



September 14, 2020

Delta Conveyance Design and Construction Authority  
Board of Directors

Subject: ***Materials for the September 17, 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 **Thursday, September 17, 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 are the materials 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.

Kathryn Mallon  
DCA Executive Director



DELTA CONVEYANCE DESIGN AND CONSTRUCTION AUTHORITY  
BOARD OF DIRECTORS MEETING

REGULAR MEETING

Thursday, September 17, 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: 1495769881#

Electronic Meeting Link:

**Please join my meeting from your computer, tablet or smartphone**

<https://meetings.ringcentral.com/j/1495769881>

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) August 20, 2020 Regular 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) None.

**7. DISCUSSION ITEMS**

- (a) Consider Passing Resolution to Approve Amendment #4 to the Joint Exercise of Powers Agreement and Determine Approval is Exempt from the California Environmental Quality Act  
Recommended Action: Adopt Resolution
- (b) Consider Passing Resolution to Expand the DCA Delta Stakeholder Engagement Committee and Appoint an Ex Officio Member to the Committee  
Recommended Action: Adopt Resolution
- (c) September DCA Monthly Report  
Recommended Action: Information Only
- (d) DCA Leadership Spotlight – Steve Minassian, Chief Engineer  
Recommended Action: Information Only
- (e) Stakeholder Engagement Committee Update  
Recommended Action: Information Only

**8. STAFF REPORTS AND ANNOUNCEMENTS**

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

**9. FUTURE AGENDA ITEMS**



10. ADJOURNMENT

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*Next scheduled meeting: October 15, 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

# MINUTES

REGULAR MEETING

Thursday, August 20<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: 1497429855# <https://meetings.ringcentral.com/j/1497429855>. President Atwater said that in an effort to streamline the public comment process, we are now handling public comment requests through an online request form. Ms. Claudia Rodriguez provided an overview of the new process, with the online form being a more efficient way to capture public comment requests. The link to the form is provided on the Agenda.

## 2. ROLL CALL

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

DCA staff members in attendance were Kathryn Mallon, Joshua Nelson, Graham Bradner, Nazli Parvizi, and Katano Kasaine. Department of Water Resources (DWR) Staff in attendance were Tony Meyers and Carolyn Buckman.

## 3. PLEDGE OF ALLEGIANCE

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

## 4. PUBLIC COMMENT

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

There were no public comment request received for non-agendized items.

President Atwater closed Public Comment.

## 5. APPROVAL OF MINUTES: July 16, 2020 Regular Board Meeting, July 27,2020 Special Board Meeting, August 5, 2020 Special Board Meeting

Recommendation: Approve the July 16, 2020 Regular Board Meeting Minutes, July 27,2020 Special Board Meeting, August 5, 2020 Special Board Meeting

Ms. Palmer referenced some changes to the minutes that she discussed with Ms. Rodriguez. The last sentence to the bylaws needed to be stricken and stated so in the minutes. Ms. Palmer wished to move to pass the resolution as amended.

Move to Approve Minutes from July 16, 2020, July 27,2020, August 5, 2020 as

Amended: Palmer  
 Second: Estremera  
 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 20-08-01).

**6. CONSENT CALENDAR**

- a. The Board moved the Resolution to Approve Amendment #3 to the Joint Exercise Powers Agreement and Determination Approval is Exempt from the California Environmental Quality Act item from the Consent Calendar to the Discuss Items as Item 7a.**

**7. DISCUSSION ITEMS:**

- a. Resolution to Approve Amendment #3 to the Joint Exercise Powers Agreement and Determine Approval is Exempt from the California Environmental Quality Act**

Recommendation: Pass Resolution Adopting Amendment #3 to the Joint Exercise Powers Agreement and Determine Approval is Exempt from the California Environmental Quality Act

Mr. Nelson provided an overview of the resolution. The JPA sets forth the work we are providing to DWR during the planning and design phase. Amendment #3 has 3 edits to the agreement related to the budget process, update on funding, and cleanup edits. The DCA proposed that Delta Conveyance Office (DCO) be involved in the preparation of the budget and will approve before it goes to the Board for consideration and approval. The DCA proposed budget amendments be handled in the same fashion. Another item in the amendment relating to the budget process is contracts and task orders. The JPA amendment proposed to require DCA to coordinate with DCO related to approval and edits to those agreements. Then DCO approval would be required, but approval is focused on whether the contract amendment is consistent with the approved budget and it is otherwise consistent with DWR’s direction for Delta Conveyance. Regarding funding, the JPA included an increase in DWR’s initial contribution. This is temporary funding that is assisting the DCA until the participating water agencies are able to provide more long-term funding and will also reimburse DWR. Lastly, there were some clean up items in the amendment.

Ms. Molly Culton, Sierra Club California, requests that all discussion of finance be moved from the consent calendar for public comment and input. Ms. Culton felt that the public has a right to know what DWR is financing, given budget impact and constraints due to Covid-19 and wildfires. Members of the public who will be impacted by these projects deserve a complete and transparent financing story.

Ms. Osha Meserve, Local Agencies of the North Delta, also requested finance items be taken off of the consent calendar in order to have a more open discussion. Ms. Meserve asked to be provided a redlined version of these documents in the future. Ms. Meserve felt that there is the potential for environmental impacts associated with receiving an additional \$6M in funding. She felt there is a credible dispute as to whether this is appropriate for DWR to advance funds for the project that has not been reviewed or approved. Ms. Meserve disagreed that this be exempted from California Environmental Quality Act (CEQA) and believes there needs to be more clarity about why DWR is putting forth money into a project at this stage in order to keep DCA going forward. Ms. Meserve asked that the JEPA not be amended to allow the additional funding and that if the DCA is going to move forward, that the DCA members should be the ones funding.

Ms. Barbara Barrigan-Parrilla requested that if money is going to be advanced from DWR, that this get spelled out clearly and to make all of the documents accessible to the public. Ms. Barrigan-Parrilla emphasized the importance of transparency.

Ms. Palmer agreed that a red-lined version of these documents would be useful. Mr. Estremera also expressed his agreement on this. Mr. Atwater echoed these statements and felt this was a reasonable request.

Move to Pass Resolution Adopting Amendment #3 to the Joint Exercise Powers Agreement and Determine Approval is Exempt from the California Environmental Quality Act

as Noted: Estremera  
 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 20-08).

**b. August DCA Monthly Report**

Ms. Mallon provided a brief update on the August monthly Board report. This reflects the new \$34M budget that was approved at the June Board meeting. Ms. Mallon recognized the controls team on the DCA for their work on the new e-Builder system. We have inserted all of our master contracts and task orders into this full accounting system. Approximately \$31M has been committed in the new task orders and residual contract values from previous years. There is one budget change request regarding an error in the line item for payment to SEC members and corrected this under our unallocated funds.

**b. DCA Leadership Spotlight – Graham Bradner, Levees Lead**

Mr. Bradner is the DCA’s lead for Forebays and Levees. Mr. Bradner has a bachelor’s degree in Geology and a master’s degree in Hydrogeology. He also is the Vice President and serves as Board of Director at GEI Consultants. GEI specializes in major water infrastructure resource projects. Mr. Bradner discussed the other projects he has been a part of and specializes in levee evaluation, embankment dam & spillway assessment, seepage/slope stability analyses, and more. He had a

significant involvement over the years in flood planning and evaluations for DWR. Mr. Bradner has design and construction experience with Bear and Feather Rivers Setback Levees and the Sacramento River East Levee Improvement Project. Additionally, there are Delta special projects that he has worked on more recently. With the DCA, Mr. Bradner is responsible for addressing flood risk mitigations, establishing forebay configurations and components, and leads the siting study efforts for major surface elements such as shafts and materials depots. Mr. Bradner and team are also responsible for the development of the conceptual designs as well as supporting all of the outreach programs going on. Key accomplishments the DCA has completed to date are: performed updated levee vulnerability evaluation, developed siting methodology and criteria for surface elements, developed design concepts for levee modifications/improvements and forebay facilities, performed system-wide studies, and provides preliminary information to be consider for Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

Mr. Blois asked if there is anything technically challenging in this project that would create excess difficulties. Mr. Bradner responded that one of the key challenges is the lack of available information but given where we are in the program, we have the ability to make do with what we have. As the project progresses, there will be a need for additional site-specific data.

Mr. Atwater wanted to know how often the Board will be update on Mr. Bradner's efforts on the project. Mr. Bradner said as often as requested and appropriate such as after passing key milestones.

Ms. Mallon added that Mr. Bradner is a frequent presenter at the SEC meetings because the importance of the work he is doing on the project.

Ms. Palmer spoke about how useful Mr. Bradner's presentations have been thus far. A major concern by the SEC is the levee upkeep and the work the DCA is doing on this is crucial.

**c. Presentation on Delta Conveyance Preliminary Cost Assessment**

Ms. Mallon introduced Tony Meyers, the Executive Director of the DCO. On behalf of DWR & DCO, Mr. Meyers commended Ms. Mallon and the DCA staff for the excellent work they have performed to date. Mr. Meyers spoke to the thorough and professional methods the DCA have used in the preparation of this initial cost assessment for the Delta Conveyance Program. While planning and design are in the very early stages, this information is intended to aid the beneficiary public water agencies who are ultimately responsible for funding the planning and environmental review, permitting, and if approved, the design and construction of the proposed Delta Conveyance facility. This cost information provides a preliminary starting point to understand the programs probable costs which will be refined over time and the planning and environmental review proceeds in more precise design and engineering becomes available which will increase confidence and probability level of the potential costs based on industry standards of cost estimating methodologies. Additionally, items not included in the estimate at this time because they are currently in development will need to be quantified in the future as this program progresses to create a more comprehensive assessment of the total program costs. Mr. Meyers also noted that this cost assessment is related to the proposed project as it was identified in the Notice of Preparation (NOP) and is not an indication of any type of project approval by DWR. DWR has made no decisions as to the selection of a specific alternative, as the program planning and design are still in the initial conceptual design phase and alternatives are still being

studied. A final design on whether to approve the proposed Delta Conveyance Project or an alternative, including the No-Tunnel Alternative, will not occur until after the completion of the environmental review under the CEQA and National Environmental Policy Act (NEPA) and any other environmental permitting processes have been completed.

Ms. Mallon gave a presentation that represents an assessment of the DCA program costs for Delta Conveyance. Six topics were covered describing the scope of the project that was estimated, the process that DCA used to create the estimate, an assessment of our estimated costs, our expected confidence level in the generated number, scope advancements in our current work, and future steps necessary to ultimately create a proposed budget for the 20-Year Delta Conveyance Capital Program. Ms. Mallon emphasized that this estimate is merely a snapshot of the potential costs based on the current status of our design work and we are very early in this effort. Ideally, this assessment would have been prepared upon conclusion of our conceptual design efforts, but as Tony Meyers mentioned, water contractors will be looking to go to their Boards soon to decide participation in the upcoming months and costs are a critical part of that decision. This is an “undiscounted” estimate, similar to the method used to develop previous estimates which helps facilitate comparisons. Undiscounted means that it has not been adjusted for the time value of money; this value does not account for the cost escalations that will occur between today and the actual start of construction nor does it account for cost escalations throughout the period of construction.

Ms. Mallon clarified that this estimate is not reflective of our final conceptual design work – this is still in progress and design changes are on-going at this time. The estimate is not representative of final mitigation costs. These actions and associated costs will be developed by DWR during the upcoming CEQA and NEPA processes. The estimate is not inclusive of all components of the cost of the program but rather focuses more narrowly on the costs associated with the design and construction which includes DWR oversight of the DCA. Many key line items such as community benefit funds and DWR planning costs have not been assessed at this time. Finally, as an undiscounted estimate, this assessment does not include the time-value of money. These calculations will be made when the DCA prepares its Baseline Capital Plan for the program which will be submitted to both the DWR and this Board for review and approval.

Ms. Mallon discussed what was evaluated. For this estimate, we focused on the proposed project as described in DWR’s NOP. This included a total capacity of 6,000 cubic feet per second (cfs), with two intakes on the Sacramento River near the town of Hood, each at 3,000 cfs capacity. There are 42 miles of 36-foot diameter tunnel and associated shafts, and a pump station, a forebay, and connecting facilities to the existing CA aqueduct, just upstream of the Harvey Banks Pumping Plant. The team adhered to industry standard practices to prepare the estimate as outlined in the Practice Guides of the Association for the Advancement of Cost Engineering. Ms. Mallon noted it was important to the team that we rely on industry standards where possible to help validate our work. Where we had good project information, we developed costs at the activity level including quantity take-offs and build ups of materials, labor and equipment. Where information was lacking known items, we utilized allowances to assess costs. The risk team developed risk avoidance strategies where appropriate and these activities were included as line items in the estimate. Industry standard factors for items such as field management, and contractor overhead and profit were applied to the construction activity costs. After the above items were summed up, a construction contingency was applied, largely based on professional experience. The soft costs which include nearly all of the non-construction items, were

established based on industry standard percentages against the construction estimate. The environmental mitigation costs were extracted from the previous estimate and for the purposes of this estimate only. These costs are considered merely a placeholder at this time until the DWR team has identified the mitigation measures necessary for Delta Conveyance.

Ms. Mallon discussed contingency which represents a relatively large portion of the construction estimate. A common assumption is that contingency is “in addition” to the estimated construction cost and sometimes mistaken as “discretionary spending”. Contingency in this estimate is a component of the expected construction costs and represents a best guess at the cost of items that are not shown or known at the time of preparation but based on experience, are expected to result in additional costs. As a point of reference, the final drawings of the intakes that will be included in the bid documents will be in the thousands of pages however our current design is summarized in approximately 100. For Delta Conveyance, each of the design leads worked with the estimators to develop an appropriate contingency level for their respective features based on their understanding of the maturity in the design, the identified risks remaining, and professional judgement. Where the team saw a lot of risk and less complete information, a higher contingency was used. For example, the utilities, logistics, and power estimate contain a significant amount of allowances and minimal design drawings have been produced. In this case, a contingency of 50% was used. In contrast, the pump station is relatively well understood and there is less perceived risk in the design and construction of this facility. In this case, a 30% contingency level was assigned. As the DCA continues to advance the design, these contingency levels will decrease to reflect the revelation of unknown items and the collection of additional data to reduce risks. Ms. Mallon referenced the slide that shows a summary of the estimate cost of construction, broken down by each of the major program elements. The first cost column is the base cost including all deterministic values, allowances, risk mitigations, and field management, overheads and profit. The second column is the contingency and the last column is a sum of the expected construction cost. As shown, the total undiscounted construction estimate is just over \$12B. This includes nearly \$2B in intake facilities, a little over \$6B in tunneling and shafts which makes up just over 50% of the total project costs, \$1B for the pumping plant; \$2B for the Southern Forebay and associated connecting structures to the existing aqueduct, and about three quarters of a billion dollars in early works, utilities and logistic construction.

