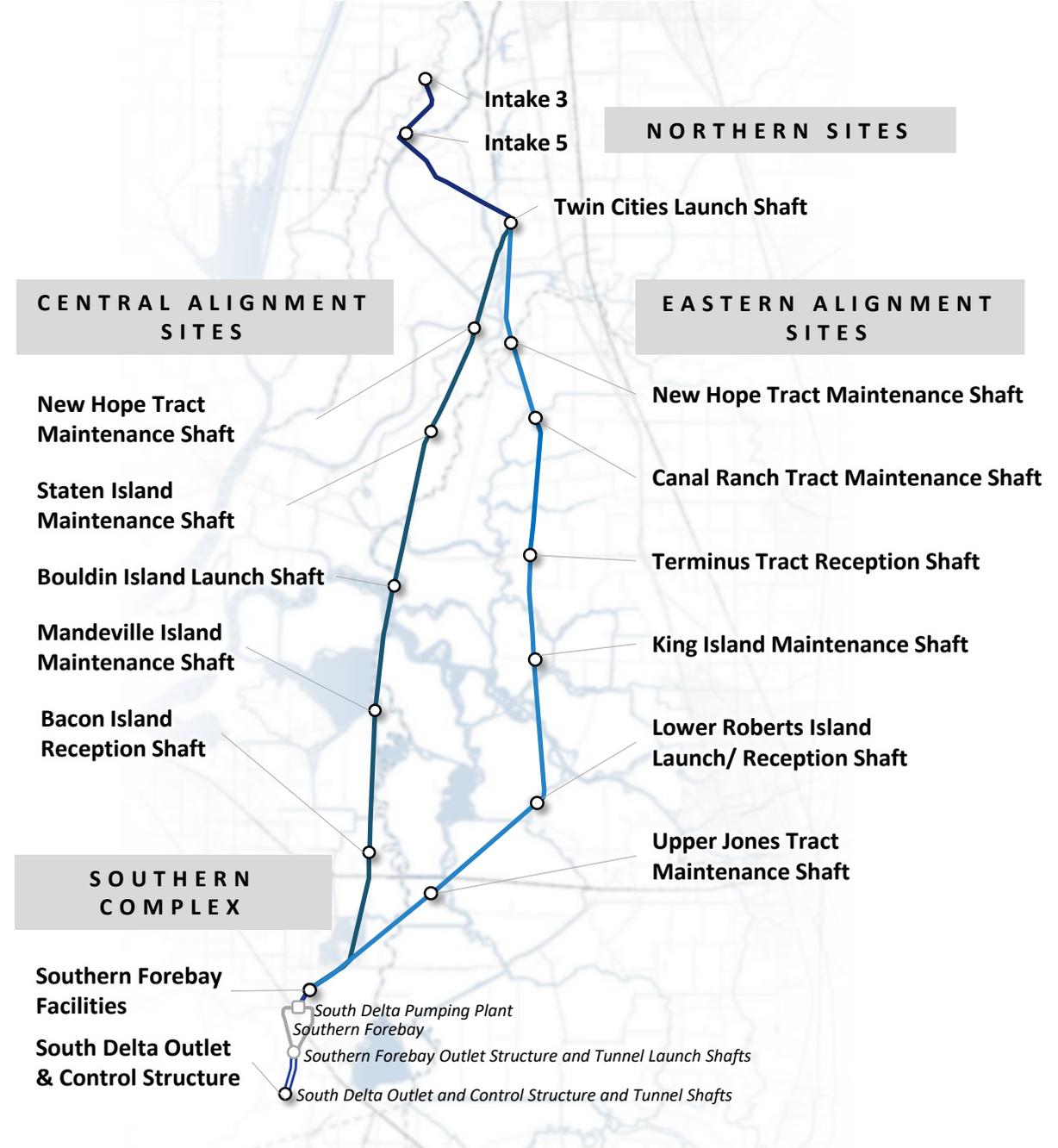
## THIS ESTIMATE IS NOT...

- ***Reflective of the final conceptual design*** – will come as the Planning Phase completes
- ***Reflective of the final mitigation costs*** – will be identified during the CEQA process
- ***Inclusive of all items*** such as community benefits, DWR planning, or financing costs – will be added as we get closer to preparing a final Baseline Program Budget
- ***Reflective of the time-value*** of money over the estimated 20-year delivery period – will be added as part of our final Baseline Program Budget

# Project Scope – What did we estimate?

- Total capacity 6,000 cfs
- Two intakes at 3,000 cfs each
- 42 miles of tunnels and associated shafts
- Southern Complex Facilities
  - Pump Station
  - Forebay
  - Connections to existing CA Aqueduct

\* There is a 0.5-mile section of parallel 40ft tunnels extending between the forebay and the connection to the existing Aqueduct



# DCA Estimating Process

## COST BREAKDOWN

### Construction (Per Element)

- Detailed Line Items
- Allowances
- Risk Mitigations
- Contractor Field Mgt, OH&P
- Contingency

### Soft Costs

- DWR Oversight
- DCA PMO, Engineering, CM
- Land Acquisition

### Environmental Mitigation

- Mitigation Design, Construction, Monitoring

### TOTAL (Construction, Soft Costs, Mitigation)

- Followed AACE1 **industry standard guidelines** for estimate preparation
- **Detailed estimates including materials, labor and equipment** were developed for known information from drawings, sketches, and other documents. (All rates based on current, Year 2020 values).
- **Allowances** were used for known yet undefinable items
- The **program risk team** identified accepted risk mitigations
- **Industry standard Field Management, Overhead, and Profit** percentages were applied to construction costs
- **Contingency levels** were established for individual elements
- **Soft Costs** were established based on industry standard factors for Capital Program Delivery
- An **Environmental Mitigation** “placeholder” was carried over from the previous Cal Waterfix project estimate.

# Some Key Points on Contingency

- Contingency is part of the construction cost. It represents a best guess of the unknown items where experience indicates, will likely result in additional cost.
- Contingency levels were identified for each feature to reflect the uncertainty in the status of the information at the time of the estimate development.
- Contingency levels were established in partnership between the estimating and engineering teams and reflects our assessment of:
  - Design status
  - Identified risks
  - Professional judgment
- Contingency levels will decrease as the engineering work advances and the unknown elements of the work are revealed or resolved.

## Contingency Levels for Each Major Feature

CONTINGENCY AS A % OF TOTAL DIRECT COST

Intakes	35%
Tunnels and Shafts	40%
Forebay and Levee	35%
Pumping Plant	30%
South Delta Facilities	35%
Utilities/Early Works/Logistics	50%
<b>COMPOSITE CONTINGENCY</b>	<b>38%</b>

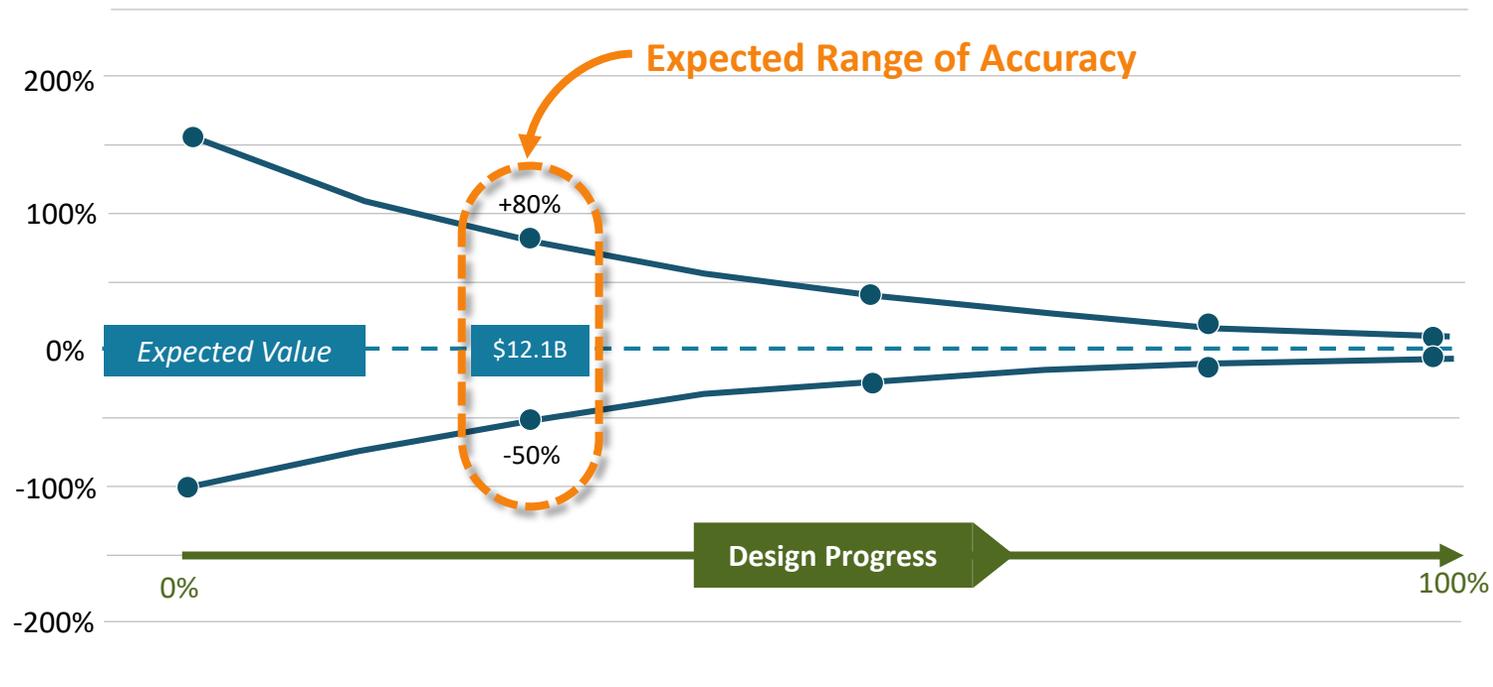
# Construction Cost Summary

ELEMENT	BASE COST <sup>1</sup>	CONTINGENCY	TOTAL
Intakes	\$ 1,448,000,000	\$ 507,000,000	\$ 1,955,000,000
Tunnels and Shafts	\$ 4,473,000,000	\$ 1,789,000,000	\$ 6,262,000,000
Pumping Plant	\$ 805,000,000	\$ 242,000,000	\$ 1,047,000,000
Southern Facilities Complex (Forebay, Hydraulic Structures)	\$ 1,521,000,000	\$ 532,000,000	\$ 2,053,000,000
Early Works, Utilities, Logistics	\$ 522,000,000	\$ 261,000,000	\$ 783,000,000
<b>Total</b>	<b>\$ 8,769,000,000</b>	<b>\$ 3,331,000,000</b>	<b>\$ 12,100,000,000</b>

1. Base cost includes all defined items derived from the available engineering information including materials, labor, equipment, allowances, risk mitigations, construction field management and contractor overhead and profit. The unit costs and rates used to develop the estimate are based on **Year 2020 values**.

