



**Monday, May 5, 2025, 1:30 p.m.**

**Notice of Planning Committee Regular Meeting and  
Joint Planning Committee Regular Meeting – Special Finance & Administration  
Committee, Water Resources Committee, and Board of Directors Workshop**

**SLDMWA Boardroom  
842 6th Street, Los Banos**

**Join Zoom Meeting**

**<https://us02web.zoom.us/j/86171735161?pwd=wcpobijChPulgLG2BIAIVasuAhuPzk.1>**

**Meeting ID: 861 7173 5161  
Passcode: 596973**

**One tap mobile**

**+16699006833,,86171735161#,,,,\*596973# US (San Jose)  
+16694449171,,86171735161#,,,,\*596973# US**

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**Find your local number: <https://us02web.zoom.us/j/86171735161?pwd=wcpobijChPulgLG2BIAIVasuAhuPzk.1>**

NOTE: Any member of the public may address the Planning Committee/Finance & Administration Committee, Water Resources Committee, or Board of Directors concerning any item on the agenda before or during consideration of that item.

Because the notice provides for a regular meeting of the Planning Committee ("PC") and a joint regular PC Meeting/Special Finance & Administration Committee ("FAC"), Water Resources Committee ("WRC"), and Board of Directors ("BOD") workshop, FAC/WRC/BOD Members/Alternates may discuss items listed on the agenda; however, only PC Members/Alternates may correct or add to the agenda or vote on action items.

NOTE FURTHER: Meeting materials have been made available to the public on the San Luis & Delta-Mendota Water Authority's website, <https://www.sldmwa.org>, and at the Los Banos Administrative Office, 842 6<sup>th</sup> Street, Los Banos, CA 93635.

**Agenda**

1. Call to Order/Roll Call
2. Planning Committee to Consider Additions or Corrections to the Agenda for the Planning Committee Meeting only, as Authorized by Government Code Section 54950 et seq.
3. Opportunity for Public Comment – Any member of the public may address the Planning Committee/Finance & Administration Committee/Water Resources Committee/Board of Directors concerning any matter not on the Agenda, but within either Committee's jurisdiction. Public comment is limited to no more than three minutes per person. For good cause, the Chair of the Planning Committee

may waive this limitation.

### **Action Items**

4. **Approval of November 4, 2024 Meeting Minutes**
5. **Recommendation to Board of Directors to Approve Cost Allocation Methodology for Initial Phase of the Upper Delta-Mendota Canal Portion of the Delta-Mendota Canal Subsidence Correction Project, Barajas/Arroyave**

### **Report Items**

6. Review of Information Relating to the Delta-Mendota Canal Subsidence Correction Project, Barajas
7. Discussion Regarding Ideas, Concepts, and Set of Principles for Cost Allocation Recommendations, Barajas
8. Discussion and Action Items for Future Planning Committee Meetings
9. Reports Pursuant to Government Code Section 54954.2(a)(3)
10. ADJOURNMENT

Persons with a disability may request disability-related modification or accommodation by contacting Cheri Worthy or Sandi Ginda at the San Luis & Delta-Mendota Water Authority Office, 842 6th Street, P.O. Box 2157, Los Banos, California, via telephone at (209) 826-9696, or via email at [cheri.worthy@sldmwa.org](mailto:cheri.worthy@sldmwa.org) or [sandi.ginda@sldmwa.org](mailto:sandi.ginda@sldmwa.org). Requests should be made as far in advance as possible before the meeting date, preferably 3 days in advance of regular meetings or 1 day in advance of special meetings/workshops.

This agenda has been prepared as required by the applicable laws of the State of California, including but not limited to, Government Code Section 54950 et seq. and has not been prepared with a view to informing an investment decision in any of the Authority's bonds, notes, or other obligations. Any projections, plans, or other forward-looking statements included in the information in this agenda are subject to a variety of uncertainties that could cause any actual plans or results to differ materially from any such statement. The information herein is not intended to be used by investors or potential investors in considering the purchase or sale of the Authority's bonds, notes, or other obligations and investors and potential investors should rely only on information filed by the Authority on the Municipal Securities Rulemaking Board's Electronic Municipal Market Access System for municipal securities disclosures, maintained on the World Wide Web at <https://emma.msrb.org/>.