Ms. Mallon spoke about estimate accuracy. The AACE has collected a large volume of historical cost data over a wide array of industries and has used this data to develop predictive tools that practitioners can use to assess the expected accuracy of their estimate as compared to the ultimate bid price of the project. They have used this data to create 80% confidence bands for estimates developed at various stages of design development. An 80% confidence band represents a range by which there is an 80% likelihood that the actual project cost as measured at design completion will fall within this band. Ms. Mallon referenced the curve shown on the left side of the slide depicts the expected accuracy range that the DCA anticipates in our estimates as we progress from the design initiation stage all the way to design completion. As the curve shows, in the early phases of design, there is a fairly wide band of expected accuracy and as the design evolves and more information is gained, the band narrows. This narrowing in the range of potential outcomes reflects the greater certainty in the estimated value that is gained as the detailed engineering approaches completion. One thing to note in this curve is that the expected value of the project as represented by the dotted line in the curve should hold steady throughout the process. In the early phases, higher contingency values are used to account for the

unknowns while toward the end of design, there are more known activities in the estimate and thus less contingency is needed. Based on the assessment of the current state of the design, which in this case is very early, the high degree of variability in the public works construction sector, the relative complexity of the project, the amount of effort devoted to estimate development, and a number of other factors, an 80% confidence band of about -50% on the low end and + 80% on the high end was determined.

Ms. Mallon said that it is important that we place the use of “confidence intervals” into proper context so that the estimate is understood within this context and equally, not taken out of context. What the 80% confidence interval means is that the most likely estimate and cost of the project is \$12.1B. We have conducted a thorough job estimating the drawings, we have accounted for items not shown with allowances, we have mitigated our risks, and we’ve added an appropriate level of contingency to our number. This thoroughness is why we believe the \$12.1B is the most likely value. Now, estimating is just that, it’s an estimate that tries to predict a future outcome and things can come up, whether it be an economic downturn that creates a highly competitive market or a trade war that raises the cost of steel, or maybe a new regulatory restriction on work windows that adds a year of delay to construction; all these things are possible and all of these things can have a large impact on the ultimate cost of work. To account for these possibilities, we place confidence bands on the estimate. At the far ends of this confidence band, there is a much lower likelihood of occurrence than in the middle of the band. While we believe with 80% confidence that the actual cost of the project could range as low as \$6B and upwards of \$22B, there is only a 10% likelihood that the actual cost might be \$6B and an equally small likelihood of 10% that the number will increase to the \$22B value. Again, the most likely value is the \$12.1B. Ms. Mallon noted it would be incorrect to say that there is an equal chance that the cost is \$22B as it is \$12B.

Ms. Mallon discussed soft costs which are a substantial part of the overall capital cost of a project. In the public works sector, they are often one fourth to one third of the overall program costs. For Delta Conveyance, we used industry standard factors for soft costs which are often expressed as a percentage of the construction costs. Ms. Mallon referenced the table to the right that includes each of the categories of soft costs that the DCA will incur in delivery of the program and the percentage of the construction value that was applied to estimate each of these cost items. For example, the Program Management Office which includes all functions and services that support the entire organization, typically accounts for anywhere from about 2 to 5% of construction and for the Delta Conveyance office, we chose 3.5%. This value considers the economies of scale that a large program benefits from balanced with the enhanced management needed to navigate its complexities. In total, the services and land acquisition identified in this table sums to 28% of the construction costs. When we take into account everything that we have discussed including construction costs, soft costs, and environmental mitigations we get the total undiscounted cost of the program. When we take into account the construction costs, the soft costs and the placeholder number for Environmental Mitigations, the total Program cost comes to just under \$16B. Approximately 75% of the total program costs are in the construction of the tunnel and associated infrastructure, while the remaining 25% is in the soft costs and mitigation measures.

Ms. Mallon references the table representing the major design evolutions that have occurred in the past year as the DCA team has advanced our concept design. During the early stages, design changes such as these will be more common than in the later stages of the program. There will

also likely be changes that come out of the environmental assessment and from various regulatory conditions and obligations placed on the project during this concept phase. Each of these items in the table contributed to significant cost differences in the estimate. In some cases, the changes reduced costs such as the removal of the Intermediate Forebay, while others added costs such as the enhancements to ground improvements and foundation designs to help manage the soft ground conditions and high groundwater table in many areas along the alignment. Another area of focus by the team over the past year, was on logistics – how do we move goods and services throughout the Delta given current traffic levels and the high volume of material that needs to reach the sites. This has led to inclusion of additional logistics improvements such as road upgrades, a new rail spurs in key locations to relieve traffic loads and facilitate movement in congested areas. We have also added things like new batch plants to allow on-site production of concrete which is a significant contributor to reducing traffic volumes.

Ms. Mallon spoke about the DCA's next steps to preparing a final budget for the program that we will need to submit to DWR and to this Board for review and approval. First, we will be periodically updating the Board on any major changes that occur in the design that have a significant impact on our assessment of costs. Some key things that will likely result in cost changes are completion of the first round of geotechnical exploration work. Secondly, we will need to wait until we are through the Environmental Planning processes so that we understand the final proposed project configuration and the associated mitigation measures. Third, we need to work with DWR and others to add the additional soft cost items that are outside the oversight and work of the DCA and have been omitted from this estimate. This would include items such as the DWR Planning costs and a Community Benefit Fund. And lastly, we will need to adjust the undiscounted estimate to account for the time value of money by determining the expected value of each of the future contracts in the expected year of procurement.

Mr. James Thuerwachter, California Alliance for Jobs, thanked the DCA for their efforts in moving the project forward. The preliminary cost assessment is a helpful baseline to gauge the size and scope of the project. Mr. Thuerwachter felt the Delta Conveyance Project is of vital importance in protecting California's water supplies against the numerous threats such as impacts from climate change. Our current water infrastructure program is not prepared for the new normal, such as more extreme swings in weather. There is concern about the integrity of our levees during an earthquake. Mr. Thuerwachter emphasized that we cannot wait for a disaster to strike before taking steps to secure our water supply and wishes to move this project through completion.

Mr. Kyle Griffith, Californians for Water Security, spoke about the two-thirds of Californians who rely on water being transported through our states current water distribution infrastructure which is in desperate need of an overhaul. Mr. Griffith expressed support for moving forward with modernizing our Delta Conveyance System to improve the reliability of our water system and protect against natural disasters.

Ms. Meserve expressed concern about the massive investment being proposed, an infrastructure that she does not feel is resilient. Ms. Meserve spoke about the huge opportunity cost of not perusing other more resilient and less harmful alternatives. Ms. Meserve referenced alternatives she has suggested through the CEQA process but saw at the last SEC meeting that those alternatives would not be analyzed in the environmental document. This cost estimate should also take into consideration the sunk costs from the prior iterations of the project. Ms. Meserve

felt that other options should be pursued and believes the cost estimate provided is incorrect and doesn't take into account the cost on the communities and the environment.

**d. Stakeholder Engagement Committee Update**

Ms. Nazli Parvizi spoke about the July SEC meeting which included an update from Ms. Buckman on DWR's environmental process as well as information regarding design alternatives. Mr. Bradner also gave a presentation about feedback and illustrated how we have implemented that into our design. Soil conditioners were discussed at this meeting about the need for them in this project. The next SEC meeting will include the release of our new virtual tours and an opportunity for the SEC to have an open discussion about the process and items they wish to learn more about. Ms. Parvizi mentioned the recent in person tour we had of a Tee-Screen manufacturing facility in the Delta.

Ms. Palmer recognized Ms. Parvizi and Ms. Martinez's contributions to the SEC. She felt that they do a great job at making information made easily available to the SEC members.

**e. Presentation on Stakeholder Engagement Committee Member Input**

Due to not having representatives from the SEC speaking today, Ms. Mallon thought she would use the time to highlight some of the work that the DCA has done with the committee to help demonstrate how their input has been incorporated in our conceptual design work. There are about 20 members on the committee representing a wide array of Delta interests. They give hours of their time each month reviewing the material and participating in marathon meetings that often go beyond the three-hour schedule. While it is clear that most of the members are opposed to the project, they continue to share their opinions and insights in the event that should the project happen, they want it to be a better project. Ms. Mallon understands that for many, this is not an easy concession, which speaks to their commitments to their communities and the DCA is especially grateful for all the time and energy they put into this process.

Ms. Mallon shared a presentation that was intended to cover some of the highlights in changes we have made in the design largely based on conversations with the committee. At each meeting, we gain a better understanding of the critical issues to people in the Delta and we circle back to the drawings looking for ways to address their concerns. Ms. Mallon hit on examples of changes made in six areas that garnered a significant amount of discussion and feedback during the process. Regarding barging, many members of the committee boat in this area and believed the frequent barging would be detract from recreational uses. We took a closer look at using barging versus Hwy 12 for moving major materials to the Bouldin Island Launch shaft site and believe we can meet our program objectives better by expanding Hwy 12 rather than utilizing the barge landing on Bouldin Island. We also eliminated the barge landing that was included in the Eastern alignment. Therefore, at this point there is no major barging operations as part of the program.

A lot of time was spent going through the construction space needed for the program and a common comment was to minimize how much land is used, particularly designated ag land. One of the largest sites in the program is the Twin Cities launch shaft site. We took a hard look at

space requirements and determined that we could substantially reduce our space needs by switching to mechanical drying process rather than land application to dry out the RTM. The RTM requires drying to remove excess moisture to make it viable for structural fill. We plan to use all of the RTM generated at this site largely for construction of the Southern Forebay and to build the construction pads at the shaft sites. In addition to minimizing the land needed during construction, there were also discussions on how to restore impacted land after construction. Ms. Mallon referenced the figure that shows the decrease in the final construction space needed for the site. We worked with agricultural scientists to develop plans for restoring this land for either agricultural use or for natural areas. Ms. Mallon thanked Lindsey Liebig who was very helpful setting up a meeting with the Sac Co Farm Bureau to review our plans and provide feedback which was incorporated into our work. Logistics and traffic were a major concern to many of the members of the panel. It's a significant quality of life factor and we dedicated an entire session to reviewing the estimated traffic loads and follow-up presentations to optimize the plans. Ms. Mallon highlighted some of our efforts to reduce loads based both on feedback and our own deep dives into activities that were creating traffic spikes.

With the shaft construction, each of the shaft sites requires essentially a dirt collar to create a working platform. We noticed significant spikes in truck traffic to the sites to import the borrow material needed to build these shafts. We went back and found ways to reduce the diameter of the shafts as well as the working surface height which cut the amount of borrow material needed in about half which by extension, cut the traffic count in half as well. We talked previously about removing the barge landing at Bouldin and shifting to truck traffic. The chart shows the existing conditions of traffic on State Route 12 and the results after adding an additional lane to the highway to take our new loads. This will ensure our trucks can get to the site effectively as well as provide additional capacity to the Delta. Traffic on Hwy 4 including crossing the Old River Bridge was a significant issue. We took a close look at our facilities along the highway and found a way to reconfigure our shaft intervals to eliminate the Victoria Island shaft site that would have required Hwy 4 and the old river bridge for access. Finally, Byron Highway actually has some of the worst traffic levels of any of the major highways through the Delta and Delta Conveyance requires construction of substantial facilities along the highway, just west of the existing Clifton Court Forebay and CA Aqueduct. While the rail took thousands of trucks off the highway – primarily the tunnel liners and the movement of RTM from Twin Cities down to the forebay site, it also helps ensure that our trucks aren't stalled in traffic trying to access the site. However, we did notice a huge spike in the chart that didn't benefit from rail. This spike was traffic associated with moving excess borrow material created when constructing the aqueduct connecting facilities and taking it across Byron highway to the forebay where it's needed to construct the embankments. We added a temporary bridge over the highway in our logistics plan and were able to remove the peak from our traffic counts. The excess borrow material will be able to shift from south to north without utilizing the highway. This is a benefit to the community as well as the project.

Proximity to natural areas was also a major area of discussion, in particular, the Stone Lakes Refuge as well as the Woodbridge Ecological Reserve. Ms. Mallon referenced a map that shows the boundaries of the Stone Lakes Refuge. Major facilities of the program, in particular the intakes and the Twin Cities launch shaft straddle the current boundaries and access to the intakes will require truck traffic crossing through the boundaries. We approached this in two ways; first remove as many of the facilities outside the boundaries where feasible. In our original scheme for the Twin Cities Site, we planned to bring the liners onto the site and truck over to the Glanville

launch shaft and also to convey the reusable tunnel material (RTM) from the Glanville launch shaft over to the Twin Cities site for drying and off-site transport. After further study, we felt shifting the Glanville shaft over to the Twin Cities provided substantial operational benefit by consolidating the liner and RTM management to a single location and benefited the Refuge by removing a major structure and significant truck traffic and conveyor noise out of the boundaries. We also looked at many iterations on the haul routes from the I-5 corridor and Twin Cities materials depot over to the intake sites and narrowed in on building a park and ride near the Hood Franklin interchange and using electric busses to bring workers to the site. This substantially reduced car traffic in the area during peak periods and reduces the amount of parking space that would need to be provided at the intake sites. And we also selected Lambert as the sole east west corridor rather than distributing the traffic between the 3 major east-west routes from I-5 toward the river. There was a preference for concentrating the load rather than distributing. We also added a haul road located at the toe of the abandoned elevated rail line just to the west of the Refuge. The rail berm doubles as a visual and noise buffer between the refuge and our truck traffic. Finally, we had located a maintenance shaft between the two parcels that comprise the Woodbridge Ecological Reserve and Sean Wirth helped us relocate this shaft a mile north of the reserve boundaries and closer to an existing road off I-5 to reduce construction impacts from noise and traffic.