# AACE uses historical data to develop confidence ranges for estimating classes

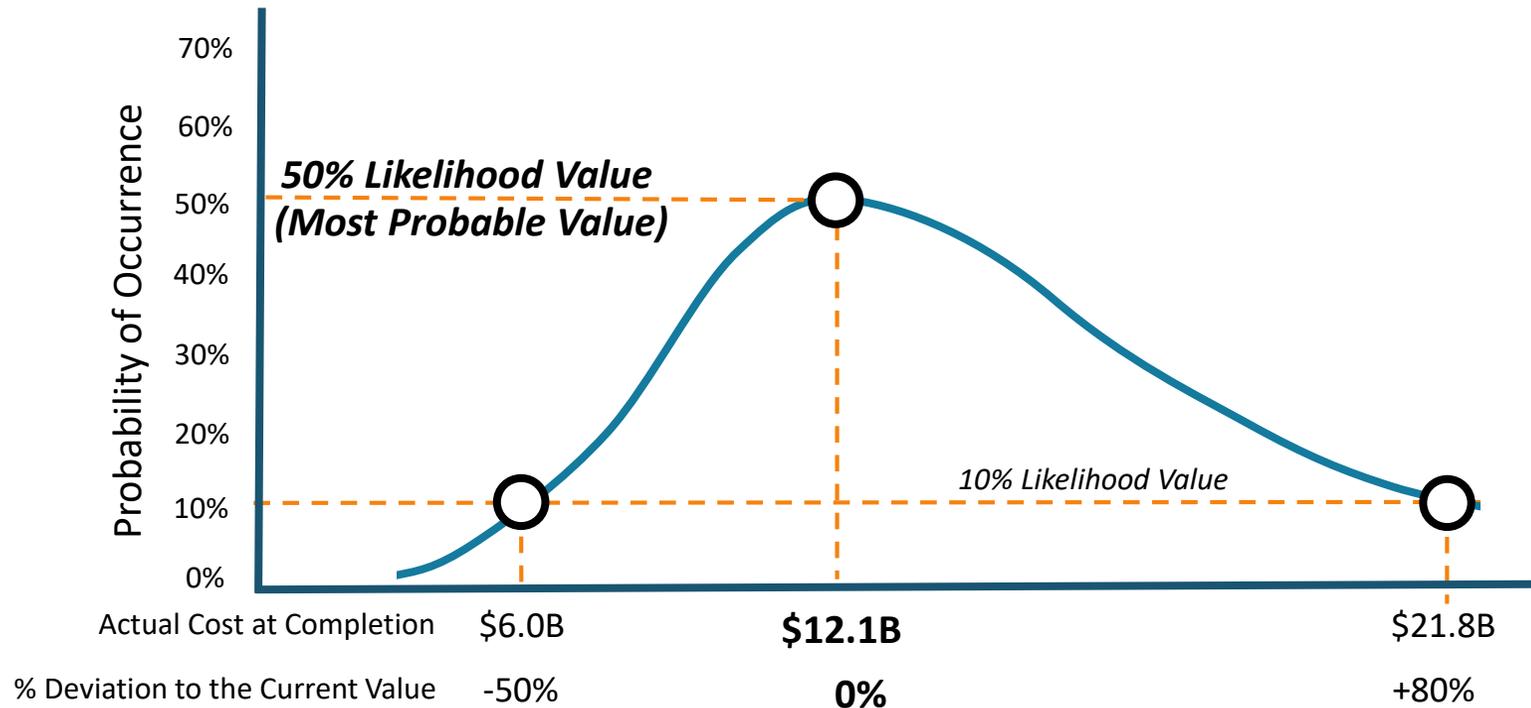
## 80% Confidence Interval Accuracy Range



- The boundaries of the curve represent the expected range of accuracy of the estimate to the final actual construction cost at the 80% confidence level.
- In the early stages, there is a much wider range of potential outcomes due to the uncertainty in the level of information.
- As the design advances, the confidence range of the estimate narrows.

# What does the 80% confidence interval mean for the Delta Conveyance value?

## 80% Confidence Interval Accuracy Range



- The most probable construction cost is \$12.1Bil. This is the DCA's opinion of cost at the 50% probability level.
- Based on historical data, there is an 80% likelihood that the final cost will range between -50% to +80% of the most probable number of \$12.1Bil.
- The wide range is based on historical outcomes and reflects the lack of certainty in the program definition at this time.
- The far ends of the range have a much lower probability of occurrence than the most probable value.

# Soft costs added to reflect DCA delivery and DWR oversight costs

## Categories of Soft Costs

### DCO OVERSIGHT

1.5% OF CONSTRUCTION

- Engineering Standards Compliance
- Program Controls Monitoring (Schedule and Budget)
- Invoice Processing and Payment
- Start-up and Commissioning Support
- Environmental Monitoring

### PROGRAM MANAGEMENT OFFICE

3.5% OF CONSTRUCTION

- Executive Office
- Executive Support (HR, Legal, Audits, Treasury)
- Program Controls (Inc. Procurement)
- Shared Professional Services (Safety, Permitting, Real Estate, Quality, Sustainability, Outreach)

### ENGINEERING MGT, DESIGN, AND CONSTRUCTION MGT

20% OF CONSTRUCTION

- Project Management
- Design Services thru Construction Closeout
- Field Investigations and Temporary Easements
- Independent Technical Reviews
- Construction Project Management
- Construction Oversight Services
- Off-site/ Factory Inspections and Validations
- Commissioning and Start-up

### PERMITTING AND AGENCY COORDINATION

0.5% OF CONSTRUCTION

- Permit fees
- Agency fees

### LAND ACQUISITION:

2.5% OF CONSTRUCTION

- Easements
- Land purchase

# Cost Summary

ITEM	VALUE
<b>CONSTRUCTION<sup>1</sup></b>	<b>\$ 12,100,000,000</b>
Two Intakes	\$ 1,448,000,000
Southern Complex Facilities (Forebay, Hydraulic Structures)	\$ 1,521,000,000
Pumping Plant	\$ 805,000,000
Tunnel and Shafts	\$ 4,473,000,000
Utilities, Power and Logistics	\$ 522,000,000
<b>Construction Sub-Total</b>	<b>\$ 8,769,000,000</b>
<b>Contingency (38%)</b>	<b>\$ 3,331,000,000</b>
<b>SOFT COSTS</b>	<b>\$ 3,400,000,000</b>
DWR Oversight	\$ 180,000,000
DCA Program Management Office	\$ 420,000,000
DCA Engineering (Design and CM Services)	\$ 2,420,000,000
DCA Permits and Agency Coordination	\$ 60,000,000
Land Acquisition	\$ 320,000,000
<b>ENVIRONMENTAL MITIGATION</b>	<b>\$ 400,000,000</b>
Mitigation Program	\$ 400,000,000
<b>TOTAL</b>	<b>\$15,900,000,000</b>

<sup>1</sup> All material, labor and equipment rates used to develop the construction costs were based on Year 2020 values.

# Design progression

FEATURE	ADVANCEMENTS
Intakes	<ul style="list-style-type: none"> <li>• Enhanced ground improvements</li> <li>• Enhanced foundation design</li> </ul>
Tunnel and Shafts	<ul style="list-style-type: none"> <li>• Smaller diameter tunnel</li> <li>• Fewer shafts</li> <li>• Enhanced tunnel liner design</li> </ul>
Intermediate Forebay	<ul style="list-style-type: none"> <li>• Eliminated</li> </ul>
Pump Station	<ul style="list-style-type: none"> <li>• New independent structure</li> </ul>
Forebay	<ul style="list-style-type: none"> <li>• Enhanced foundation design</li> <li>• Enhanced seismic stability design</li> </ul>
Interconnection to Existing System	<ul style="list-style-type: none"> <li>• More robust flow control structures</li> <li>• Canals replaced with tunnels to connect structures</li> </ul>
Logistics	<ul style="list-style-type: none"> <li>• Road and rail improvements</li> </ul>

*As the engineering work advances, we will continue to experience change. This is a natural progression in the design process. We will inevitably identify better ways to achieve objectives or need to adjust for new information.*

# Future Steps



**Create a Baseline Program Capital Plan that represents the time-value of money over the 20-year delivery period.**

- Include the estimated value of all contracts in the year the contracts are scheduled to be procured.



**Continue developing soft costs, e.g.**

- Community Benefit Fund
- DWR Environmental Planning Work



**Develop final conceptual construction cost estimate when CEQA is approved**

- Concept design confirmed
- Final environmental mitigations identified



**Update Board periodically as new information is developed that affects cost, e.g.**

- Geotechnical exploration data
- Major scope changes



**Thank You.  
Questions?**



This summary is provided as a resource for committee members and the public to have brief highlights following SEC meetings. In addition to this summary, detailed meeting minutes, question and answer documents and full meeting video will be available on the [dcdca.org](http://dcdca.org) website.

## MEETING OVERVIEW

The 10th meeting of the Stakeholder Engagement Committee (SEC) was held via video conference on July 22. The meeting video, agenda, presentation and supplemental materials are available for review on the [dcdca.org](http://dcdca.org) website.

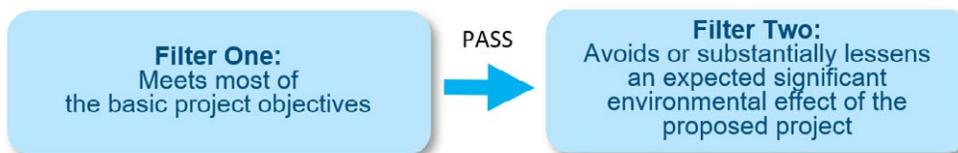
### DWR General Updates

- ◆ DWR Environmental Manager Carrie Buckman updated the SEC on DWR's environmental process and noted that the Scoping Report has been released and is available on the [website](#).
- ◆ The USACE will prepare an EIS under NEPA. They are planning to issue a Notice of Intent that will begin scoping in late summer.
- ◆ The Soil Investigations [NOD](#) was issued on July 9. Geotechnical evaluations on publicly-owned land are anticipated to begin this fall.

### DWR Project Alternatives Formulation Process

- ◆ Information about design alternatives for the proposed Delta Conveyance Project was presented to the SEC in the spirit of transparency and for the purpose of explaining why some alternatives will receive detailed evaluation in the Environmental Impact Report (EIR). This will contextualize future work done by the DCA, with opportunities for feedback from the SEC.
- ◆ Alternative formulation is still in progress. The information about alternatives provided to the SEC in this meeting is usually not shared with the public, especially this early in the process, prior to release of the DEIR.
- ◆ DWR evaluated all alternatives received in scoping through two filters: first, whether it achieves most of the project objectives, and then whether it avoids or substantially lessens an expected significant environmental effect of the proposed project.

#### DWR'S ALTERNATIVE SCREENING FILTERS



- ◆ The [alternatives](#) submitted through scoping were categorized into four basic types of conveyance: dual, isolated, through-Delta and other.
- ◆ Some of the more publicly-discussed alternatives were reviewed as examples of how DWR screens alternatives for further design and analysis. Those alternatives reviewed with SEC members include A Water Plan for All of California, the Western Delta Intakes Concept, No-Tunnel and Through-Delta proposals and the Bethany Alternative.
- ◆ Of those examples, DWR determined the Bethany Alternative merits further consideration because it meets the project objectives and could reduce potential effects. Go to the July 22, 2020 presentation for more information about this discussion.

### DCA Response to SEC Feedback

DCA Levees and Forebays Manager Graham Bradner provided updates on how DCA is addressing feedback by trying to maximize restoration of agricultural land, reducing truck traffic, minimizing and optimizing site footprints, minimizing construction activity around Stone Lakes Refuge and providing more detail about tunnel boring machine soil conditioners.

- ◆ DCA has identified proposed measures to restore construction impacted land for agriculture. This will help maximize the amount of agricultural land returned for agricultural use at the conclusion of construction.
- ◆ DCA staff met with Ms. Lindsey Liebig and representatives of the Sacramento County Farm Bureau (SCFB) to seek input on methods to restore construction impacted land and to discuss concerns with the current plans.
- ◆ The engineering team has optimized maintenance shaft sites to reduce the overall footprint as well as the anticipated construction traffic.
- ◆ To avoid Woodbridge Preserve Units, the maintenance shaft previously proposed at Brack Tract was moved to Canal Ranch Tract.
- ◆ Further measures to reduce construction activities around Stone Lakes Refuge were identified. Intakes 3 & 5 have been prioritized for the 6,000 cfs alternative which also allowed the elimination of the proposed Lambert Maintenance Shaft.

- MORE ON NEXT PAGE -

## NEXT MEETING

### DATE\*:

August 26, 2020

### TIME:

3-6 p.m.

### LOCATION:

RingCentral Video Conference; info TBD

### POSSIBLE MEETING TOPICS:

- Updated Traffic Histograms
- Updates on Intake Design
- Briefing on New Alternative

\* DCA will comply with public health recommendations regarding public meetings and social distancing efforts. Any meeting changes or cancellations will be communicated to members.