**SAN LUIS & DELTA-MENDOTA WATER AUTHORITY  
PLANNING COMMITTEE REGULAR MEETING AND  
JOINT PLANNING COMMITTEE REGULAR MEETING-SPECIAL FINANCE &  
ADMINISTRATION COMMITTEE, WATER RESOURCES COMMITTEE, AND  
BOARD OF DIRECTORS WORKSHOP  
MINUTES FOR NOVEMBER 4, 2024**

The Planning Committee of the San Luis & Delta-Mendota Water Authority convened at approximately 1:30 p.m. at 842 6th Street in Los Banos, California, with Chair Justin Diener presiding.

**Members and Alternate Members Present**

**Division 1**

Anthea Hansen, Member - Bobby Pierce, Alternate

**Division 2**

Justin Diener, Chair/Member

**Division 3**

Ric Ortega, Alternate

**Division 4**

Aaron Baker, Member - Dana Jacobson, Alternate

**Division 5**

Allison Febbo, Member - Manny Amorelli, Alternate

**Friant Water Authority**

Jason Phillips, Member - Wilson Orvis, Alternate

**Finance & Administration Committee Members Present**

**Ex Officio**

None

**Division 1**

Anthea Hansen, Chair/Member

**Division 2**

Justin Diener, Member

**Division 3**

Jarrett Martin, Alternate

**Division 4**

Absent

**Division 5**

Manny Amorelli, Alternate

**Friant Water Authority**

Jason Phillips, Member - Wilson Orvis, Alternate

**Water Resources Committee Members Present**

**Ex-Officio**

None

**Division 1**

Anthea Hansen, Alternate

**Division 2**

Absent

**Division 3**

Ric Ortega, Alternate

**Division 4**

Dana Jacobson, Alternate

**Division 5**

Manny Amorelli, Alternate

**Board of Directors Present**

**Division 1**

Bobby Pierce, Director

Anthea Hansen, Director

**Division 2**

Justin Diener, Alternate

**Division 3**

Jarrett Martin, Director

Ric Ortega, Director

**Division 4**

Aaron Baker, Alternate

Dana Jacobson, Director

**Division 5**

Allison Febbo, Director

Manny Amorelli, Director

**FWA Representatives**

Jason Phillips, Director - Wilson Orvis, Alternate

**Authority Representatives Present**

Federico Barajas, Executive Director

Pablo Arroyave, Chief Operating Officer

Scott Petersen, Water Policy Director

Ray Tarka, Director of Finance

Rebecca Akroyd, General Counsel

Rebecca Harms, Deputy General Counsel

Bob Martin, Facilities O&M Director

Jaime McNeil, Engineering Manager

Jacob Bejarano, Senior Civil/Mechanical/Electrical Engineer (via ZOOM)

Eddie Reyes, Information Systems Technician

**Others in Attendance**

Richard Welsh, Hallmark Group

Chris Park, CDM Smith (via Zoom)

Steven Farmer, Westlands Water District

Steve Stadler, San Luis Water District

Anona Dutton, EKI (via Zoom)

Ian Buck-Mcleod, Friant Water Authority (via ZOOM)

Johnny Amaral, Friant Water Authority (via ZOOM)

Thomas Harder, Friant Water Authority (via ZOOM)

**1. Call to Order/Roll Call**

Chair Justin Diener called the meeting to order at approximately 1:30 p.m. and roll was called.

**2. Additions or Corrections to the Agenda**

No additions or corrections.

**3. Opportunity for Public Comment**

No public comment.

**4. Planning Committee to Consider Approval of the October 7, 2024 Meeting Minutes.**

On a motion made by Member Aaron Baker, seconded by Member Anthea Hansen, the Committee approved the October 7, 2024 meeting minutes with proposed correction. The vote on the motion was as follows:

AYES: Hansen, Diener, Ortega, Baker, Febbo, Phillips

NAYS: None

ABSTENTIONS: None

**5. Overview of the Delta-Mendota Subbasin Single Groundwater Sustainability Plan.**

Water Policy Director Scott Petersen provide a brief overview of the item, and then introduced Anona Dutton and Amir Mani with EKI. Dutton walked through a PowerPoint presentation regarding the Delta-Mendota Subbasin Single Groundwater Sustainability Plan (GSP), highlighting how subsidence was addressed in the GSP. Petersen and Dutton answered Committee member questions throughout the presentation.