The final topic Ms. Mallon covered concerns of the use of RTM conditioners. These conditioners are a necessary component of the drilling process allowing the drilled material to pass easily through the cutter head and into the conveyer system for transport out of the tunnel. Several members of the committee expressed concern over the application of these chemicals to the cutter head and the impact of any underground residual. We conducted research on the latest composition of these components and were able to commit to using a highly biodegradable material using only naturally based polymers. At the time of construction, all compounds will be tested and approved for conformance with the requirements prior to use. We also committed to conducting additional studies as the tunnel design advances. Ms. Mallon thanked the SEC members who have contributed to the process which has been very helpful.

Ms. Palmer felt it would be useful to have a list of the permanent infrastructure improvements this project contributes, including traffic and job improvements.

## 2. STAFF REPORTS AND ANNOUNCEMENTS:

### a. General Counsel's Report

A written report was provided in the Board package. Mr. Nelson said he could answer any questions about his report.

### b. Treasurer's Report

A written report was provided in the Board package. Ms. Kasaine noted on August 14<sup>th</sup> we received money from DWR, paid some bills, and ended with \$3.6M in funds. In addition, we had to reinstate and expense our CIP.

**c. Verbal Reports**

None.

**3. FUTURE AGENDA ITEMS:**

None.

**4. ADJOURNMENT:**

President Atwater adjourned the meeting at 3:40p.m., remotely - Conference Access Information:

Phone Number: 1 (916) 262-7278 Access Code: 1497429855#

<https://meetings.ringcentral.com/j/1497429855>

## Board Memo

**Contact:** Kathryn Mallon, Executive Director

**Date:** September 17, 2020 Board Meeting

**Item No.** 7a

**Subject:**

---

Consider Adopting Resolution to Authorize the President to Execute Amendment No. 4 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. 4 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 environmental planning phase of the proposed Delta Conveyance project. The JEPA was further amended in May 2020 and August 2020 to clarify some administrative provisions and to increase the amount of the DWR initial contribution. This contribution provides temporary funding to the DCA that will be repaid, likely after additional funding from agencies wishing to participate in Delta Conveyance is secured.

This proposed amendment increases the amount of the initial contribution from \$33.8 million to \$48.8 million. The repayment date remains January 10, 2021, subject to modification by letter agreement of the parties. A redline has not been provided as the only change is the above increase in the initial contribution from \$33.8 million to \$48.8 million.

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 4

**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, No. 2, and No. 3 (JEPA); and

Whereas, the parties wish to further amend the JEPA as set forth in the attached Amendment No. 4;

Whereas, the proposed edits to the JEPA increase the amount of the DWR Initial Contribution; and

Now, therefore, be it resolved that the approval of the Amendment is not subject to the California Environmental Quality Act (CEQA) because the approval does not constitute a “project” subject to CEQA and will not result in a direct or reasonably foreseeable indirect physical change in the environment. (State CEQA Guidelines, § 15060, subd. (c)(2)-(3); see also Pub. Resources Code, § 21065; State CEA Guidelines, § 15378.) The approval of the Amendment is further not a “project” subject to CEQA because it relates to government fiscal activities and does not commit the DCA to any activity that may result in a potentially significant physical impact on the environment. (State CEQA Guidelines, § 15378, subd. (b)(4).) Alternatively, the approval of the Amendment is exempt from CEQA as it relates to information collection activities and feasibility and planning studies. (State CEQA Guidelines, §§ 15306, 15262.).

Therefore, be it further resolved that the DCA Board hereby authorizes the President to execute the Amendment No. 4 to the Joint Exercise of Powers Agreement (“Amendment”), substantially in the form attached to this Resolution as Exhibit A and incorporated by this reference.

\* \* \* \* \*

This Resolution was passed and adopted this 17th day of September 2020, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

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Richard Atwater, Board President

Attest:

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Steve Blois, Secretary

**EXHIBIT A**

**JEPA Amendment No. 4**

[attached behind this page]

**AMENDMENT NO. 4  
TO  
AMENDED AND RESTATED JOINT EXERCISE OF POWERS AGREEMENT  
BETWEEN THE  
DEPARTMENT OF WATER RESOURCES, STATE OF CALIFORNIA  
AND THE  
AUTHORITY**

This Amendment No. 4 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 would 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, to increase the Initial Contribution and make certain other changes;

WHEREAS, the parties entered into that Amendment No. 3 to the Amended and Restated Joint Exercise of Powers Agreement, as amended, (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 increase the increase the Initial Contribution.

NOW THEREFORE, in consideration of the mutual covenants contained in the Agreement and this Amendment No. 4, the parties hereby agree to amend the Agreement as follows.

#### AMENDMENT

- A. The Initial DWR Contribution as defined in paragraph C of Amendment No. 2, and as increased by Amendment No. 3, is hereby further increased to be a total amount of \$48.8 million.

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

## Board Memo

**Contacts:** Kathryn Mallon, Executive Director

**Date:** September 17, 2020 Regular Board Meeting

**Item No. 7b**

**Subject:**

---

Consider Passing Resolution to Expand the DCA Delta Stakeholder Engagement Committee and Appoint an Ex Officio Member to the Committee.

### Executive Summary:

The DCA Board adopted Resolutions at its September and October 2019 meetings to establish and appoint the initial DCA Delta Stakeholder Engagement Committee (Committee). The Board further appointed a public member to the Committee at its November 2019 meeting and filled a vacancy on the Committee at its February meeting. There has been discussion at recent Committee meetings regarding ensuring outreach to Hood and surrounding areas. Staff recommends that the DCA Board consider adding one additional public Committee member. This would be open to any interested person, but the Board could prioritize someone that can provide outreach to Hood. In addition, staff recommends that the Board appoint David Welch, Courtland Fire Department as an ex officio member to the Committee.

### Detailed Report:

The Board of Directors established the Committee at its September meeting, and the Board made initial appointments to the Committee at its October and November meetings. In February, the Board voted to fill a vacancy on the Committee. The Committee continues to meet has provided valuable feedback to the DCA as it conducts its conceptual engineering and related work in support of the Department of Water Resources' consideration of a potential Delta Conveyance Project.

One item of discussion at prior Committee meetings from Committee members and the public has been ensuring outreach to Hood and surrounding areas. To provide additional outreach to this community, the Board could consider expanding the Committee to add an additional public member. While this position would be publicly advertised and open to anyone, the Board could prioritize someone that can provide outreach to Hood.

In addition, DCA staff has coordinated with David Welch, Courtland Fire Department about participating in the Committee as an ex officio member. Chief Welch would provide a valuable perspective from the emergency operations field, and staff recommends that he be appointed to serve as an ex officio member. The Committee continues allows up to five ex officio members, and two currently serve on the Committee. As a reminder, ex officio members are not official members of the Committee (and not subject to the public application process).

Enclosed is a resolution making these proposed changes. As discussed above, this includes (1) expanding the Committee to twenty members, (2) adding a public Committee member, and (3) appointing Chief Welch as an ex officio member.

**Recommended Action:**

Staff recommends the DCA Board adopt a Resolution to Expand the DCA Delta Stakeholder Engagement Committee and Appoint an Ex Officio Member to the Committee.

**Attachments:**

Attachment 1 – Draft Resolution 20-xx

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

Introduced by Director xxxx  
Seconded by Director xxxx

**EXPANSION OF THE DELTA STAKEHOLDER ENGAGEMENT COMMITTEE AND  
APPOINTMENT OF EX OFFICIO MEMBER**

WHEREAS, the Delta Conveyance Design and Construction Authority (DCA) created the Delta Stakeholder Engagement Committee (Committee) to act as an advisory committee to the DCA Board of Directors as set forth in Resolutions No. 19-12 and 19-19; and

WHEREAS, the DCA appointed a public member to fill a vacancy in the Committee as set forth in Resolution No. 20-02; and

WHEREAS, the DCA Board of Directors wishes to add an additional public member to the Committee; and

WHEREAS, the DCA has identified and wished to appoint an additional ex officio member for the Committee.

Now, therefore, the Board of Directors hereby resolves as follows:

1. RECITALS

The above recitals are incorporated into this Resolution by reference.

2. AMENDMENT OF RESOLUTIONS NO. 19-12 AND 19-19

A. Section 4.A of Resolution No. 19-12 as amended by Resolution No. 19-19 is amended to read in full as follows:

A. The Committee shall consist of up to twenty (20) members as set forth in this Section.

B. Section 4.C of Resolution No. 19-12 as amended by Resolution No. 19-19 is amended to read in full as follows:

C. Eighteen (18) members of the Committee, representing various stakeholders, shall be appointed by the Board. Members should be selected from various stakeholder

groups affected by or interested in the Conveyance Project. This is expected to include public water agencies, tribal governments and unincorporated communities within the Delta. It is also expected to include representatives from affected industries or interest groups, including environmental and fisheries, construction and trades, public safety and environmental justice. The Board may, but is not required to, appoint an alternate member for any Committee member. Such alternate shall participate in Committee meetings and act on behalf of the Committee member when such member is unavailable or absent. Alternate members shall not be considered members of the Committee except when acting on behalf of the unavailable or absent member. However, if an alternate attends any Committee meeting, whether or not they are acting on behalf of a member, he or she shall receive the stipend identified in Section 12.

3. EX OFFICIO MEMBER

Pursuant to Section 4.D of Resolution No. 19-12 as amended by Resolution No. 19-19, the following individual is appointed as an ex officio member to serve as a representative to the Committee on behalf of the indicated agency:

David Welch, Courtland Fire Department

\* \* \* \* \*

This Resolution was passed and adopted this 17<sup>th</sup> day of September 2020, by the following vote:

- Ayes:
- Noes:
- Absent:
- Abstain:

\_\_\_\_\_  
Richard Atwater, Board President

Attest:

\_\_\_\_\_  
Steve Blois, Secretary



**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

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STAKEHOLDER  
ENGAGEMENT

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PROGRAM  
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BUDGET

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CONTRACTS

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SCHEDULE



Agenda Item 7c

## SEPTEMBER 2020

(ACTIVITIES IN AUG)

# 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 team has been hosting training sessions to familiarize staff with system use and we are slowly migrating processes from paper forms into the automated workflow system.

**Engineering.** The engineering team is wrapping up documentation of the East and Central Alignment Alternatives and has shifted its focus to studying the Bethany Reservoir alternative. We are targeting completing a DRAFT Engineering Report of the East and Central Corridor alternatives next month.

**Field Work.** Planning activities for our fieldwork efforts continues. The past month has focused on obtaining permits needed for the work and initiating contact with landowners to secure Temporary Entrance Permits (TEPs). Training of fieldwork personnel is also underway with fieldwork expected to start in late September/early October.

**Stakeholder Engagement.** The DCA held its eleventh Stakeholder Engagement Committee (SEC) meeting in August. Information about changes to the proposed intake sites was presented. Information about further traffic reductions have been made to various sites throughout both Alignment options was also presented. An overview of the Bethany Alternative, which is still in preliminary development was presented as well. Meeting material and minutes from the SEC meetings are available on the DCA website.

**Budget.** The DCA has committed approximately \$32.5M of the Board approved budget of \$34M. We are forecasting an estimate at completion at \$34M, consistent with our current budget. The team continues to close out task orders and contracts from the FY2019/2020 and coordinating submission and payment of all outstanding invoices to help close out the fiscal year financial reports.

**Schedule.** The updated baseline schedule for FY2020/21 is included with this report. To date, we are tracking on time with our current deliverables.

## Monthly Budget Summary (FY 2020/2021)

Category	Original Budget	Current Budget	Current Commitments	Incurred To Date	EAC	Variance
<b>Program Management Office</b>						
Executive Office	\$ 2,697,409	\$ 2,496,214	\$ 2,419,105	\$ 120,712	\$ 3,106,553	610,339
Community Engagement	\$ 1,301,880	\$ 1,373,880	\$ 1,216,330	\$ 100,390	\$ 1,351,130	(22,750)
Program Controls	\$ 2,527,124	\$ 2,527,124	\$ 2,527,124	\$ -	\$ 2,527,124	-
Administration	\$ 3,244,410	\$ 3,244,410	\$ 3,525,152	\$ 233,778	\$ 3,236,471	(7,939)
Procurement and Contract Administration	\$ 210,000	\$ 210,000	\$ 249,614	\$ -	\$ 229,614	19,614
Property	\$ 1,648,758	\$ 1,788,774	\$ 1,648,758	\$ 19,830	\$ 1,788,774	-
Permitting Management	\$ 1,123,893	\$ 1,123,893	\$ 1,123,893	\$ 98,893	\$ 1,123,893	-
Health and Safety	\$ 45,000	\$ 45,000	\$ 44,776	\$ -	\$ 45,000	-
Quality Management	\$ 45,000	\$ 45,000	\$ 44,776	\$ -	\$ 45,000	-
Sustainability	\$ 45,000	\$ 45,000	\$ 44,776	\$ -	\$ 45,000	-
<b>Program Initiation Office</b>						
Engineering	\$ 12,451,950	\$ 12,496,950	\$ 12,451,950	\$ 1,062,689	\$ 12,496,950	-
Field Work	\$ 8,659,576	\$ 9,414,491	\$ 7,241,198	\$ 137,547	\$ 8,004,491	(1,410,000)
	<b>\$ 34,000,000</b>	<b>\$ 34,810,736</b>	<b>\$ 32,537,452</b>	<b>\$ 1,773,838</b>	<b>\$ 34,000,000</b>	<b>\$ (810,736)</b>

# Section 2 | Engineering & Field Work

During this period, the engineering team delivered the main body of the Environmental Documentation Information (Footprints) template, revised engineering drawings, and responses to previously submitted drawings. Additionally, the team progressed conceptual analysis of the Bethany Option, including supporting a multi-day technical brainstorming session. The team also continued to develop technical memoranda that describe the engineering design criteria, analyses, and alternatives that will inform the

Engineering Project Report to be submitted to DWR for inclusion in the Draft Environmental Impact Report (EIR).