### COMMITTEE MEMBERS:

- Anna Swenson  
*At Large - Yolo*
- Angelica Whaley  
*North Delta Local Business*
- Barbara Barrigan Parrilla  
*Environmental Justice*
- Cecille Giacomia  
*Public Safety*
- David Gloski  
*At Large - Contra Costa*
- Douglas Hsia  
*At Large - Sacramento*
- Gilbert Cosio  
*Ex-Officio*
- Isabella Gonzalez Potter  
*Environment NGO - Aquatic*
- Jim Cox  
*SportsFishing*
- Jesus Tarango  
*Tribal Government Representative (Alternate)*
- James (Jim) Wallace  
*Delta History/Heritage*
- Karen Mann  
*South Delta Local Business*
- Lindsey Liebig  
*Agriculture*
- Mel Lytle, Ph.D.  
*Delta Water District*
- Michael Moran  
*Ex-Officio*
- Malissa Tayaba  
*Tribal Government Representative*
- Peter Robertson  
*Recreation*
- Phillip Merlo  
*At large - San Joaquin*
- Sean Wirth  
*Environmental NGO - Terrestrial*
- Mike Hardesty  
*At large - Solano*



## MEETING OVERVIEW (continued)

### Summary of Site Acreages

	CONSTRUCTION FOOTPRINT (Yellow)			PERMANENT FOOTPRINT		
	Previous 5/4/2020	Current 7/15/2020	Reduction	Previous 5/4/2020	Current 7/15/2020	Reduction
<b>NORTHERN SHARED SITES</b>						
Intake 3 – Tee	245	244	1	131	124	7
Intake 5 – Tee	242	240	2	113	109	4
Lambert Shaft	5	0	5	5	0	5
Glanville now Twin Cities Launch Shaft	669	507	162	669	111	558
<b>EASTERN ALIGNMENT OPTION</b>						
New Hope Tract Maintenance Shaft	6	11	-5	6	11	-5
Brack, now Canal Ranch Tract Maintenance Shaft	11	11	0	11	11	0
Terminus Tract Reception Shaft	15	13	2	15	13	2
King Island Maintenance Shaft	11	12	-1	11	12	-1
Lower Roberts Island Launch/ Reception Shaft	472	438	34	337	406	-69
Lower Jones now Upper Jones Tract Maint. Shaft	16	13	3	16	13	3
Victoria Island Maintenance Shaft	12	0	12	12	0	12
<b>CENTRAL ALIGNMENT OPTION</b>						
New Hope Tract Maintenance Shaft	7	11	-4	7	11	-4
Staten Island Maintenance Shaft	15	12	3	15	12	3
Bouldin Island Launch Shaft	424	592	-168	423	577	-154
Mandeville Island Maintenance Shaft	16	14	2	16	14	2
Bacon Island Reception Shaft	27	16	11	27	16	11
<b>SOUTHERN COMPLEX</b>						
Southern Forebay and Launch Shaft	1705	1666	39	1327	1293	34
South Delta Conveyance Control Facilities	180	168	12	125	105	20

Disclaimer: These pages are for Stakeholder Engagement Committee discussion purposes only. They do not represent a decision by the DCA or DWR. Final decisions about the project will be made by DWR and will NOT be made until the concluding stages of the CEQA process.

JULY 22, 2020

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### ADDRESSING QUESTIONS ABOUT SOIL CONDITIONERS

- ◆ DCA Chief Engineer Steve Minassian explained why soil conditioners are needed, how they are utilized, their make-up, and the criteria DCA will use to require eco-friendly properties.

### COMMITTEE FEEDBACK:

- Ms. Barrigan-Parrilla said Delta residents have existing water quality issues that DWR should consider as equally important as maintaining the State Water Project.
- Mr. Gloski and Dr. Lytle were tentative about including discussion of the project alternatives in the SEC meeting, given the committee's operation outside of the official CEQA process, and Mr. Gloski would like a greater depth of analysis about the alternatives that were eliminated from further consideration.
- Ms. Liebig said the meeting with DCA was much appreciated, but the agricultural community still has concerns about the ability to return land to productive use after the project's construction. She also reported that the SCFB has started a newsletter to keep the community informed about the project. Additionally, the local FFA group that spoke with Ms. Mallon and modelled their project after the Delta Conveyance process won the California State competition.
- Ms. Swenson expressed concerns about the viability of restoring agricultural land to productive use post-construction and emphasized her view that the economic impacts on farmers would be insurmountable. She also thanked the DCA staff for their ongoing efforts to engage the residents of Hood.
- Mr. Moran suggested the development of a community handout to explain DWR's alternatives analysis process and their initial screening results of the 22 alternatives listed on the SEC meeting handout.
- Mr. Robertson requested updated construction schedules resulting from the site footprint reductions and shaft eliminations.
- Ms. Giacoma suggested an alternate SEC member to share the responsibility of representing the community of Hood since the current representative was absent from the meeting.

### NEXT STEPS

- Mr. Bradner will provide a link to the peat soils map from slide 10 of the presentation.
- Updated construction schedules will be shared with SEC members outlining the changes resulting from footprint reductions and shaft eliminations.
- Ms. Swenson will send Ms. Parvizi contact information for a stakeholder in Hood who can possibly help facilitate community engagement.
- Ms. Parvizi will work with the SEC to identify representatives to report out on SEC activities to the DCA Board of Directors at their August meeting.

### SEC AD-HOC COMMITTEE

Up to four different SEC members are invited each month to present to the DCA Board of Directors about the SEC process. SEC members interested in presenting at the August Board of Directors meeting should contact [nazliparvizi@dcdca.org](mailto:nazliparvizi@dcdca.org).

### SEC Informational Tours

- Updated [Mapbooks](#) have been provided to SEC members, and virtual tours are being developed to reflect those updated site plans. DCA is aiming to have the virtual tours ready within the next two weeks.
- SEC members interested in touring the T-screen facility should contact Ms. Parvizi at [nazliparvizi@dcdca.org](mailto:nazliparvizi@dcdca.org). Please attend if you RSVP; the factory owner is graciously opening the facility to SEC members and sending his employees home for the day to reduce the number of people in the space. The tour will be outdoors and conducted in compliance with applicable health orders.

An aerial photograph of a winding canal system cutting through a landscape of agricultural fields. The canal is a vibrant blue, contrasting with the dark brown and green of the surrounding land. The canal has several curves and a small bridge crossing it. The fields are arranged in large, rectangular blocks, some appearing to be recently plowed or planted. The overall scene is a mix of natural waterways and human-made agricultural infrastructure.

# Stakeholder Input Reflected in Conceptual Design

BOARD UPDATE | ITEM 7e

AUGUST 2020

# Example Priority Stakeholder Issues

1. **Barging Impacts to Recreational Boating**
2. **Construction Acreage and Loss of Agricultural Land**
3. **Restoration of Impacted Land**
4. **Traffic Impacts to Current Level of Service**
5. **Facility Proximity to Designated Natural Areas – Stone Lakes Refuge and Woodbridge Reserve**
6. **Safety of RTM Conditioners**

## PRIORITY STAKEHOLDER ISSUES

# 1. Barging Impacts to Recreational Boating



# Eliminate Barge Landing on Bouldin Island

## Original Plan

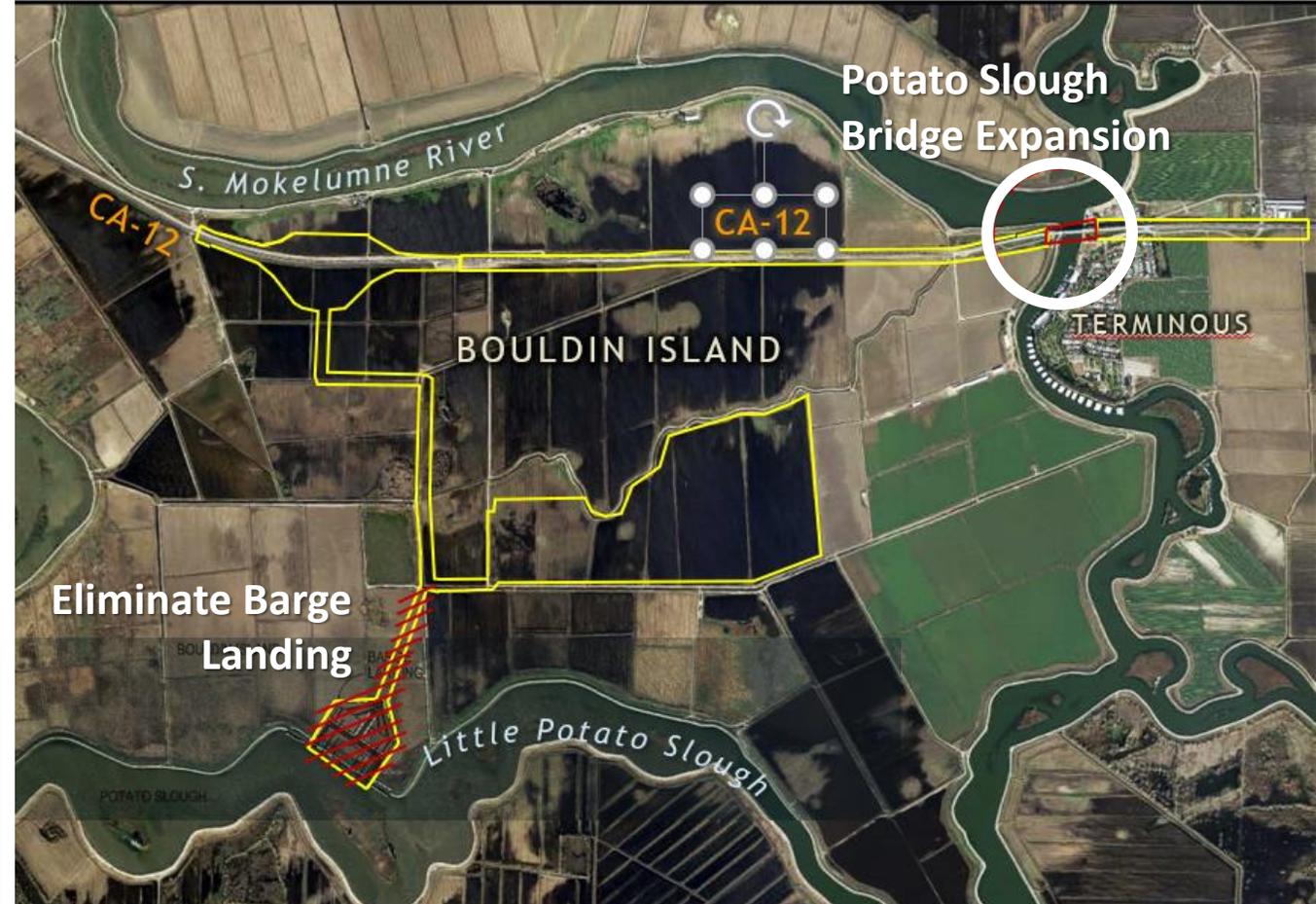
- Barge landing located on Potato Slough for transport of tunnel liner segments to Bouldin Island Launch Shaft

## Updated Plan

- Eliminate barge landing
- Widen Hwy 12 from 2-lane to 4-lanes from I-5 Interchange to Bouldin Island construction exit including expansion of Potato Slough Bridge
- Truck in tunnel liners

## Benefits

- **Widening Hwy 12 offers congestion relief**
- **Provides permanent infrastructure asset for region**
- **Avoids river traffic affects to “The Bedrooms”**



PRIORITY STAKEHOLDER ISSUES

## 2. Construction Acreage and Loss of Agricultural Land



# Twin Cities Launch Shaft Site (Formerly Glanville Tract)

## CHANGES

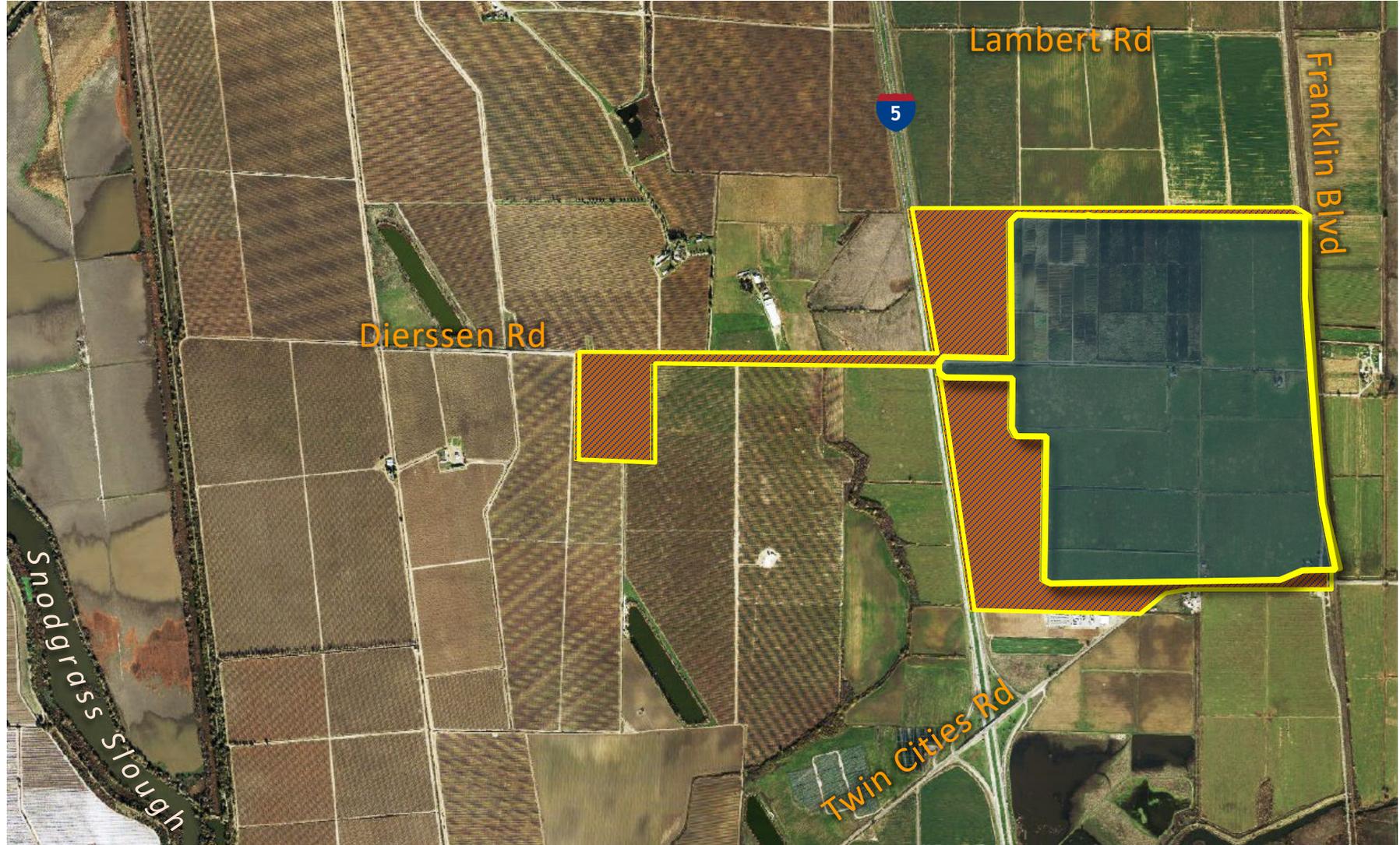
- Emphasis on mechanical drying
- More robust assessment of soil borrow, backfill, and storage logistics needs