**6. Review of Information Relating to the Delta-Mendota Canal Subsidence Correction Project.**

Engineering Manager Jaime McNeil walked through a PowerPoint presentation regarding the DMC Subsidence Correction Project Status Update. McNeil reviewed funding details, the upper DMC rehabilitation schedule/spend plan and scalable options. Water Policy Director reviewed DMC profiles. McNeil closed the discussion with the review of the DMC liner raise. McNeil and Petersen answered Committee member questions throughout the presentation

**7. Discussion Regarding Initial Ideas, Concepts, and Set of Principles for Cost Allocation Recommendations.**

Executive Director Federico provided an opportunity for Committee members to share thoughts on initial ideas, concepts, and a set of principles for cost allocation. Members made suggestions, and shared ideas in regards to cost share depending on reach, fixing buckled liners, considering responsibility of those causing impacts to help cover costs, funding opportunities and exploring operating priorities. Chair Justin Diener suggested scheduling a workshop in the near future to further discuss.

**8. Discussion and Action Items for Future Planning Committee Meetings.**

Executive Director Federico Barajas reported that he will be working with staff on several items including scheduling a policy conversation with the Bureau, funding scenarios, requesting info from Bureau regarding how to plan to operate upper DMC in the future, and a Bureau briefing on design assumptions. General Counsel Rebecca Akroyd suggested the briefing on design assumptions be brought to the O&M Technical Committee.

**9. Reports Pursuant to Government Code Sec 54954.2**

No reports.

**10. Adjournment.**

The meeting was adjourned at approximately 3:13 p.m.



## MEMORANDUM

TO: SLDMWA Board of Directors, Alternates  
SLDMWA Planning Committee, Alternates

FROM: Federico Barajas, Executive Director  
Pablo Arroyave, Chief Operating Officer

DATE: May 5, 2025

RE: Recommendation/Approval to Approve Cost Allocation Methodology for Initial Phase of the Upper DMC Portion of the Delta-Mendota Canal Subsidence Correction Project

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### BACKGROUND

The Delta-Mendota Canal (DMC) is a 116.5-mile-long canal that conveys water from the Delta region near Tracy, California to the Mendota Pool near Mendota, California. The DMC is one of the major components of the Delta Division of the U.S. Bureau of Reclamation's (Reclamation) Central Valley Project (CVP), and is considered a piece of critical infrastructure. The DMC was originally designed to convey a variable flow rate, starting at 4,600 cubic feet per second (cfs) at the upstream end and reducing to 3,211 cfs at the downstream end. Since its construction, land subsidence has impacted the ability of the DMC to meet the needs of the communities and ecosystems which rely on it for their water supply. Parts of the DMC have experienced differential changes in land surface elevation, forcing the facility to be operated at a lower level to ensure that water doesn't overflow the banks and cause damage.

The San Luis & Delta-Mendota Water Authority (Authority) has been working in partnership with Reclamation to restore the conveyance capacity of the DMC by raising the canal lining and embankments, as well as other structures such as bridges, overchutes, and pipe crossings.

The Planning Committee began holding meetings in September 2024 to address the allocation of costs for large extraordinary maintenance projects for which the Authority's estimated total project cost is greater than 50% of the current year's routine OM&R Budget, excluding power and Reserves costs. The Planning Committee considered report items regarding the DMC Subsidence Correction Project in September, October, and November of 2024, and as part of a joint Planning Committee and Board of Directors Workshop in January 2025. Most recently, on April 28, 2025, a Joint Workshop was held in which Authority staff and consultants reviewed various scenarios for canal capacity restoration using different canal lining and embankment raises in the Upper DMC with the Board of Directors, Planning Committee, and other standing committees.

### **ISSUE FOR DECISION**

Whether the Planning Committee should recommend, and the Board of Directors should approve, a cost allocation methodology for the initial phase of the Upper DMC portion of the DMC Subsidence Correction Project.

### **RECOMMENDATION**

Staff recommends approval of a cost allocation methodology for the initial phase of the Upper DMC portion of the DMC Subsidence Correction Project that relies on non-reimbursable grant funding.