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>Submitted updated Environmental Documentation outline for Engineering Reports</li> <li>Submitted revised engineering drawings to support environmental footprint documentation for East and Central Alignments</li> </ul>	<ul style="list-style-type: none"> <li>Respond to DCO comments on Draft deliverables submitted</li> <li>Progress the Bethany Option and associated deliverables</li> <li>Prepare Final Drafts of all East and Central Corridor TMs</li> <li>Continue to progress the Engineering Project Report</li> <li>Execute Task Order 3 Amendment</li> </ul>

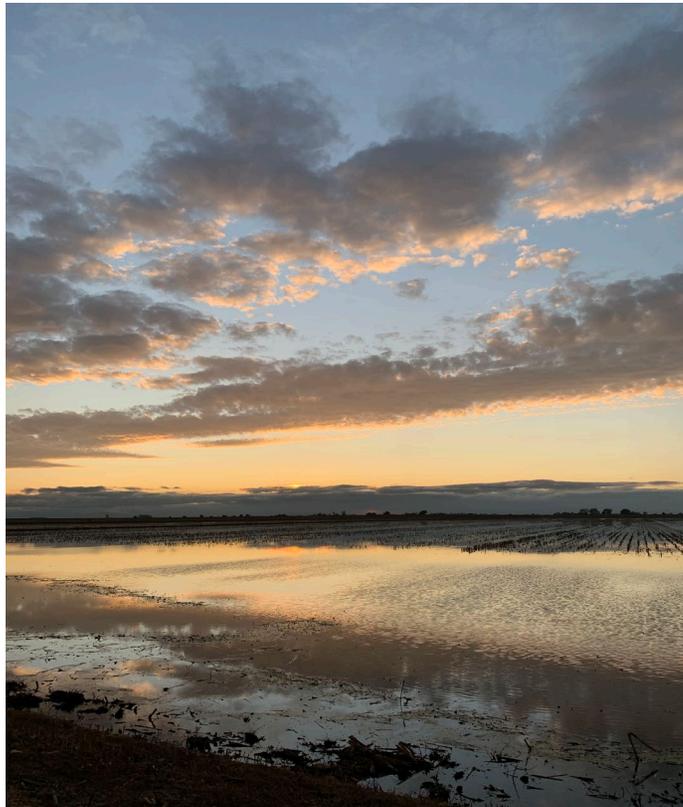
## Field Work

Completed	Look Ahead – Next Month
<ul style="list-style-type: none"> <li>Received Caltrans District 10 and 3 encroachment permits</li> <li>Surveyed utility locations associated with soil explorations for inclusion in county encroachment permits and submitted Sacramento County encroachment permit application</li> <li>Trained Right-of-Way (ROW) consultants related to Temporary Entrance Permit (TEP) process and trained surveyors and ROW consultants on public messaging, environmental considerations and safety.</li> <li>Received Section 401 and 404 authorization for proposed boring locations not over water</li> <li>Sent first group of TEPs</li> </ul>	<ul style="list-style-type: none"> <li>Compile and send remaining TEPs</li> <li>Negotiate temporary entry for Phase A Soil Explorations</li> <li>Conduct training for all field work personnel, which includes public messaging protocol, environmental considerations, and health and safety guidelines</li> <li>Prepare for geotechnical exploration and geophysical surveys to be initiated late September/early October</li> </ul>

## Section 3 | Stakeholder Engagement

The 11th meeting of the Stakeholder Engagement Committee (SEC) was held via video conference on August 26 covering the following topics and updates:

- Members were asked to share comments about their SEC work, indicate if they'd like a review of information previously discussed in SEC meetings, share recommendations for outreach activities, and recommend topics for future SEC meetings.
- The United States Army Corp of Engineers (USACE) released a Notice of Intent (NOI) to prepare an Environmental Impact Statement and information is available on their website.
- Soil investigation work is beginning on publicly owned lands this fall. Just as an FYI, there are soil investigations already being done that were approved under a previous process.
- Mr. Ryan, DCA Engineering Manager, presented information about changes to the proposed intake sites. Intake 2 would only be utilized if DCA selects the 7,500 cfs capacity option for the proposed project. Intake 5 would be included in all options. The sedimentation basin was revised from what was presented in January. The benefit of the redesign eliminates thousands of truck trips along Stone Lakes and reduces the overall impacts to the refuge. Piledriving at the intake sites has been reduced to only about 10-20% of the previously required effort significantly reducing noise and the duration of that noise.
- Further traffic reductions have been made to various sites throughout both Alignment options. Reductions in traffic on Byron Hwy by building bridge across the highway to transport material from south to north and shifting more materials to rail. Reductions of traffic on Hwy 4 by reducing borrow material transport and eliminating sites.



- Mr. Ryan provided an overview of the Bethany Alternative, which is still in preliminary development. The key benefits of the Bethany Alternative are the elimination of the balancing reservoir and ability for the State to more easily take Banks Pump Station or Clifton Court forebay temporarily out of service for maintenance or repair.
- Virtual Tour video links are now available on the website at [https://www.dcdca.org/August\\_26\\_2020\\_StakeholderEngagementMeeting.htm](https://www.dcdca.org/August_26_2020_StakeholderEngagementMeeting.htm).
- A video of the SEC's T-screens facility tour is being developed and will be made available for SEC members to share with stakeholders.

### Upcoming SEC Meeting

**Date:** September 23, 2020

**Time:** 3 to 6 PM

**Location:** Online via Zoom

### Topics:

- Continued Discussion on the Bethany Alternative

### SEC Meeting Calendar

- October 28, 2020\*
- November Meeting will be Rescheduled
- December meeting will be Rescheduled

### 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 continues to support the rollout of the new Program Management information system which included automated processes for budget management, contract management, change management and procurement management. The goal is to have all contract and cost related functionality in one system facilitating processing, tracking, forecasting and budget control reporting. All change requests and new purchase requests are now funneled through the system and approved in the system.

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
- Loading all contract schedules into e-Builder to facilitate cashflow analysis
- Modifications to E-Builder workflows and training sessions with vendors and other agencies
- Kicking off development for Standard Operating Procedures to provide step by step guidance to activities described in Management Plans.
- 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
- Planning for consolidating all previous fiscal year financials into new e-Builder account.

## 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
- Coordination of new website. Continuing to work with AP42 on final acceptance and go-live anticipated in September 2020
- Planned and hosted August 2020 Stakeholder Engagement Committee meeting and provided support to the August 2020 Board of Directors meeting, coordinating connectivity, moderating access, presentations, feedback and public comment

# Section 5 | Budget

## Budget Summary

**Budget Forecast FY 2020/21.** The DCA has committed approximately \$32.5M of the original budgeted \$34M. To date, we've incurred nearly \$1.7M in expenditure and our current estimate at completion (EAC) is tracking with the approved annual budget of \$34M. (See pages 6-7)

**Budget Change Requests.** Five budget change requests were approved during the month with a net total of \$939,931. This budget increase exceeds our Unallocated Allowance but additional program savings have been identified that will be used to off-set these budget

increases in the upcoming month. Budget increases were required to provide environmental monitoring services from the geotechnical program, conduct additional modeling work to support the CEQA, and addition of a manager to coordinate all field work. Reductions were approved for Surveying and TEP management. (See page 8)

**Planned Cash Flow.** The DCA continues to forecast approximately \$34M in expenditure through the end of the Fiscal Year. See page 9.

## 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	\$ 34,810,736	\$ 32,537,452	\$ 222,916	\$ 1,773,838	5%	\$ 33,036,898	95%	\$ 34,000,000	\$ (810,736)
<b>Executive Office</b>	2020/2021	\$ 2,697,409	\$ 2,496,214	\$ 2,419,105	\$ -	\$ 120,712	5%	\$ 2,375,502	95%	\$ 3,106,553	\$ 610,339
Management	2020/2021	\$ 1,692,409	\$ 1,491,214	\$ 1,348,072	\$ -	\$ 94,500	6%	\$ 1,396,714	94%	\$ 2,082,100	\$ 590,886
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	\$ 262,033	\$ -	\$ 26,212	13%	\$ 169,788	87%	\$ 215,453	\$ 19,453
Human Resources	2020/2021	\$ 164,000	\$ 164,000	\$ 164,000	\$ -	\$ -	0%	\$ 164,000	100%	\$ 164,000	\$ -
<b>Community Engagement</b>	2020/2021	\$ 1,301,880	\$ 1,373,880	\$ 1,216,330	\$ 60,000	\$ 100,390	7%	\$ 1,273,490	93%	\$ 1,351,130	\$ (22,750)
Management	2020/2021	\$ 300,000	\$ 300,000	\$ 300,000	\$ -	\$ -	0%	\$ 300,000	100%	\$ 300,000	\$ -
Community Coordination	2020/2021	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	0%	\$ 50,000	100%	\$ 50,000	\$ -
Outreach	2020/2021	\$ 951,880	\$ 1,023,880	\$ 916,330	\$ 60,000	\$ 100,390	10%	\$ 923,490	90%	\$ 1,001,130	\$ (22,750)
<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	\$ -

# 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>Administration</b>	<b>2020/2021</b>	<b>\$ 3,244,410</b>	<b>\$ 3,244,410</b>	<b>\$ 3,525,152</b>	<b>\$ -</b>	<b>\$ 233,778</b>	<b>7%</b>	<b>\$ 3,010,632</b>	<b>93%</b>	<b>\$ 3,236,471</b>	<b>\$ (7,939)</b>
Management	2020/2021	\$ 645,000	\$ 645,000	\$ 644,947	\$ -	\$ -	0%	\$ 645,000	100%	\$ 645,000	\$ -
Facilities	2020/2021	\$ 1,153,300	\$ 1,153,300	\$ 1,352,678	\$ -	\$ 225,660	20%	\$ 927,640	80%	\$ 1,162,107	\$ 8,807
Information Technology	2020/2021	\$ 1,446,110	\$ 1,446,110	\$ 1,527,527	\$ -	\$ 8,117	1%	\$ 1,437,993	99%	\$ 1,429,364	\$ (16,746)
<b>Procurement and Contract Administration</b>	<b>2020/2021</b>	<b>\$ 210,000</b>	<b>\$ 210,000</b>	<b>\$ 249,614</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0%</b>	<b>\$ 210,000</b>	<b>100%</b>	<b>\$ 229,614</b>	<b>\$ 19,614</b>
Procurement Management	2020/2021	\$ 210,000	\$ 210,000	\$ 249,614	\$ -	\$ -	0%	\$ 210,000	100%	\$ 229,614	\$ 19,614
<b>Property</b>	<b>2020/2021</b>	<b>\$ 1,648,758</b>	<b>\$ 1,788,774</b>	<b>\$ 1,648,758</b>	<b>\$ 162,916</b>	<b>\$ 19,830</b>	<b>1%</b>	<b>\$ 1,768,944</b>	<b>99%</b>	<b>\$ 1,788,774</b>	<b>\$ -</b>
Management	2020/2021	\$ 373,758	\$ 350,858	\$ 373,758	\$ -	\$ 19,830	6%	\$ 331,028	94%	\$ 350,858	\$ -
Property Agents	2020/2021	\$ 900,000	\$ 1,062,916	\$ 900,000	\$ 162,916	\$ -	0%	\$ 1,062,916	100%	\$ 1,062,916	\$ -
Temporary Entrance Permits	2020/2021	\$ 375,000	\$ 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>\$ 98,893</b>	<b>9%</b>	<b>\$ 1,025,000</b>	<b>91%</b>	<b>\$ 1,123,893</b>	<b>\$ -</b>
Management	2020/2021	\$ 1,123,893	\$ 1,123,893	\$ 1,123,893	\$ -	\$ 98,893	9%	\$ 1,025,000	91%	\$ 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>\$ 12,496,950</b>	<b>\$ 12,451,950</b>	<b>\$ -</b>	<b>\$ 1,062,689</b>	<b>9%</b>	<b>\$ 11,434,261</b>	<b>91%</b>	<b>\$ 12,496,950</b>	<b>\$ -</b>
Management & Administration	2020/2021	\$ 2,341,133	\$ 2,341,133	\$ 2,341,133	\$ -	\$ 171,731	7%	\$ 2,169,402	93%	\$ 2,341,133	\$ -
CEQA Engineering Support	2020/2021	\$ 2,293,256	\$ 2,293,256	\$ 2,293,256	\$ -	\$ 82,752	4%	\$ 2,210,504	96%	\$ 2,293,256	\$ -
Facility Studies	2020/2021	\$ 3,314,202	\$ 3,359,202	\$ 3,314,202	\$ -	\$ 260,782	8%	\$ 3,098,420	92%	\$ 3,359,202	\$ -
Shared Support Services	2020/2021	\$ 4,503,359	\$ 4,503,359	\$ 4,503,359	\$ -	\$ 547,423	12%	\$ 3,955,936	88%	\$ 4,503,359	\$ -
<b>Field Work</b>	<b>2020/2021</b>	<b>\$ 8,659,576</b>	<b>\$ 9,414,491</b>	<b>\$ 7,241,198</b>	<b>\$ -</b>	<b>\$ 137,547</b>	<b>1%</b>	<b>\$ 9,276,944</b>	<b>99%</b>	<b>\$ 8,004,491</b>	<b>\$ (1,410,000)</b>
Management	2020/2021	\$ 413,255	\$ 413,255	\$ 413,255	\$ -	\$ 50,015	12%	\$ 363,240	88%	\$ 413,255	\$ -
Geotechnical Work	2020/2021	\$ 8,140,500	\$ 8,951,236	\$ 6,682,122	\$ -	\$ 87,532	1%	\$ 8,863,704	99%	\$ 7,501,236	\$ (1,450,000)
Surveying	2020/2021	\$ 105,821	\$ 50,000	\$ 145,821	\$ -	\$ -	0%	\$ 50,000	100%	\$ 90,000	\$ 40,000