## ACREAGE

Previous 5/4/2020	Current 7/15/2020	Difference
<b>CONSTRUCTION FOOTPRINT</b>		
669	507	162
<b>PERMANENT FOOTPRINT</b>		
669	111	558

## LEGEND

-  Initial and Revised Construction Footprint
-  Reduction
-  Addition



### **3. Restoration of Affected Agricultural Land**



# Land Reclamation

## Agricultural Sites

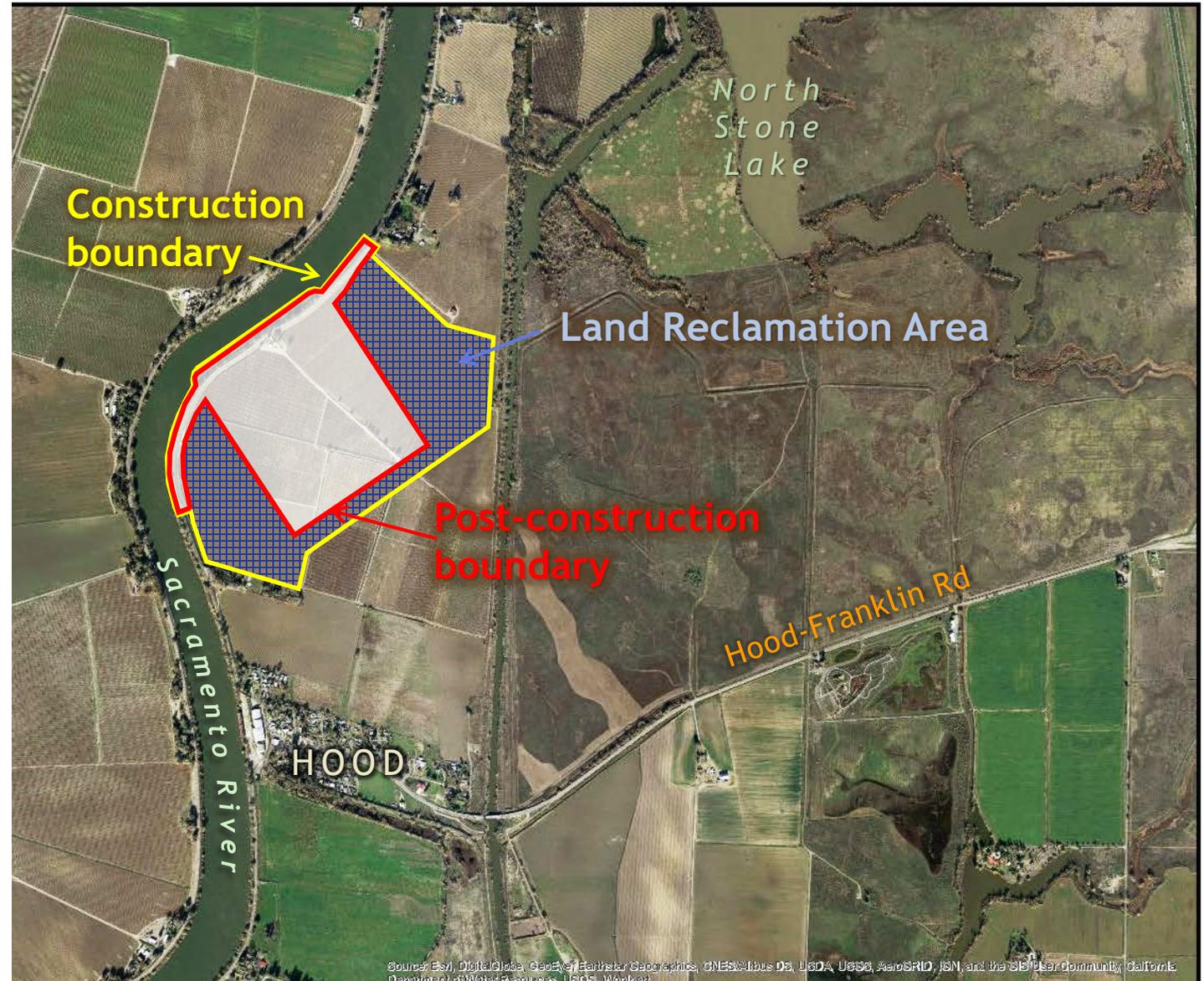
- Soils reconditions leaving the ultimate grower to make final preparations based on crop type
- Recognition that the site may initially have sub-optimal yields would be reflected in reduced land cost

## Natural Areas

- Sites reclaimed to for a variety of habitat uses using:
  - Natural contouring
  - Mixture of plant materials

## Sacramento County Farm Bureau

- Reviewed draft approach with Sacramento County Farm Bureau
- Preliminary feedback on restoration approach