The cost allocation methodology for future phases of the Upper DMC portion of the DMC Subsidence Correction Project would be brought to the Planning Committee for recommendation in future meetings.

### **ANALYSIS**

#### **1. Phased Approach**

Phase 1 would include a four-foot liner and embankment raise to restore the canal to the original 4,600 cfs capacity from the Jones Pumping Plant (JPP) to the Delta-Mendota California Aqueduct Intertie Pumping Plant (DCI) located at MP 7.2. The four-foot raise includes the restoration of Reclamation required freeboard (two feet), and accommodates two feet of future subsidence. Additional components of the work include raising embankments as required, and modifying drain inlets to accommodate the elevated water surface elevation.

Reclamation's Technical Services Center (TSC) is currently under agreement with the Authority to complete the final design for the Upper DMC portion of the DMC Subsidence Correction Project. With the adoption of this phased approach, TSC will prioritize the design of the Phase 1 portions of the DMC first, then continue with the design of the remaining Upper DMC.

#### **2. Funding Awards**

The Authority first executed a Funding Agreement with DWR for the DMC Subsidence Correction Project in April 2022. The initial funding amount was \$3,307,925. In January 2024, the Authority requested an amendment to the Funding Agreement to increase their State funding allocation by \$19,302,075. In March 2024, DWR approved this request, and the parties executed Amendment 1 to the Funding Agreement, which identified the maximum amount payable by the State under the Funding Agreement as \$22,610,000. Amendment 2 to the Funding Agreement is currently being processed by DWR; once approved, the maximum amount payable under the Funding Agreement will be \$45,220,000.



Given that approximately \$12M of the DWR grant has been spent or committed to date, once Amendment 2 is processed there will be approximately \$33M remaining. Preliminary estimates to complete Phase 1 are approximately \$30M. The table below summarizes the DWR grant funding status:

| Funding Source                 | Funding       | Committed/Spent to Date | Remaining     |
|--------------------------------|---------------|-------------------------|---------------|
| 1st Appropriation, Committed   | \$ 22,610,000 | \$ 12,017,084           | \$ 10,592,916 |
| 2nd Appropriation, Uncommitted | \$ 22,610,000 | \$ -                    | \$ 22,610,000 |
| Total Available:               |               |                         | \$ 33,202,916 |

### 3. Recommended Cost Allocation Methodology

Staff recommends utilizing non-reimbursable grant funds to fund the initial phase of the Upper DMC portion of the DMC Subsidence Correction Project. Given that the proposed Phase 1 will be wholly funded with non-reimbursable grant funding, there is no rate impact associated with this action.

### BUDGET IMPLICATIONS

With the ability to fully fund Phase 1 with the non-reimbursable grant, no budget implications are anticipated.