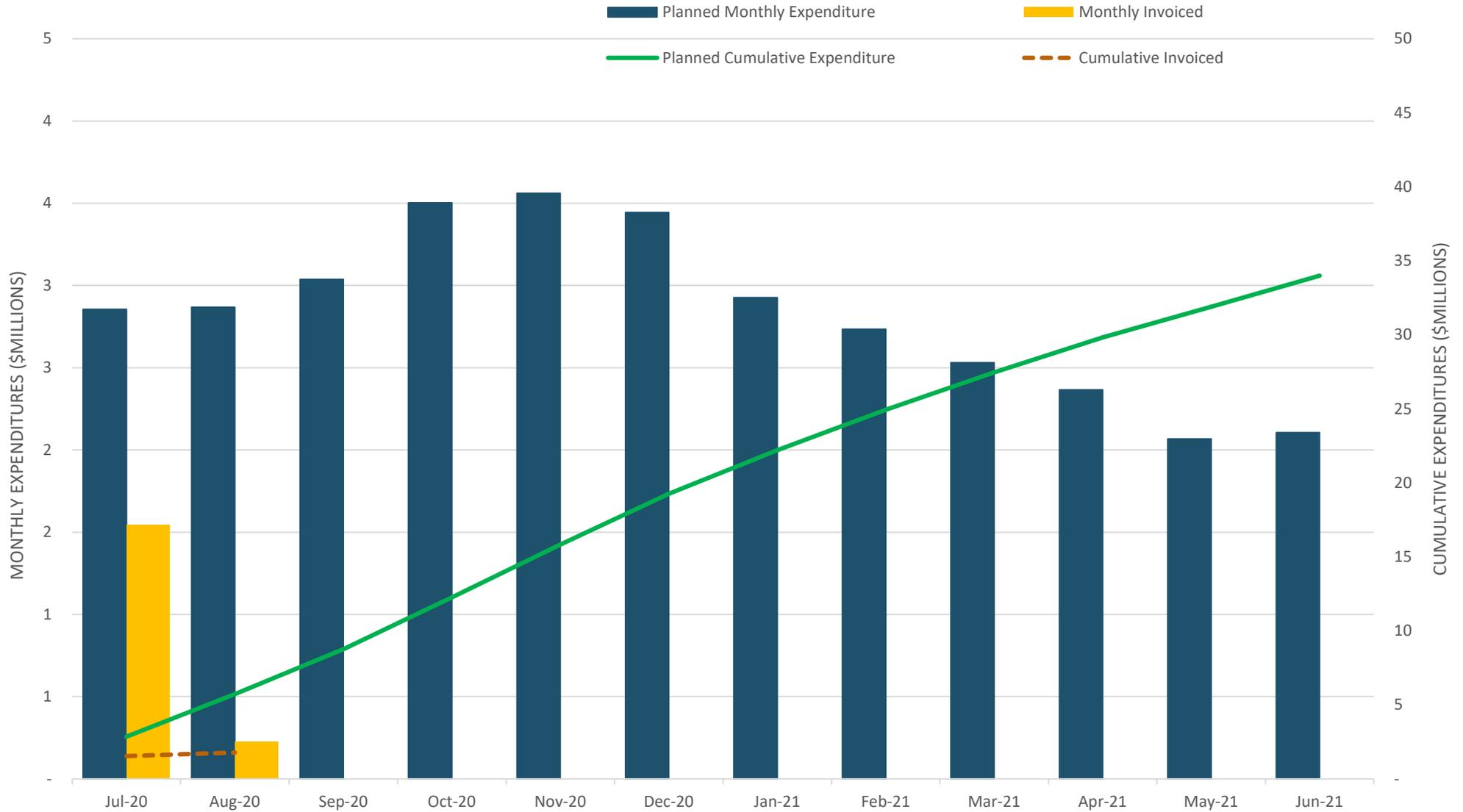
# Section 5 | Budget *continued*

## Budget Changes

Consultant	Current Budget	Change Request	% Change	Revised Budget	Description	Budget Source	Status (Pending, Approved)
Bender Rosenthal	\$ 300,000	\$ 162,916	54.31%	\$ 462,916	Bender Rosenthal add scope for Field Coordination	Undefined Allowance Utilization	Approved
Jacobs	\$ 3,314,202	\$ 45,000	1.36%	\$ 3,359,202	Additional Ground Water Modeling	Undefined Allowance Utilization	Approved
Jacobs	\$ -	\$ 810,736	New Line	\$ 810,736	Environmental monitoring of boreholes ESA under Jacobs Contract	Program Initiation Geotechnical	Approved
Jacobs	\$ 373,758	\$ (22,900)	-6.13%	\$ 373,758	Defund Jacobs' Property Management for Pete Wiseman Services	PMO Property Management	Approved
Jacobs	\$ 55,821	\$ (55,821)	-100.00%	\$ -	Defund Jacobs' Surveying for Pete Wiseman Services	Surveying	Approved

# Section 5 | Budget *continued*

## Fiscal Year 20/21 Cash Flow



# Section 6 | Contracts

**Contract Summary.** The table on pages 9-11 summarize the status of all active contracts and task orders within the DCA.

**New and Pending Commitments.** This month there are two pending commitments for the current Fiscal Year, which are Bender Rosenthal and AP42 highlighted in the table below.

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

**S/DVBE Participation.** The program has committed approximately 13% of the total contract values for FY 2020/21 to S/DVBEs. Based on actual incurred costs for the current Fiscal Year 6% has been paid to our S/DVBE contractors and subcontractors. See page 13.

## Contract Summary

download	Contract Budget	Historical Expenditures	Commitments FY20/21	Pending Commitments	Total Committed To Date	Incurred to Date FY20/21	% Spent FY20/21
180005 e-Builder	\$ 1,774,022	\$ 455,033	\$ 167,102		\$ 622,135	\$ -	0%
180006 Jacobs	\$ 93,000,000	\$ 25,878,927	\$ 15,173,027		\$ 41,051,954	\$ 1,292,320	9%
180007 Fugro	\$ 75,000,000	\$ 1,937,691	\$ 6,682,122		\$ 8,619,814	\$ 87,532	1%
180008 Hamner Jewell Associates	\$ 9,000,000	\$ 19,874	\$ 300,000		\$ 319,874	\$ -	0%
180009 Bender Rosenthal	\$ 9,000,000	\$ 13,944	\$ 300,000	\$ 162,916	\$ 313,944	\$ -	0%
180010 Associated ROW Services	\$ 9,000,000	\$ 16,479	\$ 300,000		\$ 316,479	\$ -	0%
180013 Psomas	\$ 15,000,000	\$ 24,663	\$ 90,000		\$ 114,663	\$ -	0%
190001 Bentley Systems ProjectWise	\$ 140,860	\$ 125,625	\$ -		\$ 125,625	\$ -	0%
180002-Management Partners	\$ 191,977	\$ 191,977	\$ -		\$ 191,977	\$ -	0%
190005- Management Partners	\$ 3,700,400	\$ 744,757	\$ 572,000		\$ 1,316,757	\$ 94,500	17%
190009 Parsons	\$ 40,000,000	\$ 5,950,899	\$ 5,095,002		\$ 11,045,901	\$ -	0%

# Section 6 | Contracts *continued*

## Contract Summary *continued*

download	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	\$ 9,462,296	\$ 2,293,660	\$ 995,414		\$ 3,289,073	\$ 191,748	19%
190012- Bank of America	\$ 10,000	\$ -	\$ 10,000		\$ 10,000	\$ -	0%
190014 Direct Technology Gov Solutions	\$ 2,300,000	\$ 799,819	\$ 357,824		\$ 1,157,643	\$ -	0%
190015 Audio Visual Innovations, Inc.	\$ 310,000	\$ 256,972	\$ 6,000		\$ 262,972	\$ -	0%
190016 Consolidatd Communications	\$ 108,072	\$ 28,365	\$ 79,707		\$ 108,072	\$ 9,185	12%
190017 ATT	\$ 70,380	\$ 7,863	\$ 56,450		\$ 64,313	\$ 4,895	9%
190018 AP42	\$ 700,000	\$ 136,600	\$ -	\$ 60,000	\$ 136,600	\$ -	0%
190019 VMA	\$ 1,200,000	\$ 271,327	\$ 375,230		\$ 646,557	\$ 31,271	8%
190021 Ring Central	\$ 216,932	\$ 26,158	\$ 189,570		\$ 215,728	\$ 7,287	4%
190022 Caltronics Business	\$ 166,671	\$ 13,730	\$ 152,942		\$ 166,671	\$ 8,117	5%
190023 Jambo	\$ 69,840	\$ 34,920	\$ 34,920		\$ 69,840	\$ -	0%
190024-SEC	\$ 116,000	\$ 35,000	\$ 81,000		\$ 116,000	\$ 8,000	10%
190026-Meeting Booster	\$ 23,562	\$ 7,854	\$ 15,708		\$ 23,562	\$ -	0%

# Section 6 | Contracts *continued*

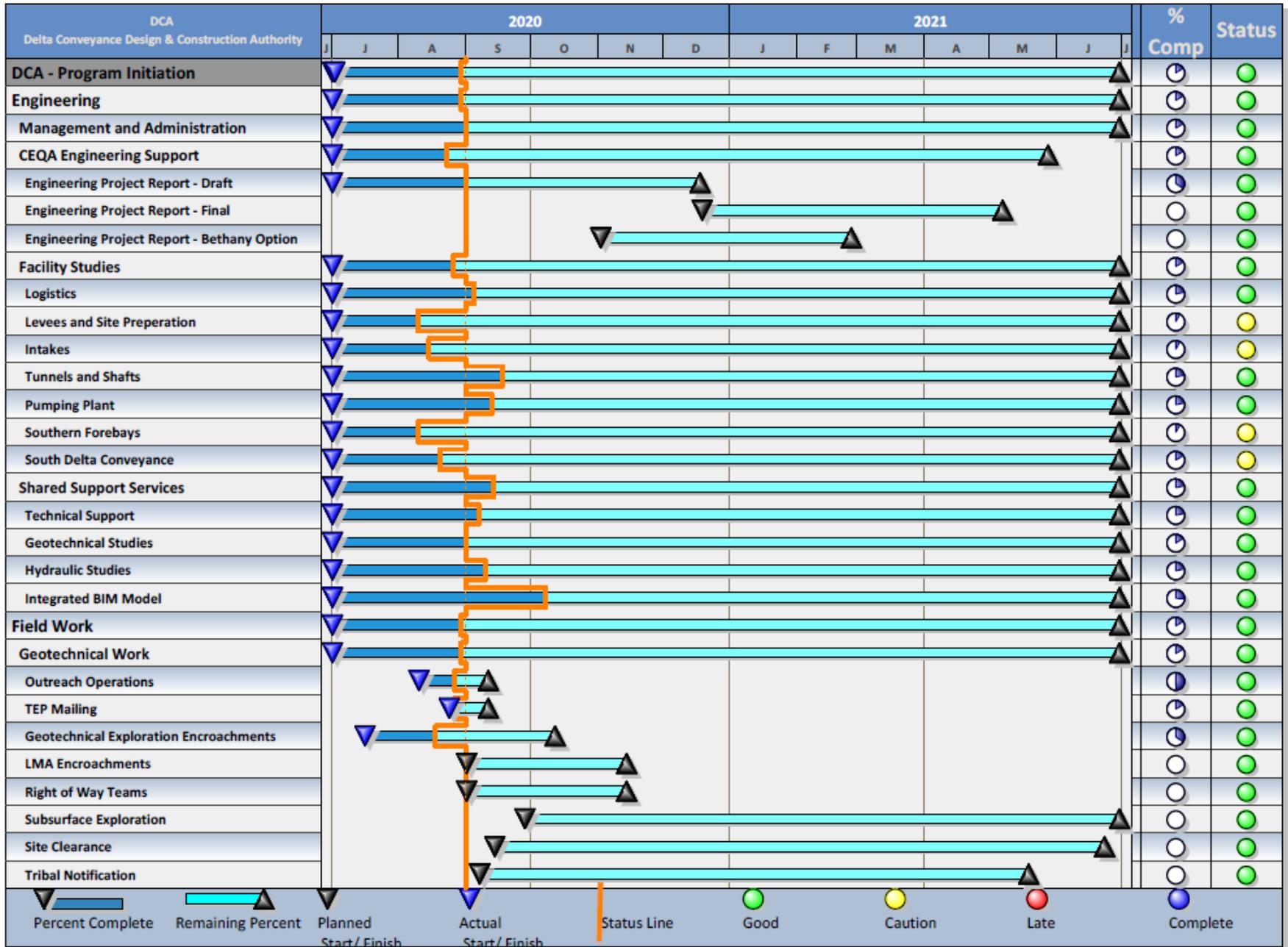
## Contract Summary *continued*

download	Contract Budget	Historical Expenditures	Commitments FY20/21	Pending Commitments	Total Committed To Date	Incurred to Date FY20/21	% Spent FY20/21
200001-Foliate	\$ 16,640	\$ 7,292	\$ 9,348		\$ 16,640	\$ 3,475	37%
200003 Best Best & Kreieger LLP	\$ 3,900,000	\$ 96,048	\$ 620,000		\$ 716,048	\$ -	0%
180001 Best Best & Kreieger LLP	\$ 835,460	\$ 835,455	\$ -		\$ 835,455	\$ -	0%
200004-DocuSign	\$ 4,437	\$ 1,449	\$ -		\$ 1,449	\$ -	0%
200006-KPMG	\$ 25,000	\$ -	\$ 25,000		\$ 25,000	\$ -	0%
200008/22-Alliant Insurance	\$ 102,460	\$ 67,176	\$ 37,146		\$ 104,322	\$ 35,284	95%
200013 Metropolitan Water District	\$ 3,070,425	\$ 2,629,714	\$ 430,435		\$ 3,060,149	\$ -	0%
200014-Dept of Water Resources	\$ 3,502,579	\$ 3,502,579	\$ 375,000		\$ 3,877,579	\$ -	0%
Misc Closed Contracts	\$ 10,923,236	\$ 2,802,930	\$ -		\$ 2,802,930	\$ -	0%
200016-Signs Now	\$ 5,256		\$ 5,256		\$ 5,256	\$ -	0%
200017-The Perfect Fit	\$ 750	\$ -	\$ 750		\$ 750		0%
2000021-Keough Multimedia	\$ 500	\$ -	\$ 500		\$ 500	\$ 225	45%