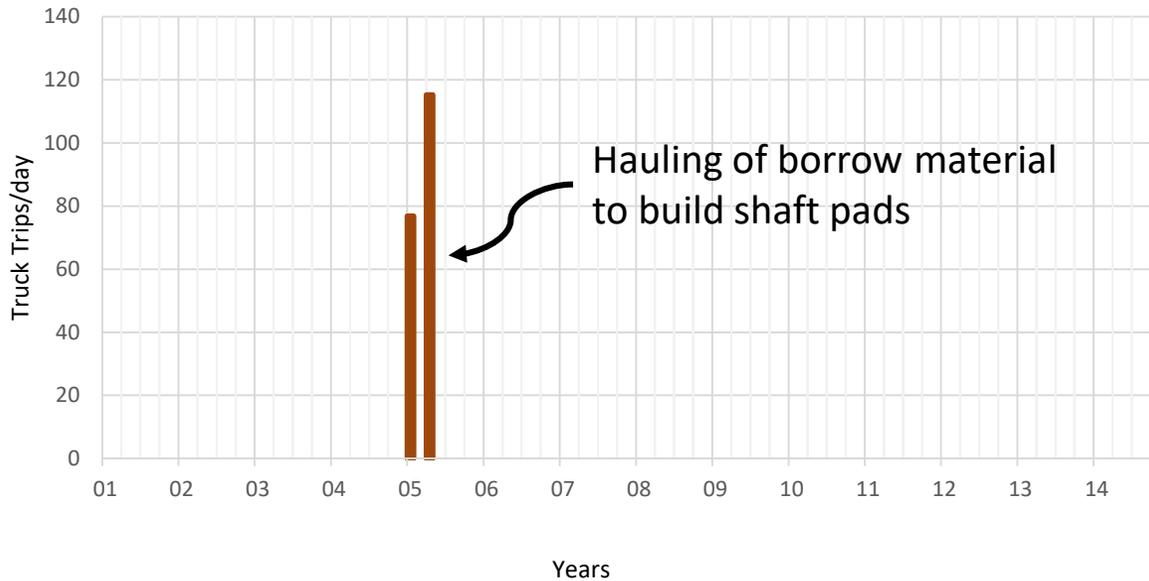
## PRIORITY STAKEHOLDER ISSUES

# 4. Logistics Improvements to reduce traffic

# Shaft Construction - Example

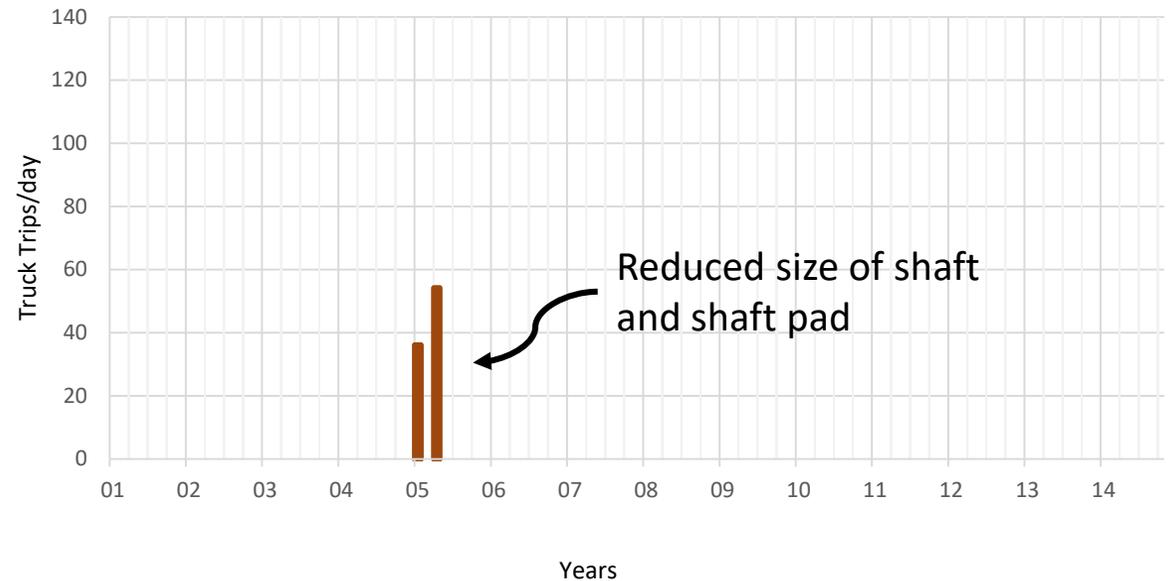
## Original Plan

### Truck Hauling Schedule



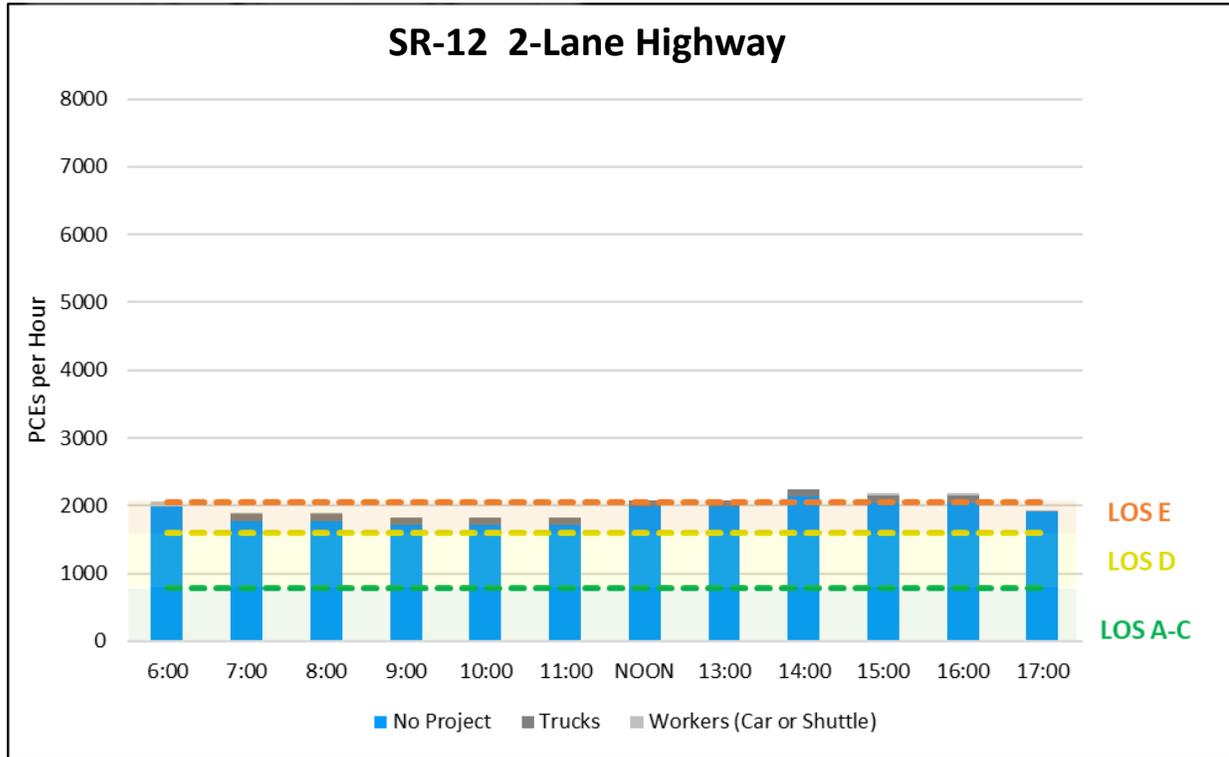
## Updated Plan

### Truck Hauling Schedule

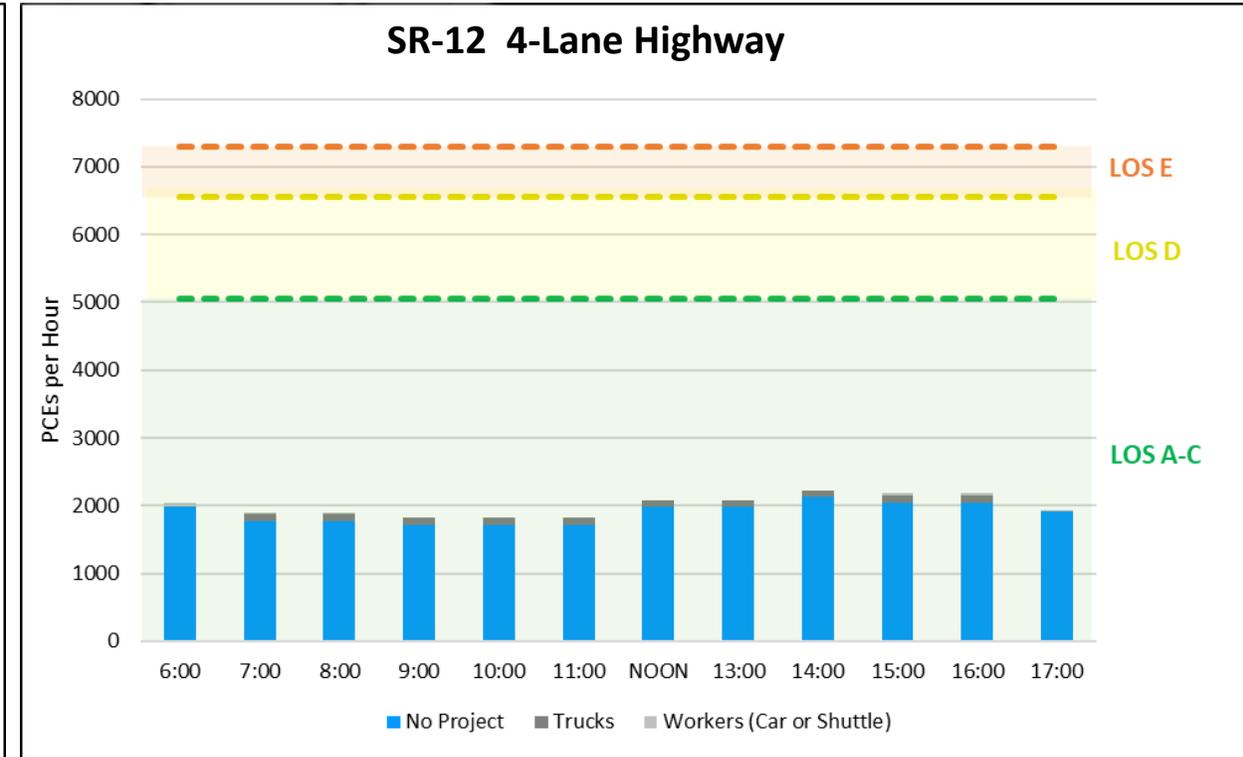


# Benefit of Expanded Hwy 12 to Bouldin Island

## Without Remedial Actions



## With Remedial Actions



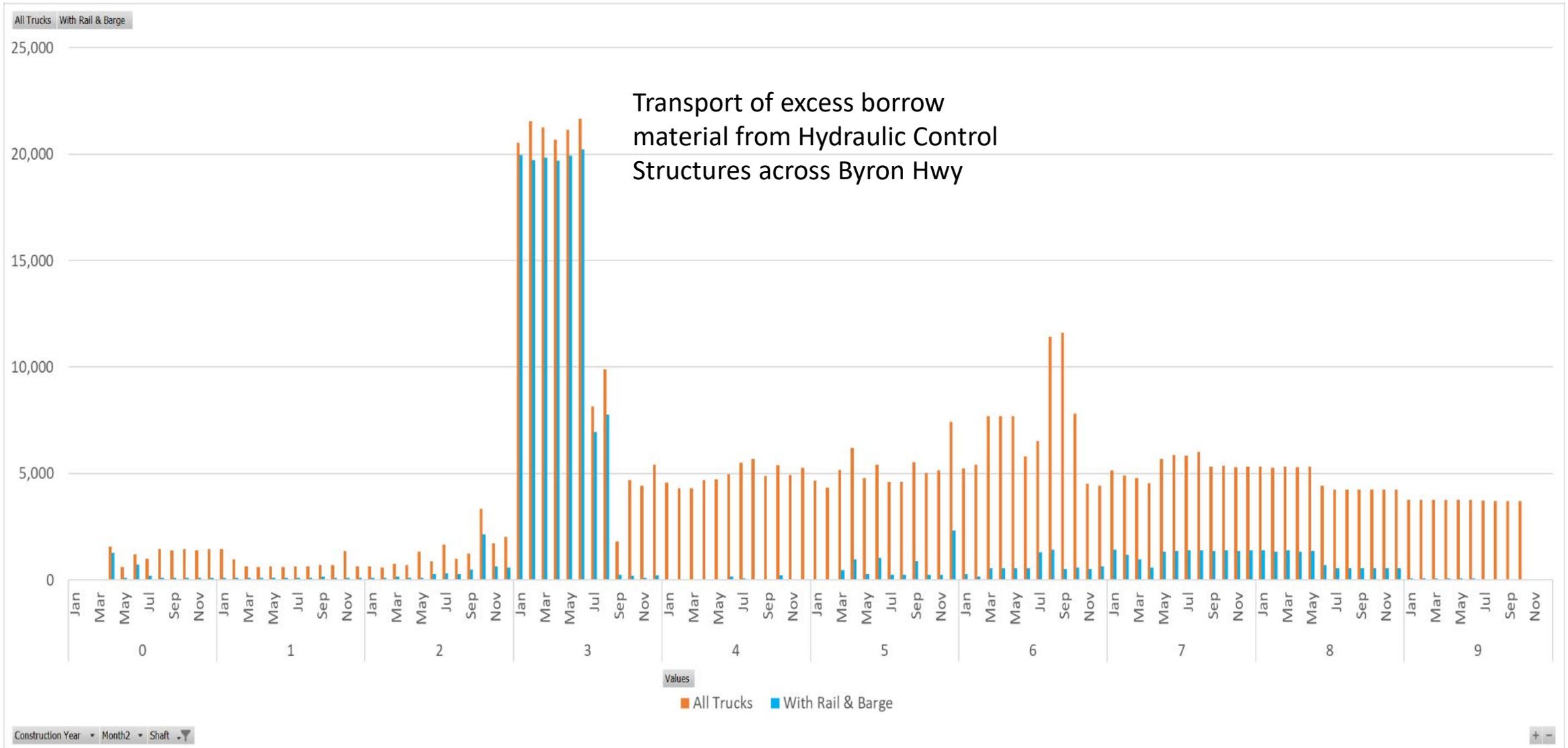
# Eliminate Victoria Island Shaft (Eastern Alignment)

## *Optimized drive lengths to eliminate need for Victoria Island Shaft*

- Reduces truck traffic on CA – 4, a major traffic bottleneck in the Delta
- Avoids additional truck traffic of the Old River Bridge
- Reduces agricultural land acquisition

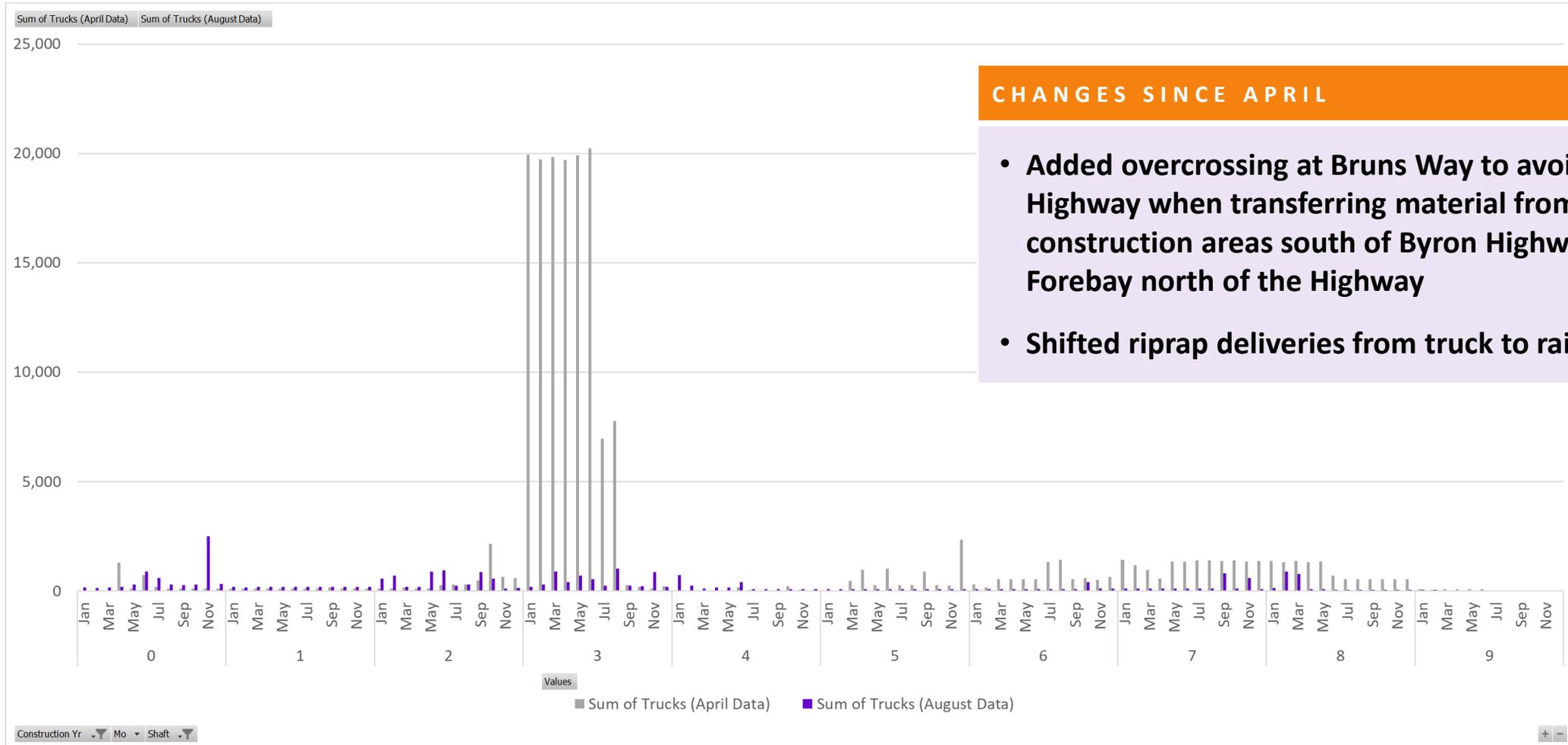


# Byron Highway – Benefits of Rail Transport



Transport of excess borrow material from Hydraulic Control Structures across Byron Hwy