### ATTACHMENTS

1. April 28, 2025 Special Joint Workshop Slide Deck



Persistence | Proficiency | Performance

DMC Subsidence Scenarios

April 28, 2025

# Agenda



Purpose

Current/Baseline Conditions

Subsidence Scenarios

High Priority Bridges

Additional Concepts

Potential Phased Approach

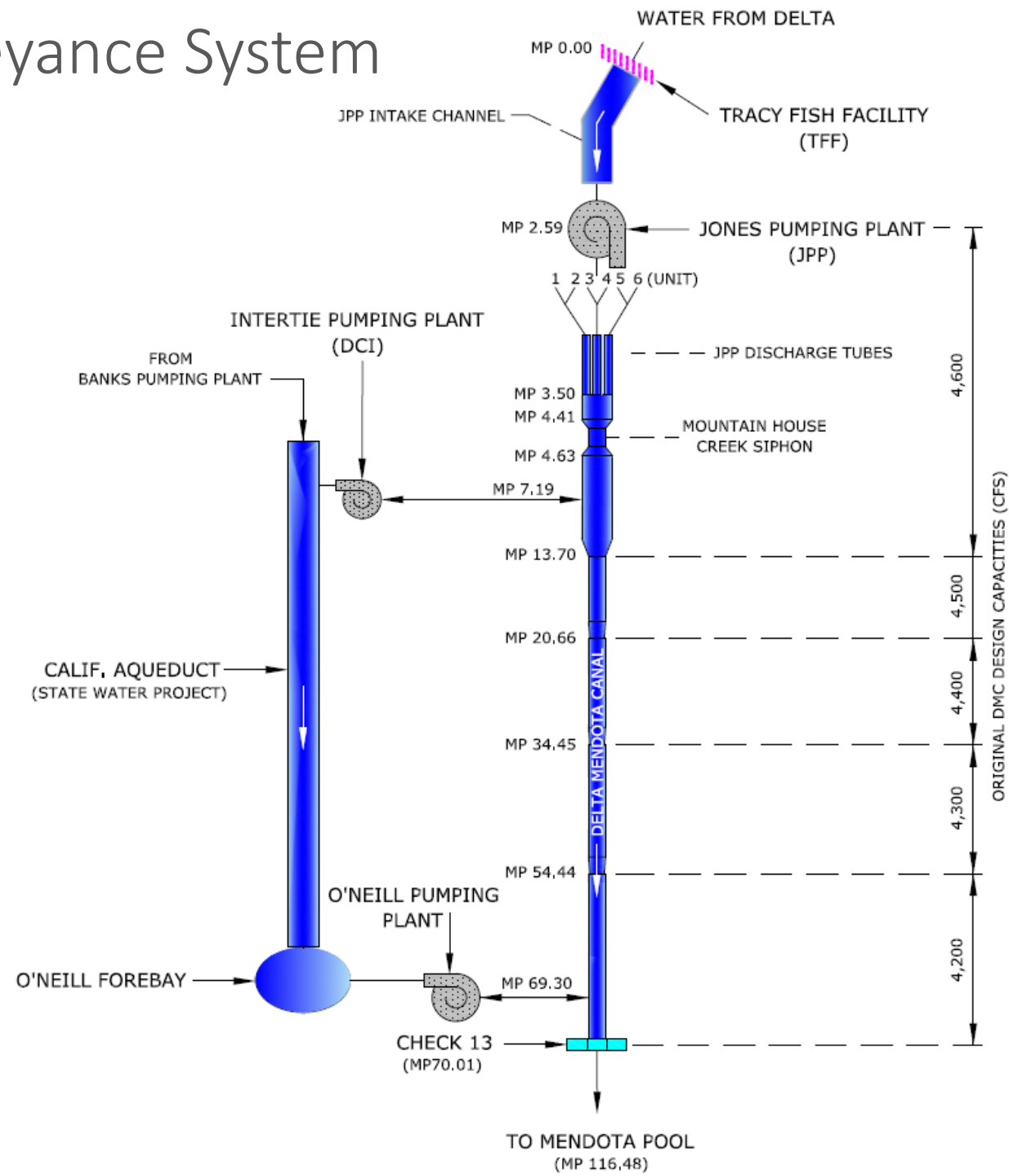
Discussion & Next Steps