# Section 6 | Contracts *continued*

S/DVBE Status FY 2020/21										
Contract/Prime	Prime	Committed	Incurred	Firm Name	SBE / DVBE	SBE/DVBE Committed	% SBE/DVBE Committed	SBE/DVBE Incurred	% SBE/DVBE Incurred	
180006-02	Jacobs	\$ 15,173,027	\$ 1,292,320			\$ 1,082,255	7%	\$ 65,961	0%	
				AnchorCM	DVBE	600,179		44,021		
				EETS, Inc.	SBE	30,120				
				JMA Civil, Inc.	SBE	151,956		1,933		
				Nazparv Consulting LLC	SBE	300,000		20,008		
180007-02&03	Fugro	\$ 6,682,122	\$ 87,533			\$ 1,416,780	21%	\$ 1,107	1%	
				Dillard Environmental Services	SBE	232,678		-		
				Hutgren-Tillis Engineering	SBE	197,579		1,107		
				The LeBaugh Group	SBE	986,523		-		
180008-02		\$ 300,000	\$ -	Associated Right of Way		\$ 300,000	100%	\$ -	0%	
190022-00	Caltronics	\$ 152,942	\$ 8,117	Caltronics Government Services		\$ 152,942	100%	\$ 8,117	5%	
190009-01&02	Parsons	\$ 5,095,002	\$ -			\$ 996,707	20%	\$ -	0%	
				Chaves & Associates	SBE	996,707				
190019-01	VMA	\$ 375,230	\$ 31,271	VMA Communications	SBE	\$ 375,230	100%	\$ 31,271	100%	

# Section 7 | Program Initiation Schedule





**DCA**

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

## **DCA LEADERSHIP SPOTLIGHT SERIES**

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**Steve Minassian, Chief Engineer**

Agenda Item 7d | September 17, 2020

# BACKGROUND AND EXPERIENCE

- Education and Registration
  - BS, Civil Engineering, Univ. of Southern California, 1983
  - MS, Civil Engineering (Structural Engineering/Structural Mechanics), Univ. of California, Berkeley, 1984
  - Registered Professional Engineer in CA, NY, MA, RI
  - Member of the Moles
- Senior Vice President, Division Manager for Parsons in the Middle East (2010-2012) and Underground Structures Practice Lead at Parsons (2012 – present)
- 36+ Years Professional Experience (22 Years as a Contractor)
- National and international experience in tunnel design, construction, and construction management. Also experience includes Heavy Civil projects
- Manages 100+ Tunnel Professionals
- 25 Active Tunnel Projects Globally
- Chief Engineer for DCDCA (December 2019 - present)



**Steve Minassian**

**36+ years professional experience entirely focused on tunnel construction, design, and construction management**

# SIGNIFICANT PROJECTS



**NYCDEP Rondout Bypass Tunnel,  
Newburgh, NY**

**2013-2019/ Construction Manager**

- Construction of two shafts (900' deep, 34'-diameter and 700' deep, 37'-diameter)
- 3-mile-long, 22-foot-diameter tunnel in hard rock



**Maliakos Kleidi Motorway Tunnel,  
Greece**

**2010-2018/ Independent Engineer**

- Design-build-finance-operate and maintenance project
- 6 tunnels for total of 22 km and 54-foot-diameter in rock



**Lake Mead Intake No.3,  
Las Vegas, NV**

**2011-2017/ PIC, Technical Advisor**

- Deepest underwater hybrid TBM tunnel in the world working in closed slurry mode at more than 14 bars pressure
- On-time/ below-budget project completion



**Dubai Strategic Sewer Tunnels,  
Dubai, UAE**

**2016-2019/ Technical Advisor**

- 70 km sewerage tunnels, 140 km of link sewers and two deep pumping stations
- Feasibility studies, preliminary design, PM and construction supervision



**Port of Miami Tunnel,  
Miami, FL**

**2009-2010/ Design Manager & PM**

- 4,000-foot-long twin-bore 41-foot outside diameter underwater tunnels
- One of the largest precast concrete segmental lining tunnels in US



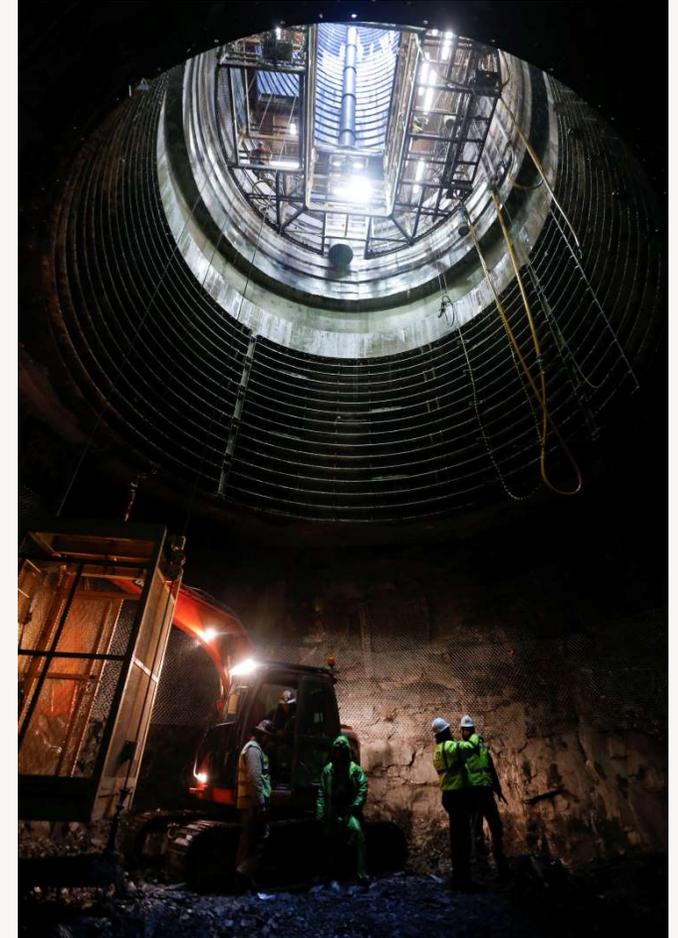
**NBC Providence CSO Tunnel,  
Providence, RI**

**2002-2006/ Project Manager**

- 16,200 feet of 30-foot-diameter rock tunnel using TBM
- Contractor designed and built the TBM to handle all ground conditions

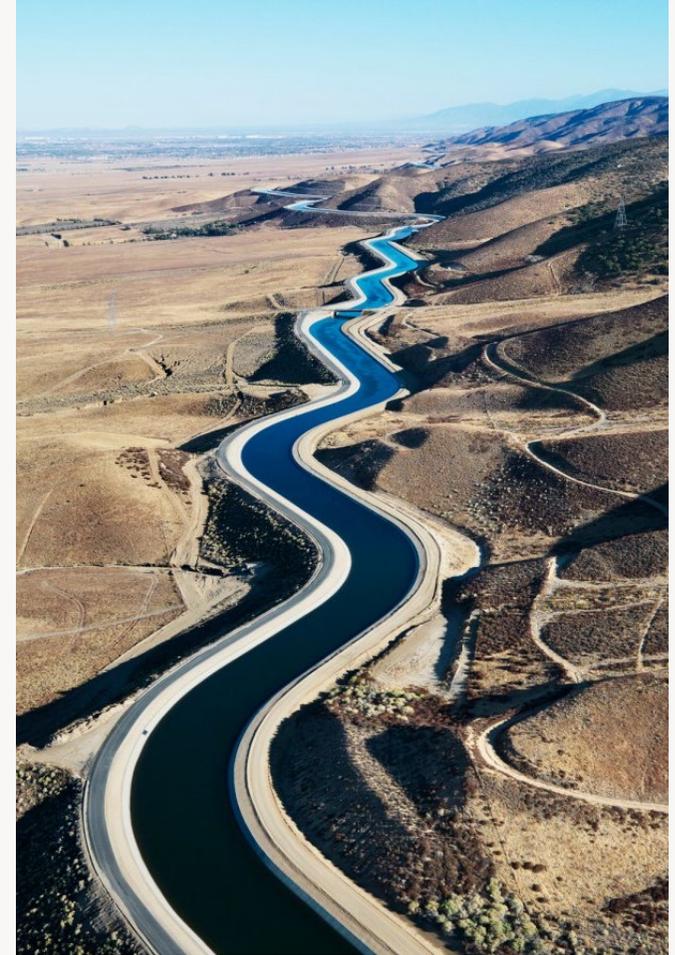
# ROLE ON DCA

- Chief Engineer
- Provide technical and management assistance to DCA team
- Support Executive Director and EDM as appropriate
- Provide technical and practical input for the development of design and engineering
- Participate in leadership meetings/workshops to provide support for the entire DCA/DCO team
- Prepare check estimates for various aspects of the project



# DCA KEY ACCOMPLISHMENTS

- Completed review of various Technical Memorandums prepared by the EDM team and provided comments
- Completed the shaft and tunnel portion (with assistance from others) of the check estimate for the current Eastern and Central Alignments
- Participated in various meetings and workshops to advance the project as appropriate
- Reviewed documents and provided input as requested by the DCA/DCO Leadership





**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 11th meeting of the Stakeholder Engagement Committee (SEC) was held via video conference on August 26. The meeting video, agenda, presentation and supplemental materials are available for review on the [dcdca.org](http://dcdca.org) website.

### SEC Member Open Forum- Reflection on Status

Members were asked to share comments about their SEC work, indicate if they'd like a review of information previously discussed in SEC meetings, share recommendations for outreach activities, and recommend topics for future SEC meetings.

- ◆ Ms. Mallon, DCA Executive Director, thanked SEC members for their time and dedication to the process, reviewed the changes made with SEC feedback and outlined what is left to discuss with the SEC.
- ◆ Mr. Cox indicated he cares most about Clifton Court, and he has been told it is not within the scope of this committee, which is frustrating. Ms. Buckman clarified that the Clifton Forebay is not a part of the Proposed Delta Conveyance Project and therefore it is not a topic the DCA, therefore the SEC, can address.
- ◆ Mr. Robertson said he has been presenting to small groups of boaters due to the issues surrounding the gathering of large groups. The map books and thumb drives have been very helpful. Most questions continue to be about the interruption of vessel traffic, especially given some current operational challenges of Delta bridges. Stakeholders would also like to know if there will be a system of communication established to notify boaters about construction activity dates and times. Mr. Ryan said the intake construction and operation requires a Coast Guard permit and coordination through the US Coast Guard is expected. Also, he expects that there will also be public information websites established to help inform the public of where active work is taking place.
- ◆ Ms. Gonzalez-Potter indicated that she and her colleagues at The Nature Conservancy would like DCA to give presentations to The Nature Conservancy and related organizations.
- ◆ Mr. Wirth would like to talk more about refining the usage of the haul roads to the intakes. Also, a regional approach to mitigations is appropriate and would be very useful. DWR's alternatives presentation about the filters used to eliminate alternatives was unsatisfactory and not to the technical level of information typically provided to the SEC.
- ◆ Ms. Swenson said there are still questions about tunneling beneath the Sandhill Cranes roosting sites, impacts on the communities such as Hood, noise impacts and mitigations, and impacts on Twin Cities' recreational boating and farming traffic. Farming stakeholders to whom she has spoken do not concur with the initial plans for land restoration.
- ◆ Mr. Gloski said he would like to hear more about benefits of the project. He was surprised that there were no line items for benefits in the budget that recently came out and is concerned the community benefits issue will never be addressed. An Opportunity Matrix would be helpful to see who is putting something into the process and what they are getting out of the process. The Delta residents need to know how they are benefiting and start asking for what they want out of the project.
- ◆ Mr. Wallace concurred. He said he appreciates the engineering design details that have been shared. There is an opportunity to identify a process to address community benefits. The SEC and DCA should take the lead to establish a way a Community Benefits Analysis could be reached.
- ◆ Ms. Barrigan-Parrilla said she is concerned about the rationale for DWR dismissing a no-tunnel alternative; not enough information was provided. Water quality is still a major issue that should be proactively addressed in order to build the good faith in the community required to justify further input into the proposed project. The problem with the whole process is that DWR has key information that has not been provided to SEC members. There are also concerns about air quality around the Port of Stockton. Are there updates? Ms. Mallon responded that port-related traffic will be better known once it is determined who the contractors are, where they are located and the routes they will use for transporting materials.
- ◆ Ms. Liebig said it is a struggle to get information out to people. In the past month, she has worked directly with landowners whose properties are depicted in the map book. The agricultural community still needs more information about overall impacts, especially regarding impacts outside of the actual project footprint. The community is still not convinced about the tunnel muck, how and where it can be used and whether it will contaminate other areas. SEC members have received a lot of pushback for participating in the project design conversations. It has been very difficult to keep discussions within the scope of the SEC. It's also hard to talk about current alternatives when other alternatives have been dismissed.

## NEXT MEETING

**DATE\*:**

September 23, 2020

**TIME:**

3-6 p.m.