# Byron Highway – Additional Measures



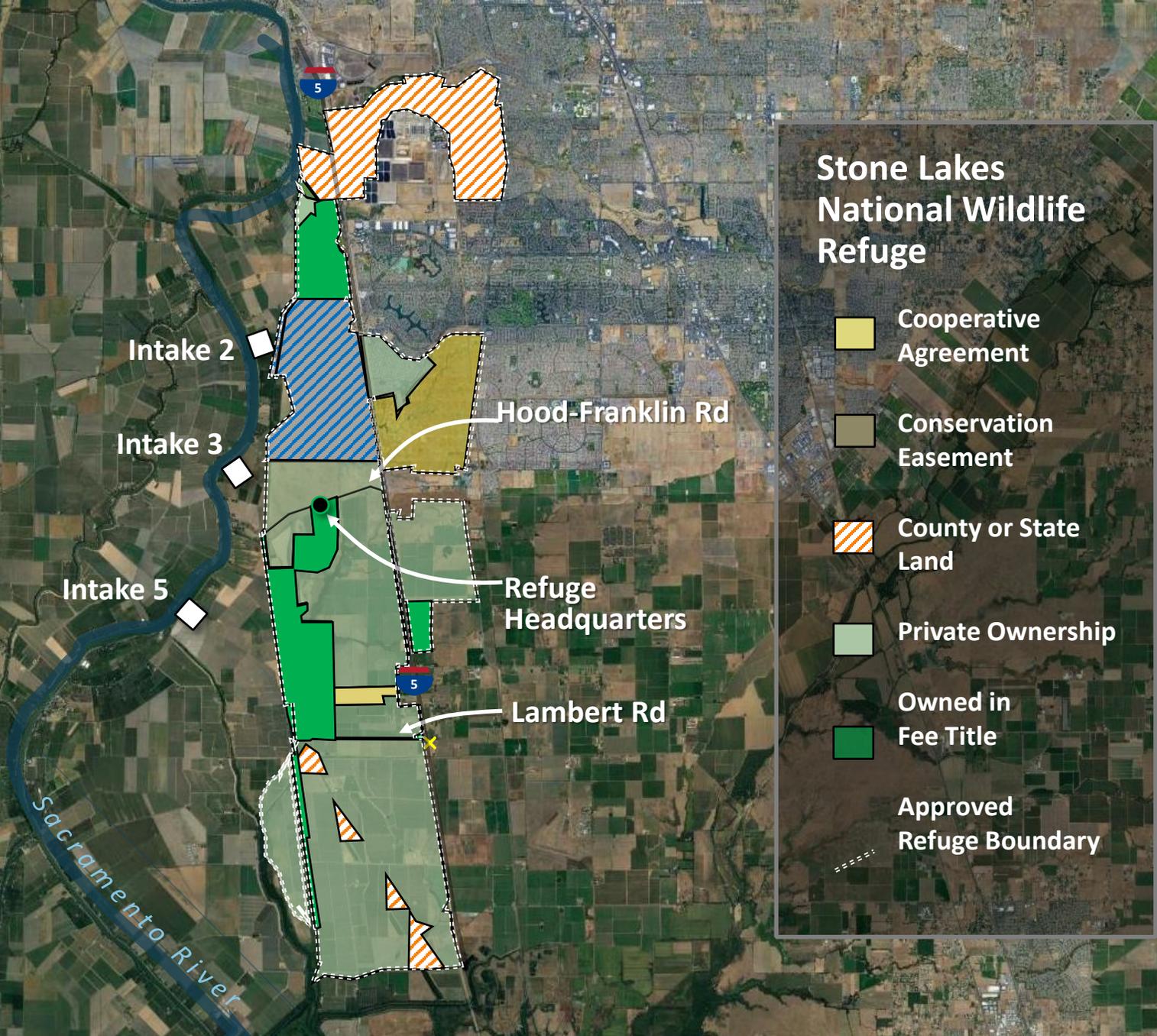
## CHANGES SINCE APRIL

- Added overcrossing at Bruns Way to avoid Byron Highway when transferring material from construction areas south of Byron Highway to the Forebay north of the Highway
- Shifted riprap deliveries from truck to rail.

## 5. Facility Proximity to Designated Natural Areas – Stone Lakes Refuge and Woodbridge Reserve



# Stone Lakes Refuge Boundaries



## Stone Lakes National Wildlife Refuge

- Cooperative Agreement
- Conservation Easement
- County or State Land
- Private Ownership
- Owned in Fee Title
- Approved Refuge Boundary

Source: USFWS, 2010, 2016

Disclaimer: These maps are for Stakeholder Engagement Committee discussion purposes only. They do not represent a decision by the DCA or DWR. Final decisions about the project will be made by DCA and will NOT be made until the concluding stages of the CEQA process.

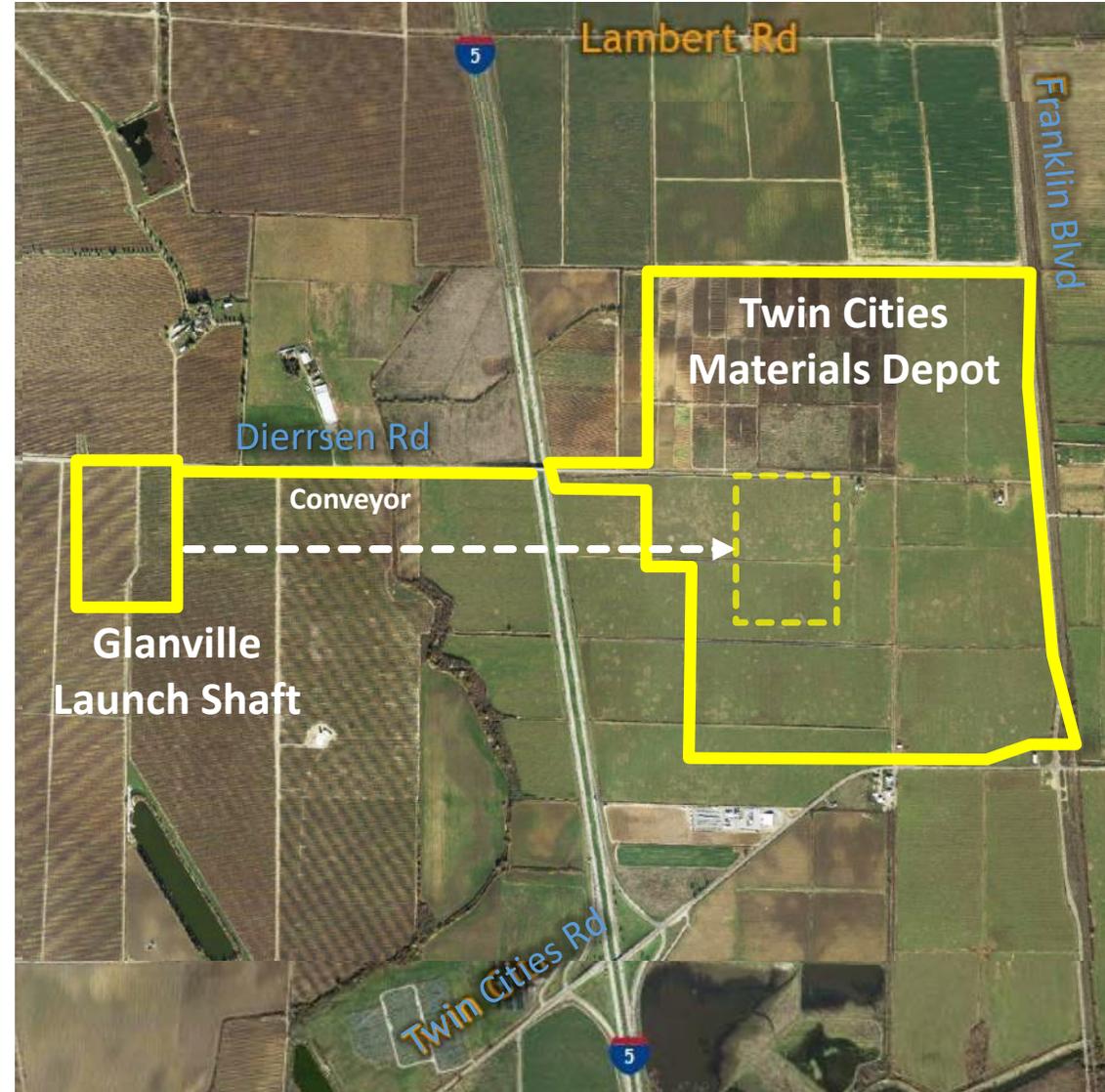
# Shift Glanville Shaft onto Twin Cities Site

## Original Plan

- Glanville shaft located on Dierssen Rd approximately 1 mile from Twin Cities Site
- Conveyor system across I-5 required to divert RTM from launch shaft to Twin Cities site for processing and off-site transport
- Heavy truck traffic from Twin Cities to Glanville site to deliver tunnel liner segments

## Updated Plan

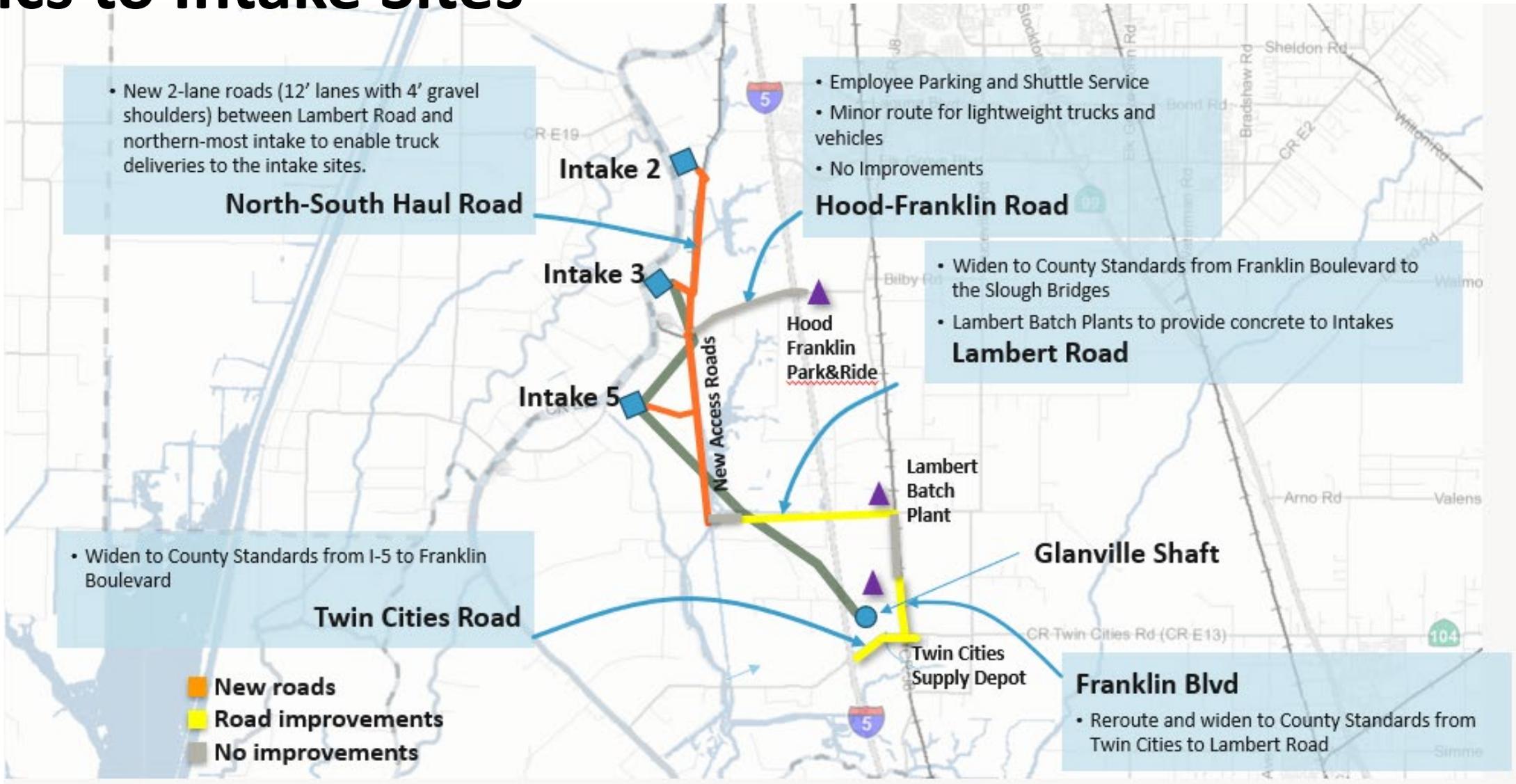
- Shift Glanville Shaft onto Twin Cities site
- Increase total tunneling length by approximately 0.5 miles



## Benefits

- Eliminates construction activities associated with shaft, conveyor and truck traffic within Stone Lakes Refuge boundary
- Eliminates need for new I-5 bridge
- More efficient construction logistics with all tunneling operations on a single site