# Presentation Purpose



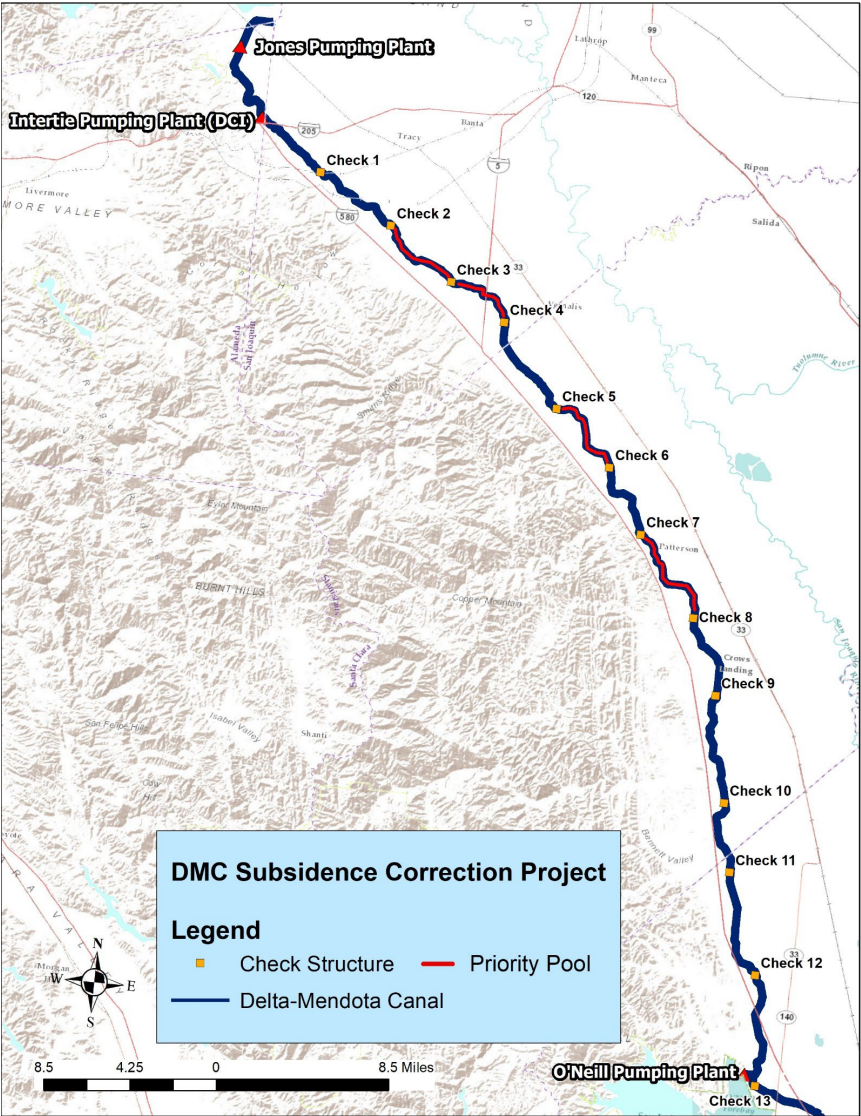
- Review scenarios for various canal capacity restoration alternatives using different canal lining and embankment raises.
- Develop restoration of freeboard for safe operation along with other key indicators for scenario analysis.
- These scenarios are developed to:
  - Inform SLDMWA of potential alternatives to allow for further direction.