**LOCATION:**

 RingCentral Video  
 Conference; info TBD

**POSSIBLE MEETING TOPICS:**

- Bethany Alternatives Updates
- TBD

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

**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**
*Sports/Fishing*
**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*

## SEC Member Open Forum- Reflection on Status continued...

- ◆ Mrs. Hsia said he has appreciated being a part of the process because it provides an opportunity for dialogue. From the perspective of legacy communities such as Locke, their fate is tied to the well-being of the entire Delta. He encouraged the DCA and DWR to be mindful of the impacts to communities.
- ◆ Mr. Moran said the major concern is maintaining Delta character, and it has been a good experience to see the reflection of SEC feedback in DCA's plans. What is most important to stakeholders is how this project will affect the whole Delta after it has been completed. Community benefits that may require engineering fixes could perhaps be discussed in this committee. This has been a heartening step, one in a multi-step process.
- ◆ Mr. Hardesty said it is challenging to get an audience in Solano County about the design and placement of the project without talking about community benefits and anticipated impacts. This community also wants to discuss water quality, alterations in flow north and south of Rio Vista, water surface elevations and farmers' ability to continue water siphoning.
- ◆ Mr. Gloski would like to know about a taskforce regarding harmful algal blooms (HABs). Ms. Buckman said the State Water Resources Control Board is devoted to discussing HABs.
- ◆ Mr. Lytle said it would be productive to develop a condensed presentation that could be circulated by SEC members to local stakeholders. Ms. Parvizi said if there are suggestions for condensed presentations, please contact her with specific requests as the information interests vary by group.
- ◆ Mr. Cosio said the alternatives screening criteria presented at the July SEC meeting were subjective and he would like to see more data. Maintenance Area 9 is at the intakes contains some of the weakest levees of the North Delta; he had experience with soil so sandy that it was impossible to get compaction. The North Delta Water Agency has a contract to oversee water quality that may be affected by the project; there should be coordination to further discuss.
- ◆ Ms. Tayaba said tribes have still been meeting with DCA and DWR to receive presentations. The next virtual statewide meeting is scheduled for September 16 and there is also an annual Delta Conveyance meeting scheduled for September 27 that DCA and DWR will attend. In the last meeting, tribes asked about impacts to plants, fish and water quality. The tribes are still asking about the no-project alternative and the anticipated impacts to Stones Lake Wildlife Refuge. It is difficult to share materials with tribal members in a timely manner when they are not receiving the presentations the week before the SEC meeting. Ms. Parvizi said DCA is providing printed materials to all tribes who request them, and is providing the presentations as soon as they are ready for public discussion, which is often right before the SEC meetings.

## DWR General Update

- The United States Army Corp of Engineers (USACE) released a Notice of Intent (NOI) to prepare an Environmental Impact Statement and information is available on their [website](#).
- Soil investigation work is beginning on publicly owned lands this fall. Just as an FYI, there are soil investigations already being done that were approved under a previous process.
- The USACE process timeline considerations are reflected in some changes seen in DWR's updated project schedule.
- Ms. Mallon said DCA plans to have the conceptual project engineering reports for the Central, Eastern and Bethany Alternative Alignments to DWR in February 2021.

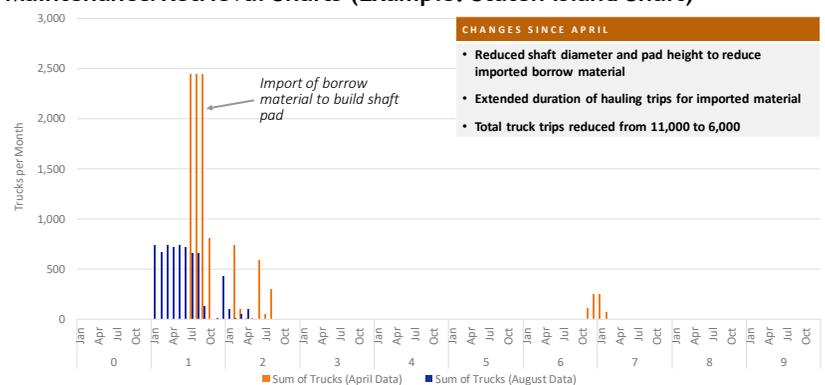
## Intake Refinements

- Mr. Ryan, DCA Engineering Manager, presented information about changes to the proposed intake sites.
- Intake 2 would only be utilized if DCA selects the 7,500 cfs capacity option for the proposed project. Intake 5 would be included in all options.
- The sedimentation basin was revised from what was shown to the SEC in January. The benefit of the redesign eliminates thousands of truck trips along Stone Lakes and reduces the overall impacts to the refuge.
- Piledriving at the intake sites has been reduced to only about 10-20% of the previously required effort through the redesign of the intake coffer dam walls, significantly reducing noise and the duration of that noise.
- The overall schedule of construction has been reduced by 6 months as a result of design changes to the structure.

## Traffic Reductions

- Further traffic reductions have been made to various sites throughout both Alignment options.
- Examples included reducing transport of borrow material to build shaft pads at each of the shaft sites.
- Reductions of traffic on Hwy 4 by reducing borrow material transport and eliminating sites.
- Reductions in traffic on Byron Hwy by building bridge across the highway to transport material from south to north and shifting more materials to rail.

## Maintenance/Retrieval Shafts (Example: Staten Island Shaft)



## Made great progress....

- Reduced site footprints throughout
- Maximized reclamation of impacted agricultural land
- Shifted facilities away from natural areas including Stone Lakes and Woodbridge Reserves
- Eliminated barging and associated affects to recreational boating
- Reduced traffic along Hwy 4 by eliminating structures
- Reduced traffic along Byron Hwy by adding infrastructure and shifting material to rail
- Reduced borrow requirements to reduce traffic loads
- Added rail and expanded roads to maintain acceptable levels of service

*Moved shaft one mile from Woodbridge Reserve Boundary to Canal Ranch Maintenance Shaft Site*

*Eliminated the Barge Landing at Bouldin Island Launch Shaft Site*



Disclaimer: These pages are for Stakeholder Engagement Committee discussion. Locations are shown for conceptual, preliminary purposes only. Final decision about the project will be made by DWR and will NOT be made until concluding stages of the CEQA process. DWR and DCA have NOT begun real property acquisition, and DWR will follow state law for land acquisition if a site become part of an approved project, including procedures for property owner notification and outreach.

AUGUST 26, 2020

8

## Bethany Alternative

- Mr. Ryan provided an overview of the Bethany Alternative, which is still in preliminary development.
- The key benefits of the Bethany Alternative are the elimination of the balancing reservoir and ability for the State to more easily take Banks Pump Station or Clifton Court forebay temporarily out of service for maintenance or repair.
- The key challenges of the Bethany Alternative are navigating the pipelines around conservation easements, managing a reduced need for RTM and, at this point, having little geotechnical information available.

## NEXT STEPS

- Ms. Mallon said DCA will develop a map of area waterways noting areas of noticeable anticipated affects to boaters.
- Ms. Parvizi will work with the SEC to identify representatives to report out on SEC activities to the DCA Board of Directors at their September meeting.
- Ms. Mallon said DCA can work with Ms. Gonzalez-Potter to arrange presentations to The Nature Conservancy about the proposed Staten Island Shaft construction activities and schedule.
- Ms. Mallon said the histograms for traffic on each site are currently in development and will be made available within the next 2 weeks.
- Ms. Buckman will connect with Ms. Barrigan-Parrilla for further discussions about the existing water quality issues and the appropriate avenues for addressing them.
- Ms. Parvizi will reach out to Ms. Liebig to further discuss addressing property owners whose land appears in the map book for the proposed project footprint, even though it is very early in the process and no decisions have been made yet.
- The DCA team will explore how to develop condensed presentations that can be hosted on the [dcdca.org](https://www.dcdca.org) website. The DCA team will explore how to develop condensed presentations that can be hosted on the [dcdca.org](https://www.dcdca.org) website.

## VIRTUAL TOURS NOW AVAILABLE

- [Virtual Tour](https://www.dcdca.org/August_26_2020_StakeholderEngagementMeeting.htm) video links are now available on the website at [https://www.dcdca.org/August\\_26\\_2020\\_StakeholderEngagementMeeting.htm](https://www.dcdca.org/August_26_2020_StakeholderEngagementMeeting.htm).
- A video of the SEC's T-screens facility tour is being developed and will be made available for SEC members to share with stakeholders.



## 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 September Board of Directors meeting should contact [nazliparvizi@dcdca.org](mailto:nazliparvizi@dcdca.org).

## General Counsel's Report

**Contact:** Josh Nelson, General Counsel

**Agenda Date:** September 17, 2020

**Item No. 8a**

**Subject:** Status Update

### **Summary:**

The General Counsel continues to assist the DCA on legal matters as requested. Of note, our office assisted with the Stakeholder Engagement Committee (SEC) expansion and the Joint of Exercise Powers Agreement (JEPA) amendment items on the agenda.

### **Detailed Report:**

The General Counsel assisted with the SEC expansion and the JEPA amendment items on the agenda. In addition, we continue to monitor the applicable state and county COVID-19 health orders to ensure DCA operations remain in compliance. Governor Newsom recently announced a new multi-tiered approach for determining what operations are permitted within each county, and Sacramento County remains in the most restrictive "purple" or widespread tier.

As noted in prior reports, our office continues to help with responding to Public Records Act requests. 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:** September 17, 2020

**Item No. 8b**

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

### Summary:

The beginning cash balance for the Delta Conveyance Design and Construction Joint Powers Authority (Authority) at August 1, 2020 was \$733,240. During August 2020, receipts totaled \$3,604,690 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 \$3,780,324. The ending cash balance at August 31, 2020 was \$557,606.

As of August 31, 2020, the Authority's receivables totaled \$3,360,259 consisting of 12 invoices to the DCO, of which \$260,987 was received through September 8, 2020. Various invoices in the amount of \$101,508 were paid out through September 8, 2020, leaving a cash balance of approximately \$717,085.

As of August 31, 2020, prepaid expenses were \$184,238, total accounts payable were \$3,289,010 and total net position was \$813,093. Capital contributions received and costs incurred that were previously reported as capital contributions and construction in progress, respectively, through June 30, 2020 have been reclassified or expensed, respectively, as the current state of the Delta Conveyance Project does not meet the capitalization criteria of U.S. Generally Accepted Accounting Principles.

Attachment 1 consists of financial statements for the month ended August 2020, a schedule of Invoices Paid through August 2020, Aging Schedules for Accounts Payable and Accounts Receivable as of August 31, 2020.

Attachment 2 consists of Budget versus Actuals by Appropriation through August 2020. Year-to-date actual expenses were \$2.1 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 – August 2020 Authority Financial Statements

Attachment 2 – August 2020 Budget versus Actuals by Appropriation



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

Statement of Net Position

As of August 31, 2020

Assets:

Cash	\$ 557,606
Accounts receivable	3,360,259
Prepays	<u>184,238</u>
Total assets	<u><u>\$ 4,102,103</u></u>

Liabilities:

Accounts payable	<u>\$ 3,289,010</u>
Total liabilities	3,289,010

Net position:<sup>(1)</sup>

	<u>813,093</u>
Total liabilities and net position	<u><u>\$ 4,102,103</u></u>

<sup>(1)</sup> Capital contributions received and costs incurred that were previously reported as capital contributions and construction in progress (CIP), respectively, through June 30, 2020 have been reclassified or expensed, respectively, as the current state of the Delta Conveyance Project does not meet the capitalization criteria of U.S. Generally Accepted Accounting Principles (U.S. GAAP).



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

	Month Ended Aug '20	Year to Date Jul '20-Aug '20
	<u>                    </u>	<u>                    </u>
Receipts:		
Contributions <sup>(1)</sup>	\$ 3,604,690	\$ 9,790,537
	<u>                    </u>	<u>                    </u>
Disbursements:		
Environmental planning and design		
Program management	402,829	509,552
Project controls	629,893	922,910
Engineering	2,284,938	7,308,013
Property access and acquisition	1,449	12,075
Stakeholder engagement	136,986	340,481
Office administration	284,801	790,562
Fieldwork	39,428	72,578
	<u>                    </u>	<u>                    </u>
Total disbursements	3,780,324	9,956,171
	<u>                    </u>	<u>                    </u>
Net changes in cash	(175,634)	(165,634)
Cash at July 1, 2020	—	723,240
Cash at August 1, 2020	733,240	—
	<u>                    </u>	<u>                    </u>
Cash at August 31, 2020	\$ 557,606	\$ 557,606
	<u>                    </u>	<u>                    </u>

<sup>(1)</sup> California Department of Water Resources contributions invoiced through the Delta Conveyance Office (DCO).



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

Statements of Revenues, Expenses and Changes in Net Position

	Month Ended Aug-20	Year to Date Jul '20-Aug '20
Revenues:		
Contributions <sup>(1)</sup>	\$ 3,148,246	\$ 3,423,605
Total revenues	<u>3,148,246</u>	<u>3,423,605</u>
Expenses:		
Environmental planning and design		
Program management	99,296	209,028
Project controls	4,146	8,675
Engineering	2,097,398	2,101,645
Property access and acquisition	—	23,100
Stakeholder engagement	120,439	187,926
Office administration	862,260	956,170
Fieldwork	<u>45,478</u>	<u>45,478</u>
Total expenses	<u>3,229,017</u>	<u>3,532,022</u>
Changes in net position	(80,771)	(108,417)
Net position at June 30, 2020 <sup>(2)</sup>	—	921,510
Net position at July 31, 2020	<u>893,864</u>	<u>—</u>
Net position at August 31, 2020	<u>\$ 813,093</u>	<u>\$ 813,093</u>

\* Balances may include prior month accruals that were not previously captured due to timing.

<sup>(1)</sup> California Department of Water Resources contributions invoiced through the Delta Conveyance Office (DCO).

<sup>(2)</sup> Capital contributions received and costs incurred that were previously reported as capital contributions and CIP, respectively, through June 30, 2020 have been reclassified or expensed, respectively, as the current state of the Delta Conveyance Project does not meet the capitalization criteria of U.S. GAAP.