# Logistics to Intake Sites



# Shift Brack Tract Maintenance Shaft North to Canal Ranch Tract

## Original Plan

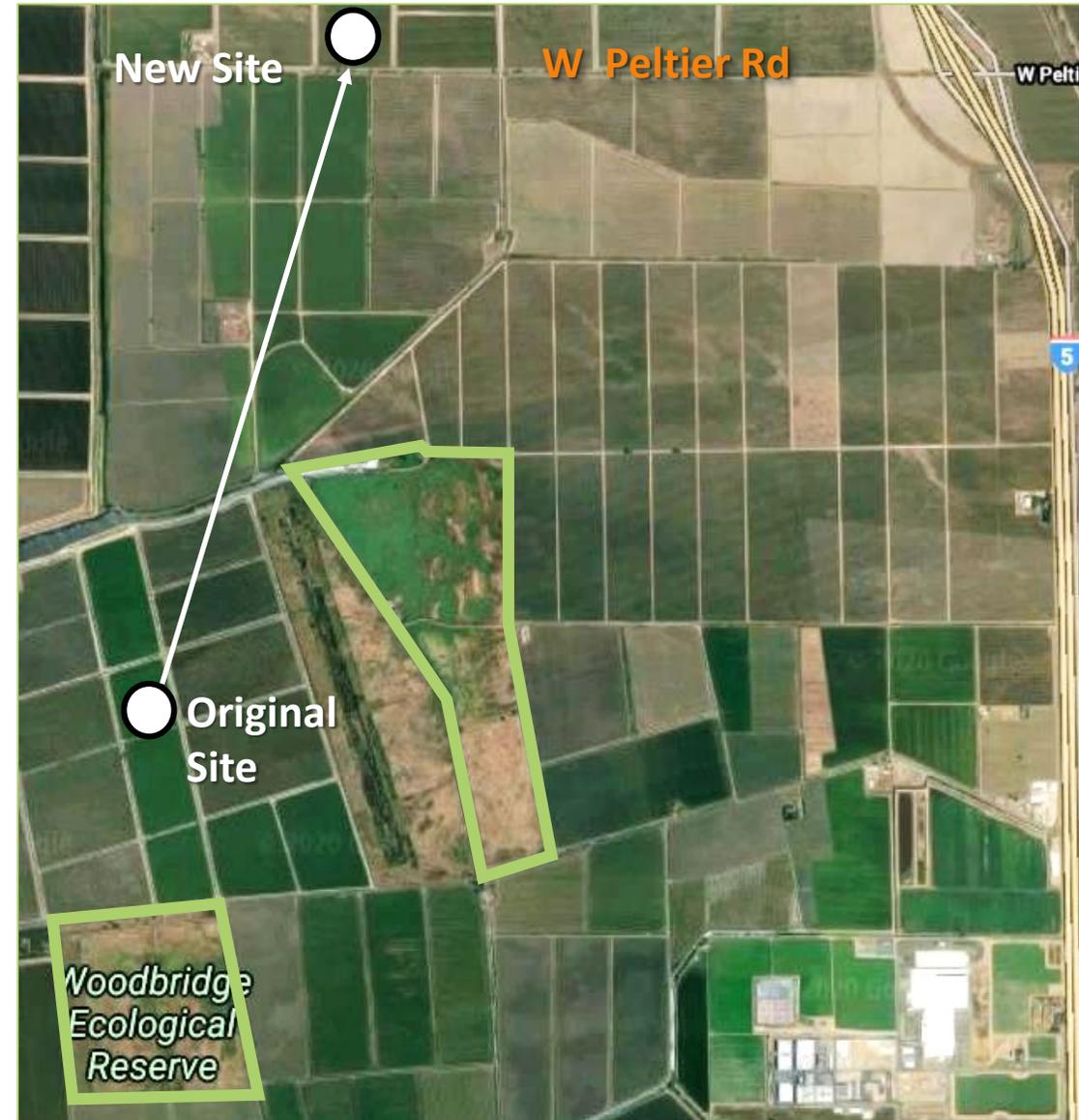
- Brack Tract shaft located about 0.5 miles of South and North Units of Woodbridge Ecological Reserve

## Updated Plan

- Move shaft approximately 1 mile north of the northern boundary of Woodbridge Reserve

## Benefits

- Shaft further away from Woodbridge Ecological Reserve
- Truck traffic shifted further from influence area of Reserve
- Easier access to site from I-5 along W Peltier Rd



## 6. Safety of RTM Conditioners

# Conditioning Agent = Water & Foam



Soil



Addition of water



Soil with foam

Conditioner added at the point of “cut” to achieve maximum benefit.

Conditioning agent is injected into the mixing chamber and along the screw conveyor during tunnel excavation

Foam addition rate adjusted based on soil conditions to achieve optimal affect

# Characteristics and Selection of Soil Conditioners



- Conditioners have improved over the years migrating toward more eco-friendly constitutions
- Latest conditioners are rapidly biodegradable and nonhazardous formulations.
- During biodegradation, conditioner is converted into water, CO<sub>2</sub>, and biomass through the action of existing, naturally occurring microbes.
- Natural or vegetable polymers used; no glycols, alcohols, or other low biodegradable solvents used
- **Conditioner Manufacturers:**  
CONDAT (USA) | NORMET (Finland) | BASF (Germany) | MAPEI (Italy)



## Selection of Conditioner:

- DCA contract specifications will require use of:
  - highly biodegradable
  - minimum toxicity and persistence
  - natural-based polymers only
  - no glycols or other low biodegradable solvents
- Conditioner will be submitted for testing and approval prior to use.
- DCA will conduct studies prior to finalizing specifications to validate requirements



# Questions?

## General Counsel's Report

**Contact:** Josh Nelson, General Counsel

**Agenda Date:** August 20, 2020

**Item No. 8a**

**Subject:** Status Update

**Summary:**

The General Counsel continues to assist the DCA on legal matters as requested. This included work on the Joint Exercise of Powers Amendment included in the agenda packet. Our office also assisted with the upcoming website roll-out. Lastly, we continue to respond to public records requests.

**Detailed Report:**

The General Counsel assisted with the development of the agenda item on this month's agenda regarding the amendment to the Joint Exercise of Powers Agreement. We have also assisted staff with the upcoming website rollout.

Following up on prior reports, our office continues to help with responding to Public Records Act requests. These requests require the review of substantial amounts of data, and we are striving to provide responses as expeditiously as possible.

Lastly, we continue to assist with other legal matters as necessary. These matters are confidential and not appropriate for discussion in a public report.

**Recommended Action:**

Information only.



## Treasurer's Report

**Contact:** Katano Kasaine, Treasurer

**Date:** August 20, 2020

**Item No. 8b**

**Subject:** Treasurer's Monthly Report, July 2020

### Summary:

The beginning cash balance for the Delta Conveyance Design and Construction Joint Powers Authority (Authority) at July 1, 2020 was \$723,240. During July 2020, receipts totaled \$6,185,847 representing contributions from the Department of Water Resources, Delta Conveyance Office (DCO) for payment of the Authority's obligations. Total disbursements for the month were \$6,175,847. The ending cash balance at July 31, 2020 was \$733,240.

As of July 31, 2020, the Authority's receivables totaled \$3,816,703 consisting of 13 invoices to the DCO, of which \$3,604,690 was received through August 13, 2020. Various invoices in the amount of \$715,921 were paid out through August 14, 2020, leaving a cash balance of approximately \$3,622,009.

As of July 31, 2020, prepaid expenses and construction in progress (CIP) for the same period were \$198,068 and \$7,616,922, respectively. Costs incurred in fiscal year 2020 that were previously reported as construction in progress through June 30, 2020 have been expensed as the current state of the Delta Conveyance Project does not meet the capitalization criteria of Generally Accepted Accounting Principles. Costs reported as CIP incurred through June 30, 2019 under the California WaterFix Project are currently being evaluated to determine if they meet the capitalization criteria. As of July 31, 2020, total accounts payable were \$3,854,147 and total net position was \$8,510,786.

Attachment 1 consists of financial statements for the month ended July 2020, a schedule of Invoices Paid through July 2020, Aging Schedules for Accounts Payable and Accounts Receivable as of July 31, 2020, and a Project to Date Schedule of Construction in Progress.

Attachment 2 consists of Budget versus Actuals by Appropriation through July 2020. Year-to-date actual expenses were \$2.5 million lower than budget due to continued delays in the engineering and geotechnical work stemming from County litigation and current restraints on field work activities due to State and County mandates.

### Detailed Report:

See attached statements.

### Recommended Action:

Information, only.

### Attachments:

Attachment 1 – July 2020 Authority Financial Statements

Attachment 2 – July 2020 Budget versus Actuals by Appropriation



**DELTA CONVEYANCE DESIGN AND CONSTRUCTION JOINT POWERS AUTHORITY**

Statement of Net Position

As of July 31, 2020

Assets:

Cash	\$ 733,240
Accounts receivable	3,816,703
Prepays	198,068
Construction in progress <sup>(1)</sup>	<u>7,616,922</u>
 Total assets	 <u><u>\$ 12,364,933</u></u>

Liabilities:

Accounts payable	<u>\$ 3,854,147</u>
 Total liabilities	 3,854,147

Net position:

Net investment in capital assets <sup>(1)</sup>	7,616,922
Unrestricted	<u>893,864</u>
 Total net position	 <u>8,510,786</u>
 Total liabilities and net position	 <u><u>\$ 12,364,933</u></u>

<sup>(1)</sup> Costs incurred in FY2020 that were previously reported as construction in progress (CIP) through June 30, 2020 have been expensed as the current state of the Delta Conveyance Project does not meet the capitalization criteria of Generally Accepted Accounting Principles. Costs reported as CIP incurred through June 30, 2019 under the California WaterFix Project are currently being evaluated to determine if they meet the capitalization criteria.



**DELTA CONVEYANCE DESIGN AND CONSTRUCTION JOINT POWERS AUTHORITY**  
Statements of Cash Receipts and Disbursements

	Month Ended Jul '20
Receipts:	
Contributions	<u>\$ 6,185,847</u>
Disbursements:	
Environmental planning and design	
Program management	106,723
Project controls	293,017
Engineering	5,023,075
Property access and acquisition	10,626
Stakeholder engagement	203,495
Office administration	505,761
Fieldwork	<u>33,150</u>
Total disbursements	<u>6,175,847</u>
Net change in cash	10,000
Cash at July 1, 2020	<u>723,240</u>
Cash at July 31, 2020	<u><u>\$ 733,240</u></u>



**DELTA CONVEYANCE DESIGN AND CONSTRUCTION JOINT POWERS AUTHORITY**  
Statements of Revenues, Expenses and Changes in Net Position

	Month Ended Jul '20
Expenses:	
Environmental planning and design	
Program management	\$ 109,732
Project controls	4,529
Engineering	4,247
Property access and acquisition	23,100
Stakeholder engagement	67,487
Office administration	93,910
Total expenses	<u>303,005</u>
Changes in net position before contributions	(303,005)
Capital contributions:	
DWR - Invoiced through the DCO <sup>(1)</sup>	<u>275,359</u>
Total capital contributions	<u>275,359</u>
Changes in net position	(27,646)
Net position at June 30, 2020 <sup>(2)</sup>	<u>8,538,432</u>
Net position at July 31, 2020	<u><u>\$ 8,510,786</u></u>

<sup>(1)</sup> DWR - Department of Water Resources/DCO - Delta Conveyance Office.

<sup>(2)</sup> Costs incurred in FY2020 that were previously reported as construction in progress (CIP) through June 30, 2020 have been expensed as the current state of the Delta Conveyance Project does not meet the capitalization criteria of Generally Accepted Accounting Principles. Costs reported as CIP incurred through June 30, 2019 under the California WaterFix Project are currently being evaluated to determine if they meet the capitalization criteria.



**DELTA CONVEYANCE DESIGN AND CONSTRUCTION JOINT POWERS AUTHORITY**

Schedule of Invoices Paid  
for the Month Ended July 31, 2020

<u>Vendor</u>	<u>Invoice #</u>	<u>Invoice Date</u>	<u>Payment Date</u>	<u>Period of Expense</u>	<u>Invoice Amount</u>	<u>Amount Paid</u>
1 Convergent Systems	1036975	03/09/20	07/01/20	03/09/20	\$ 212	\$ 212
2 Carashoft Technology Corp	IN789796	06/12/20	07/06/20	05/06/20-05/05/21	1,449	1,449
3 Prime US-Park Tower LLC	202008003	08/01/20	07/17/20	08/01/20-08/31/20	66,309	66,307
4 Caltronics Business Systems	3037233	05/26/20	07/17/20	04/21/20-05/20/20	3,991	3,991
5 Miles Treaster & Associates	41060	05/27/20	07/17/20	05/27/20	1,732	1,732
6 Foliate dba Plant Domaine	496061	06/01/20	07/17/20	06/01/20-06/30/20	463	463
7 Foliate dba Plant Domaine	496062	06/01/20	07/17/20	06/01/20-06/30/20	695	695
8 Miles Treaster & Associates	41048	05/26/20	07/17/20	05/26/20	7,935	7,935
9 Stakeholder Committee Member	009	06/24/20	07/17/20	06/24/20	4,000	4,000
10 Ring Central	CD_000130405	06/21/20	07/17/20	05/28/20-06/27/20	3,586	3,408
11 AT&T	9652175500	06/16/20	07/17/20	06/19/20-07/18/20	7,673	1,607
12 Bank of America	N/A*	07/21/20	07/21/20	07/21/20	482	482
13 Jacobs	W8X97002-10	05/18/20	07/27/20	03/28/20-04/24/20	2,442,239	2,442,239
14 Parsons	2004C141	04/24/20	07/27/20	01/01/20-03/27/20	557,509	557,509
15 Jacobs	W8X97002-09	04/24/20	07/27/20	02/01/20-03/27/20	2,826,846	2,826,846
16 Audio Visual Innovations	1421272	06/23/20	07/27/20	01/01/20-05/31/20	256,972	256,972
					<u>6,182,093</u>	<u>6,175,847</u>

\* Auto-withdrawal for Bank of America Line of Credit fee.