# JPP & DMC Conveyance System (Check 1-13)



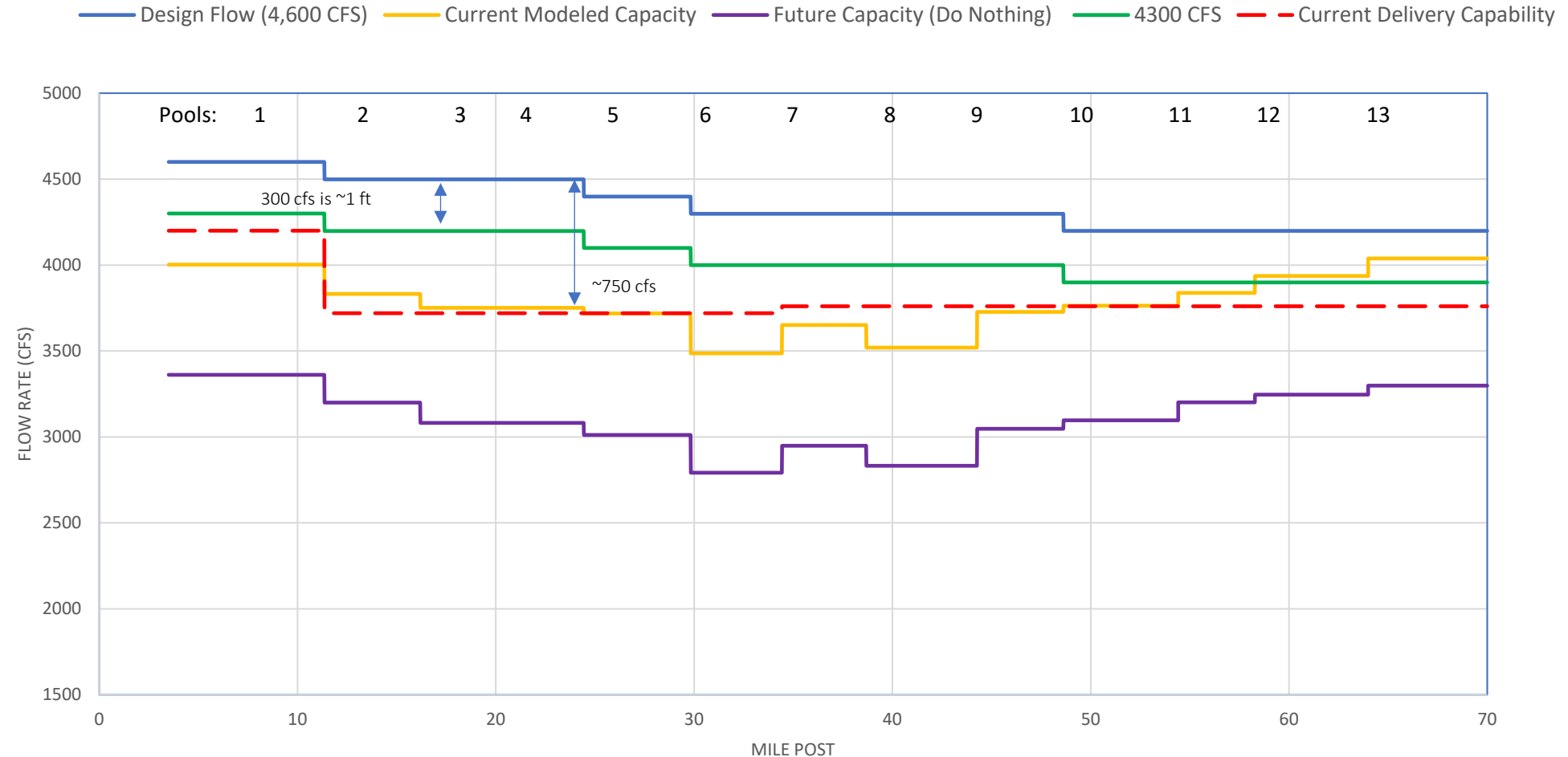


# Current Delivery Capability (Upper DMC)



| Reach/Pool | Mileposts   | Design Capacity (cfs) | Current Operational Capacity (cfs) | Current Operational Constraint (cfs) |
|------------|-------------|-----------------------|------------------------------------|--------------------------------------|
| 1          | 3.5-11.35   | 4,600                 | 4,200                              | 400                                  |
| 2          | 11.35-16.19 | 4,498                 | 3,720                              | 778                                  |
| 3          | 16.19-20.63 | 4,498                 | 3,720                              | 778                                  |
| 4          | 20.63-24.43 | 4,399                 | 3,720                              | 679                                  |
| 5          | 24.43-29.82 | 4,399                 | 3,720                              | 679                                  |
| 6          | 29.82-34.42 | 4,299                 | 3,720                              | 579                                  |
| 7          | 34.42-38.68 | 4,299                 | 3,760                              | 539                                  |
| 8          | 38.62-44.26 | 4,299                 | 3,760                              | 539                                  |
| 9          | 44.26-48.62 | 4,299                 | 3,760                              | 539                                  |
| 10         | 48.62-54.41 | 4,199                 | 3,760                              | 439                                  |
| 11         | 54.41-58.28 | 4,199                 | 3,760                              | 439                                  |
| 12         | 58.28-63.99 | 4,199                 | 3,760                              | 439                                  |
| 13         | 63.99-70.01 | 4,199                 | 3,760                              | 439                                  |