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

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

Vendor	Invoice #	Invoice Date	Payment Date	Period of Expense	Invoice Amount	Amount Paid
1 The Sextant Group	20200888	04/30/20	08/05/20	03/29/20-04/25/20	\$ 1,618	\$ 1,165
2 Direct Technology	178962	05/31/20	08/05/20	05/01/20-05/31/20	36,190	36,190
3 VMA Communications	DCA20May	05/31/20	08/05/20	05/01/20-05/31/20	31,271	31,271
4 Liberty Mutual Insurance	BKS61612217	07/07/20	08/10/20	07/01/20-06/30/21	9,084	9,084
5 Best, Best, & Krieger	877700	05/31/20	08/14/20	04/01/20-04/30/20	53,392	52,892
6 Consolidated Communications	MAY005	05/15/20	08/14/20	05/15/20-06/14/20	4,671	4,671
7 Consolidated Communications	JUN006	06/15/20	08/14/20	06/15/20-07/14/20	4,593	4,593
8 Parsons	2006B528	06/19/20	08/14/20	01/31/20-05/29/20	553,499	538,069
9 Management Partners	INV08611	06/15/20	08/14/20	05/14/20-06/13/20	47,250	47,250
10 Parsons	2005A625	05/15/20	08/24/20	03/28/20-04/24/20	500,338	500,338
11 The Sextant Group	20201065	05/31/20	08/24/20	05/01/20-05/31/20	1,433	1,433
12 Porter Consulting LLC	3185	01/01/20	08/24/20	12/01/19-12/31/19	3,960	3,960
13 Porter Consulting LLC	3225	02/01/20	08/24/20	01/01/20-01/31/20	6,435	6,435
14 Porter Consulting LLC	3295	02/29/20	08/24/20	02/01/20-02/29/20	2,805	2,805
15 Porter Consulting LLC	3350	04/01/20	08/24/20	03/01/20-03/31/20	3,795	3,795
16 Porter Consulting LLC	3371	05/01/20	08/24/20	04/01/20-04/30/20	3,218	3,218
17 Porter Consulting LLC	3426	05/31/20	08/24/20	05/01/20-05/31/20	2,227	2,227
18 Direct Technology	178964	06/09/20	08/24/20	06/01/20-06/30/20	57,635	57,635
19 Jacobs	W8X97002-11	06/11/20	08/24/20	04/24/20-05/29/20	2,127,649	2,127,649
20 Metropolitan Water District of So. Ca	501675ADMIN TREAS	06/12/20	08/24/20	02/01/20-05/31/20	191,878	191,452
21 Caltronics Business Systems	3056002	06/26/20	08/24/20	05/21/20-06/20/20	4,091	4,091
22 Parsons	2003B285	03/27/20	08/24/20	01/04/20-02/07/20	19,335	19,335
23 Crossover Capital Group (AP42)	270	06/29/20	08/24/20	06/01/20-06/29/20	33,250	33,250
24 Ring Central	CD_000148297	07/22/20	08/24/20	06/28/20-07/27/20	3,615	3,615
25 Ring Central	1149559	08/18/20	08/28/20	03/28/20-06/27/20	1,382	1,382
26 Alliant	1434900	08/18/20	08/28/20	08/13/20-08/31/20	26,212	26,212
27 Prime US-Park Tower LLC	202009004	09/01/20	08/28/20	09/01/20-09/30/20	66,307	66,307
					<u>\$ 3,797,133</u>	<u>\$ 3,780,324</u>

\* Totals may not foot due to rounding.



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

Accounts Payable Aging Schedule  
As of August 31, 2020

<b>Payable To:</b>	<b>1 - 30</b>	<b>31 - 60</b>	<b>61 - 90</b>	<b>≥ 90</b>	<b>Total</b>
Best, Best, & Krieger					
Invoice #879846	\$ —	\$ 39,517	\$ —	\$ —	\$ 39,517
Invoice #882141	59,531	—	—	—	59,531
Caltronics Business System					
Invoice #3073878	4,010	—	—	—	4,010
Foliate					
Invoice #496320	—	463	—	—	463
Invoice #496321	—	695	—	—	695
Invoice #496590	463	—	—	—	463
Invoice #496591	695	—	—	—	695
Jacobs					
Invoice #W8X97001-04EXP	—	—	—	7,457	7,457
Invoice #W8X97002-05EXP	8,145	—	—	—	8,145
Invoice #W8X97002-12	2,308,464	—	—	—	2,308,464
Keogh Multimedia					
Invoice #MK-2020-02	675	—	—	—	675
Management Partners					
Invoice #INV08680	—	47,250	—	—	47,250
Metropolitan Water District of Southern California					
Invoice #501680ADMINTREAS	—	26,481	—	—	26,481
Miles Treaster & Associates					
Invoice #40679-2	—	—	238	—	238
Parsons					
Invoice #2004C142	—	12,466	—	—	12,466
Invoice #2006A960	7,035	—	—	—	7,035
Invoice #2005C370	6,384	—	—	—	6,384
Invoice #2008A844	5,681	—	—	—	5,681
Prime US-Park Tower LLC					
Invoice #INV000081720	694,989	—	—	—	694,989
Psomas					
Invoice #164376	—	23,100	—	—	23,100
Stakeholder Committee Member					
Invoice #010	4,000	—	—	—	4,000
VMA Communication					
Invoice #DCA20June	—	31,271	—	—	31,271
	<b>\$ 3,100,072</b>	<b>\$ 181,243</b>	<b>\$ 238</b>	<b>\$ 7,457</b>	<b>\$ 3,289,010</b>

\*Totals may not foot due to rounding.



DELTA CONVEYANCE DESIGN AND CONSTRUCTION JOINT POWERS AUTHORITY

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

<u>Receivable From:</u>	<u>1 - 30</u>	<u>31 - 60</u>	<u>61 - 90</u>	<u>&gt; 90</u>	<u>Total</u>
Department of Water Resources					
Invoice #DCA-1920-120	\$ —	\$ —	\$ 238	\$ —	\$ 238
Invoice #DCA-124	—	72,395	—	—	72,395
Invoice #DCA-125	—	12,467	—	—	12,467
Invoice #DCA-126 REVISED	26,481	—	—	—	26,481 <sup>(2)</sup>
Invoice #DCA-127	126,599	—	—	—	126,599
Invoice #DCA-128	23,100	—	—	—	23,100
Invoice #DCA-129	8,145	—	—	—	8,145
Invoice #DCA-130	2,308,464	—	—	—	2,308,464
Invoice #DCA-131	13,418	—	—	—	13,418
Invoice #DCA-132	68,795	—	—	—	68,795
Invoice #DCA-133	5,168	—	—	—	5,168
Invoice #DCA-134	694,989	—	—	—	694,989
	<u>\$ 3,275,159</u>	<u>\$ 84,862</u>	<u>\$ 238</u>	<u>\$ —</u>	<u>\$ 3,360,259</u>

\*Totals may not foot due to rounding.

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

<sup>(2)</sup> In August 2020, Invoice #DCA-126 was cancelled and reissued as Invoice #DCA-127 less office supply expenses. Invoice DCA-126 was subsequently reissued to obtain funding for administrative and general accounting expenses.



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

Statements of Cash Receipts and Disbursements

	<u>Month Ended Aug '20</u>	<u>Year to Date Jul '20-Aug '20</u>
Receipts:		
Contributions <sup>(1)</sup>	\$ 3,604,690	\$ 9,790,537
Disbursements:		
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Cash at July 1, 2020	—	723,240
Cash at August 1, 2020	733,240	—
Cash at August 31, 2020	<u>\$ 557,606</u>	<u>\$ 557,606</u>

Statements of Revenues, Expenses and Changes in Net Position

	<u>Month Ended Aug '20</u>	<u>Year to Date Jul '20-Aug '20</u>
Revenues:		
Contributions <sup>(1)</sup>	\$ 3,148,246	\$ 3,423,605
Total revenues	<u>3,148,246</u>	<u>3,423,605</u>
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Net position at July 31, 2020	893,864	—
Net position at August 31, 2020	<u>\$ 813,093</u>	<u>\$ 813,093</u>

\* Balances may include prior month accruals that were not previously captured due to timing.

<sup>(1)</sup> California Department of Water Resources contributions invoiced through the Delta Conveyance Office (DCO).

<sup>(2)</sup> Capital contributions received and costs incurred that were previously reported as capital contributions and CIP, respectively, through June 30, 2020 have been reclassified or expensed, respectively, as the current state of the Delta Conveyance Project does not meet the capitalization criteria of U.S. GAAP.



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 Aug '20	Year to Date Jul '20-Aug '20	Month Ended Aug '20	Year to Date Jul '20-Aug '20
Receipts/Revenues:				
Contributions <sup>(1)</sup>	\$ 3,604,690	\$ 9,790,537	\$ 3,148,246	\$ 3,423,605
Disbursements/Expenses:				
Environmental planning and design				
Program management	402,829	509,552	99,296	209,028
Project controls	629,893	922,910	4,146	8,675
Engineering	2,284,938	7,308,013	2,097,398	2,101,645
Property access and acquisition	1,449	12,075	—	23,100
Stakeholder engagement	136,986	340,481	120,439	187,926
Office administration	284,801	790,562	862,260	956,170
Fieldwork	39,428	72,578	45,478	45,478
Total disbursements/expenses	<u>3,780,324</u>	<u>9,956,171</u>	<u>3,229,017</u>	<u>3,532,022</u>
Net changes in cash	(175,634)	(165,634)		
Cash at July 1, 2020	—	723,240		
Cash at August 1, 2020	<u>733,240</u>	<u>—</u>		
Cash at August 31, 2020	<u>\$ 557,606</u>	<u>\$ 557,606</u>		
Changes in net position			(80,771)	(108,417)
Net position at June 30, 2020 <sup>(2)</sup>			—	921,510
Net position at July 31, 2020			<u>893,864</u>	<u>—</u>
Net position at August 31, 2020			<u>\$ 813,093</u>	<u>\$ 813,093</u>

\* Balances may include prior month accruals that were not previously captured due to timing.

<sup>(1)</sup> California Department of Water Resources contributions invoiced through the Delta Conveyance Office (DCO).

<sup>(2)</sup> Capital contributions received and costs incurred that were previously reported as capital contributions and CIP, respectively, through June 30, 2020 have been reclassified or expensed, respectively, as the current state of the Delta Conveyance Project does not meet the capitalization criteria of U.S. GAAP.



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

Budget vs Cost by Appropriation - PTD, YTD

Current Period: AUG-20

<b>Appropriation</b>	<b>Period-to-Date</b>				<b>Year-to-Date</b>				<b>Fiscal Year</b>
	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>Variance %</b>	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>Variance %</b>	<b>Budget</b>
Program management	\$ 99,296	\$ 236,034	\$ 136,738	57.9%	\$ 209,028	\$ 472,068	\$ 263,040	55.7%	\$ 2,832,409
Project controls	4,146	210,594	206,448	98.0%	8,675	421,187	412,512	97.9%	2,527,124
Engineering	2,097,398	1,037,663	(1,059,736)	-102.1%	2,101,645	2,075,325	(26,320)	-1.3%	12,451,950
Field work	45,478	721,631	676,153	93.7%	45,478	1,443,263	1,397,785	96.8%	8,659,576
Property access and acquisition	—	231,054	231,054	100.0%	23,100	462,109	439,009	95.0%	2,772,651
Stakeholder engagement	120,439	108,490	(11,949)	-11.0%	187,926	216,980	29,054	13.4%	1,301,880
Office administration	862,260	270,368	(591,893)	-218.9%	956,170	540,735	(415,435)	-76.8%	3,244,410
Procurement and contract administration	—	17,500	17,500	100.0%	—	35,000	35,000	100.0%	210,000
<b>Total</b>	<b>\$ 3,229,017</b>	<b>\$ 2,833,333</b>	<b>\$ (395,684)</b>	<b>-14.0%</b>	<b>\$ 3,532,022</b>	<b>\$ 5,666,667</b>	<b>\$ 2,134,645</b>	<b>37.7%</b>	<b>\$ 34,000,000</b>



**Delta Conveyance Design and Construction Joint Powers Authority**  
 Appropriation - Trend  
 Current Period: AUG-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	\$ 99,296	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ —	\$ 209,028
Project controls	4,529	4,146	—	—	—	—	—	—	—	—	—	—	8,675
Engineering	4,247	2,097,398	—	—	—	—	—	—	—	—	—	—	2,101,645
Field work	—	45,478	—	—	—	—	—	—	—	—	—	—	45,478
Property access and acquisition	23,100	—	—	—	—	—	—	—	—	—	—	—	23,100
Stakeholder engagement	67,487	120,439	—	—	—	—	—	—	—	—	—	—	187,926
Office administration	93,910	862,260	—	—	—	—	—	—	—	—	—	—	956,170
Procurement and contract administration	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Total</b>	<b>\$ 303,005</b>	<b>\$ 3,229,017</b>	<b>\$ —</b>	<b>\$ 3,532,022</b>									

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

## Environmental Manager's Report

**Contact:** Carolyn Buckman, DWR Environmental Manager

**Date:** September 17, 2020

**Item No. 8c**

**Subject:** Environmental Manager's Report

### Summary:

The Department of Water Resources (DWR) is progressing through the California Environmental Quality Act (CEQA) process to analyze a single-tunnel solution to modernizing and rehabilitating the water distribution system in the Delta.

### Detailed Report:

DWR is continuing to work on developing an Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA). Current work is focused on formulation of alternatives to be analyzed in the EIR, descriptions of the existing conditions, and development of methods to analyze potential impacts on environmental resources. DWR released an updated schedule that includes a public Draft EIR in early 2022 and Final EIR in mid-2023.

The U.S. Army Corps of Engineers (USACE) initiated compliance with the National Environmental Policy Act (NEPA) by issuing a Notice of Intent (NOI) to develop an Environmental Impact Statement (EIS). The NOI has started a scoping period for the public to submit comments under NEPA. USACE is accepting comments until October 20, 2020. DWR worked with USACE to align the schedules for CEQA and NEPA into the updated schedule.

Over the summer, DWR has been completing soil investigation activities in the Delta that were a part of previous efforts. DWR and the DCA are working to start soil investigations under the Initial Study/Mitigated Negative Declaration for Soil Investigations in the Delta that was adopted on July 9. Soil investigation work is anticipated to begin this fall on a limited subset of sites on public lands, consistent with all permit conditions and mitigation requirements. Additionally, DWR and the DCA are working to obtain temporary entry on private lands. DWR is continuing to pursue permits for sites that fall under the jurisdiction of the Rivers and Harbors Act (Section 408) and Fish and Game Code (Section 1602). Those sites are not included in the near-term efforts. Investigations at any given site will not occur until property owners have been notified and required permits and approvals for that site have been obtained.

DWR has been working on a "Deep Dive" video series that talks about technical topics in more detail. We have posted videos on soil investigations and State Water Project operations. We are planning several more videos to post in the upcoming months. Additionally, we are working on a survey to collect information on how low-income, minority, and other underserved communities rely on resources in the Delta. This information will help assess potential impacts and benefits to these communities.

### Recommended Action:

Information only.