\*\* Totals may not foot due to rounding.



DELTA CONVEYANCE DESIGN AND CONSTRUCTION JOINT POWERS AUTHORITY

Accounts Payable Aging Schedule  
As of July 31, 2020

<u>Payable To:</u>	<u>1 - 30</u>	<u>31 - 60</u>	<u>61 - 90</u>	<u>≥ 90</u>	<u>Total</u>
Best, Best, & Krieger					
Invoice #877700	\$ —	\$ 52,892	\$ —	\$ —	\$ 52,892 <sup>(1)</sup>
Invoice #879846	39,517	—	—	—	39,517
Caltronics Business System					
Invoice #3056002	—	4,091	—	—	4,091
Crossover Capital Group (AP42)					
Invoice #270	33,250	—	—	—	33,250
Direct Technology					
Invoice #178962	—	36,190	—	—	36,190
Invoice #178964	—	57,635	—	—	57,635
Foliata					
Invoice #496320	463	—	—	—	463
Invoice #496321	695	—	—	—	695
Jacobs					
Invoice #W8X97001-04EXP	—	—	—	7,457	7,457
Invoice #W8X97002-11	—	2,127,649	—	—	2,127,649
Liberty Mutual Insurance					
Invoice #BKS61612217	749	—	—	—	749
Management Partners					
Invoice #INV08611	—	47,250	—	—	47,250
Invoice #INV08680	47,250	—	—	—	47,250
Metropolitan Water District of Southern California					
Invoice #501675ADMINTREAS	—	191,452	—	—	191,452
Invoice #501680ADMINTREAS	26,481	—	—	—	26,481
Miles Treaster & Associates					
Invoice #40679-2	—	238	—	—	238
Parsons					
Invoice #2005A625	—	500,338	—	—	500,338
Invoice #2006B528	—	538,069	—	—	538,069
Invoice #2003B285	—	19,335	—	—	19,335
Invoice #2004C142	12,466	—	—	—	12,466
Porter Consulting LLC					
Invoice #3185	—	3,960	—	—	3,960
Invoice #3225	—	6,435	—	—	6,435
Invoice #3295	—	2,805	—	—	2,805
Invoice #3350	—	3,795	—	—	3,795
Invoice #3371	—	3,218	—	—	3,218
Invoice #3426	—	2,227	—	—	2,227
Psomas					
Invoice #164376	23,100	—	—	—	23,100
The Sextant Group					
Invoice #20200888	—	1,165	—	—	1,165
Invoice #20201065	—	1,433	—	—	1,433
VMA Communication					
Invoice #DCA20May	—	31,271	—	—	31,271
Invoice #DCA20June	31,271	—	—	—	31,271
	<u>\$ 215,242</u>	<u>\$ 3,631,448</u>	<u>\$ —</u>	<u>\$ 7,457</u>	<u>\$ 3,854,147</u>

\*Totals may not foot due to rounding.

<sup>(1)</sup> In July 2020, DCO disallowed \$500 of travel expenses.



DELTA CONVEYANCE DESIGN AND CONSTRUCTION JOINT POWERS AUTHORITY

Accounts Receivable Aging Schedule <sup>(1)</sup>  
As of July 31, 2020

<b>Receivable From:</b>	<b>1 - 30</b>	<b>31 - 60</b>	<b>61 - 90</b>	<b>&gt; 90</b>	<b>Total</b>
Department of Water Resources					
Invoice #DCA-1920-111	\$ —	\$ 500,338	\$ —	\$ —	\$ 500,338
Invoice #DCA-1920-114	—	82,956	—	—	82,956
Invoice #DCA-1920-115	—	2,127,649	—	—	2,127,649
Invoice #DCA-1920-116	—	52,892	—	—	52,892 <sup>(2)</sup>
Invoice #DCA-1920-117	—	47,250	—	—	47,250
Invoice #DCA-1920-118	—	191,452	—	—	191,452
Invoice #DCA-1920-120	—	238	—	—	238
Invoice #DCA-1920-121	—	538,069	—	—	538,069
Invoice #DCA-122	44,749	—	—	—	44,749
Invoice #DCA-123	19,335	—	—	—	19,335
Invoice #DCA-124	72,395	—	—	—	72,395
Invoice #DCA-125	12,467	—	—	—	12,467
Invoice #DCA-126	126,913	—	—	—	126,913
	<b>\$ 275,859</b>	<b>\$ 3,540,844</b>	<b>\$ —</b>	<b>\$ —</b>	<b>\$ 3,816,703</b>

\*Totals may not foot due to rounding.

<sup>(1)</sup> Approval date by the DCO determines aging classification.

<sup>(2)</sup> In July 2020, DCO disallowed \$500 of travel expenses.



**DELTA CONVEYANCE DESIGN AND CONSTRUCTION JOINT POWERS AUTHORITY**  
Construction in Progress

	<u>Project to Date</u> <u>Jun '18-Jun '20</u>
Construction in progress: <sup>(1)</sup>	
Executive director	143,717
External affairs	112,208
Treasury and accounting	12,186
Information technology	113,242
Legal	38,955
Staffing and administration	44,230
Program controls	873,699
Property acquisition	708,609
Environmental	1,766,316
Engineering management programmatic	<u>3,803,760</u>
Total construction in progress	<u>\$ 7,616,922</u>

<sup>(1)</sup> Costs incurred in FY2020 that were previously reported as construction in progress (CIP) through June 30, 2020 have been expensed as the current state of the Delta Conveyance Project does not meet the capitalization criteria of Generally Accepted Accounting Principles. Costs reported as CIP incurred through June 30, 2019 under the California WaterFix Project are currently being evaluated to determine if they meet the capitalization criteria.



**DELTA CONVEYANCE DESIGN AND CONSTRUCTION JOINT POWERS AUTHORITY**

Statements of Cash Receipts and Disbursements

	Month Ended Jul '20
	<u>                    </u>
Receipts:	
Contributions	\$ 6,185,847
Disbursements:	
Environmental planning and design	
Program management	106,723
Project controls	293,017
Engineering	5,023,075
Property access and acquisition	10,626
Stakeholder engagement	203,495
Office administration	505,761
Fieldwork	33,150
Total disbursements	<u>6,175,847</u>
Net change in cash	10,000
Cash at July 1, 2020	723,240
Cash at July 31, 2020	<u>\$ 733,240</u>

Statements of Revenues, Expenses and Changes in Net Position

	Month Ended Jul '20
	<u>                    </u>
Expenses:	
Environmental planning and design	
Program management	\$ 109,732
Project controls	4,529
Engineering	4,247
Property access and acquisition	23,100
Stakeholder engagement	67,487
Office administration	93,910
Total expenses	<u>303,005</u>
Changes in net position before contributions	(303,005)
Capital contributions:	
DWR - Invoiced through the DCO <sup>(1)</sup>	<u>275,359</u>
Total capital contributions	<u>275,359</u>
Changes in net position	(27,646)
Net position at June 30, 2020 <sup>(2)</sup>	8,538,432
Net position at July 31, 2020	<u>\$ 8,510,786</u>

<sup>(1)</sup> DWR - Department of Water Resources/DCO - Delta Conveyance Office.

<sup>(2)</sup> Costs incurred in FY2020 that were previously reported as construction in progress (CIP) through June 30, 2020 have been expensed as the current state of the Delta Conveyance Project does not meet the capitalization criteria of Generally Accepted Accounting Principles. Costs reported as CIP incurred through June 30, 2019 under the California WaterFix Project are currently being evaluated to determine if they meet the capitalization criteria.



DELTA CONVEYANCE DESIGN AND CONSTRUCTION JOINT POWERS AUTHORITY

	Statements of Cash Receipts and Disbursements	Statements of Revenues, Expenses and Changes in Net Position
	Month Ended Jul '20	Month Ended Jul '20
Receipts:		
Contributions	\$ 6,185,847	
Disbursements/Expenses:		
Environmental planning and design		
Program management	106,723	\$ 109,732
Project controls	293,017	4,529
Engineering	5,023,075	4,247
Property access and acquisition	10,626	23,100
Stakeholder engagement	203,495	67,487
Office administration	505,761	93,910
Fieldwork	33,150	—
Total disbursements/expenses	6,175,847	303,005
Net change in cash	10,000	
Cash at July 1, 2020	723,240	
Cash at July 31, 2020	\$ 733,240	
Changes in net position before contributions		(303,005)
Capital contributions:		
DWR - Invoiced through the DCO <sup>(1)</sup>		275,359
Total capital contributions		275,359
Changes in net position		(27,646)
Net position at June 30, 2020 <sup>(2)</sup>		8,538,432
Net position at July 31, 2020		\$ 8,510,786

<sup>(1)</sup> DWR - Department of Water Resources/DCO - Delta Conveyance Office.

<sup>(2)</sup> Costs incurred in FY2020 that were previously reported as construction in progress (CIP) through June 30, 2020 have been expensed as the current state of the Delta Conveyance Project does not meet the capitalization criteria of Generally Accepted Accounting Principles. Costs reported as CIP incurred through June 30, 2019 under the California WaterFix Project are currently being evaluated to determine if they meet the capitalization criteria.



**Delta Conveyance Design and Construction Joint Powers Authority**

Budget vs Cost by Appropriation - PTD, YTD

Current Period: JUL-20

Appropriation	Period-to-Date				Year-to-Date				Fiscal Year
	Actual	Budget	Variance	Variance %	Actual	Budget	Variance	Variance %	Budget
Program management	\$ 109,732	\$ 236,034	\$ 126,302	53.5%	\$ 109,732	\$ 236,034	\$ 126,302	53.5%	\$ 2,832,409
Project controls	4,529	210,594	206,065	97.8%	4,529	210,594	206,065	97.8%	2,527,124
Engineering	4,247	1,037,663	1,033,416	99.6%	4,247	1,037,663	1,033,416	99.6%	12,451,950
Fieldwork	—	721,631	721,631	100.0%	—	721,631	721,631	100.0%	8,659,576
Property access and acquisition	23,100	231,054	207,954	90.0%	23,100	231,054	207,954	90.0%	2,772,651
Stakeholder engagement	67,487	108,490	41,003	37.8%	67,487	108,490	41,003	37.8%	1,301,880
Office administration	93,910	270,368	176,458	65.3%	93,910	270,368	176,458	65.3%	3,244,410
Procurement and contract administration	—	17,500	17,500	100.0%	—	17,500	17,500	100.0%	210,000
<b>Total</b>	<b>\$ 303,005</b>	<b>\$ 2,833,333</b>	<b>\$ 2,530,328</b>	<b>89.3%</b>	<b>\$ 303,005</b>	<b>\$ 2,833,333</b>	<b>\$ 2,530,328</b>	<b>89.3%</b>	<b>\$ 34,000,000</b>



**Delta Conveyance Design and Construction Joint Powers Authority**  
 Appropriation - Trend  
 Current Period: JUL-20

<b>Appropriation</b>	<b>JUL-20</b>	<b>AUG-20</b>	<b>SEP-20</b>	<b>OCT-20</b>	<b>NOV-20</b>	<b>DEC-20</b>	<b>JAN-21</b>	<b>FEB-21</b>	<b>MAR-21</b>	<b>APR-21</b>	<b>MAY-21</b>	<b>JUN-21</b>	<b>Total</b>
Program management	\$ 109,732	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ 109,732
Project controls	4,529	—	—	—	—	—	—	—	—	—	—	—	4,529
Engineering	4,247	—	—	—	—	—	—	—	—	—	—	—	4,247
Fieldwork	—	—	—	—	—	—	—	—	—	—	—	—	—
Property access and acquisition	23,100	—	—	—	—	—	—	—	—	—	—	—	23,100
Stakeholder engagement	67,487	—	—	—	—	—	—	—	—	—	—	—	67,487
Office administration	93,910	—	—	—	—	—	—	—	—	—	—	—	93,910
Procurement and contract administration	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Total</b>	<b>\$ 303,005</b>	<b>\$ —</b>	<b>\$ 303,005</b>										

\* Totals may not foot/crossfoot due to rounding.