# Baseline Conditions



# Summary of Scenarios

| Scenario     | Capacity Upstream DCI | Capacity Downstream DCI | Total Raise<br>(Freeboard + Subsidence) | Freeboard         | Subsidence         |
|--------------|-----------------------|-------------------------|---|-------------------|--------------------|
| Scenario A   | 4,600 cfs             | 4,600 cfs               | 4 ft                                    | 2 ft              | 2 ft               |
| Scenario B   | 4,600 cfs             | 4,600 cfs               | 3 ft                                    | 2 ft              | 1 ft               |
| Scenario C   | 4,600 cfs             | 4,600 cfs               | 2 ft                                    | 2 ft              | 0 ft               |
| Scenario D   | 4,300 cfs             | 4,300 cfs               | 1 ft                                    | 1 ft              | 0 ft               |
| Scenario     | Capacity U/S DCI      | Capacity D/S DCI        | Total Raise D/S DCI                     | Freeboard D/S DCI | Subsidence D/SDCI  |
| Scenario E   | 4,600 cfs             | 4,300 cfs               | 3 ft                                    | 2 ft              | 1 ft               |
| Scenario F.1 | 4,600 cfs             | 4,300 cfs               | 2 ft                                    | 2 ft              | 0 ft               |
| Scenario F.2 | 4,600 cfs             | 4,300 cfs               | 2 ft                                    | 2 ft              | 0 ft               |
| Scenario G.1 | 4,600 cfs             | 4,000 cfs               | 2 ft                                    | 2 ft              | 0 ft               |
| Scenario G.2 | 4,600 cfs             | 4,000 cfs               | 2 ft                                    | 2 ft              | 0 ft               |
| Scenario     | U/S Capacity DCI      |                         | Total Raise U/S DCI                     | Freeboard U/S DCI | Subsidence U/S DCI |
| Scenario L   | 4,600 cfs             | *                       | 4 ft                                    | 2 ft              | 2 ft               |



# Scenario A – Current Reclamation Design

| Scenario Description  | Scenario Costs |                     |                      |                        |                                   |                      |
|---|----------------|---------------------|----------------------|------------------------|-----------------------------------|----------------------|
|   | MP 3.5 - 44.26 | MP 44.26 - 56.25    | MP 56.25 - 70        | Pool Subtotal<br>Costs | High Priority<br>Bridge Cost (11) | Total Cost           |
|   | Pool 1 - 8     | Pool 9 - 11 Partial | Pool 11 Partial - 13 |                        |                                   |                      |
| <b>Scenario A (4 FT RAISE): 4,600 cfs capacity - 4 ft. Raise</b> includes 2 ft. for subsidence and 2 ft. for freeboard. This would raise the concrete lining and earth embankment a total of 4 ft.<br><br>The 4 ft. would start at MP 3.5 and extend to MP 44.26. From MP 44.26, it will reduce to 2.5 ft. until MP 56.25. Then it will be a 1.5 ft. raise until MP 70. | \$404,000,000  | \$104,400,000       | \$85,600,000         | <b>\$594,000,000</b>   | \$126,200,000                     | <b>\$720,200,000</b> |

## Scenario A Per Pool Cost

| 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11P*    | 11P*    | 12    | 13    |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|---------|-------|-------|
| \$63M | \$46M | \$47M | \$43M | \$47M | \$49M | \$48M | \$61M | \$40M | \$50M | \$14.4M | \$15.6M | \$34M | \$36M |

\*P – Partial

# Scenario L

| Scenario Costs  |                                |                     |                                  |                     |
|---|--------------------------------|---------------------|----------------------------------|---------------------|
| Scenario Description (4,600 cfs)  | MP 3.5 - 7.2<br>Pool 1 Partial | Pool Subtotal Costs | High Priority<br>Bridge Cost (0) | Total Cost          |
| <p><b>Scenario L (4FT RAISE): 4,600 cfs capacity - 4 ft. Raise</b> includes 2 ft. for subsidence and 2 ft. for freeboard, and this would raise the concrete lining and earth embankment a total of 4 ft.</p> <p>The 4 ft. would start at MP 3.5 and extend to MP 7.2. MP 7.2 is location of <b>DCI</b>.</p> <p><b>NOTE - This scenario does not include canal capacity restoration downstream of DCI.</b></p> | \$30,000,000                   | <b>\$30,000,000</b> |                                  | <b>\$30,000,000</b> |

# Scenarios B and E

| Scenario Description  | Scenario Costs               |   |                                       |                      |                                   |                      |
|---|------------------------------|---|---------------------------------------|----------------------|-----------------------------------|----------------------|
|   | MP 3.5 - 44.26<br>Pool 1 - 8 | MP 44.26 - 56.25<br>Pool 9 - 11 Partial | MP 56.25 - 70<br>Pool 11 Partial - 13 | Pool Subtotal Costs  | High Priority<br>Bridge Cost (11) | Total Cost           |
| <b>Scenario B (3 FT RAISE): 4,600 cfs capacity - 3 ft. Raise</b> includes 1 ft. for subsidence and 2 ft. for freeboard. This would raise the concrete lining and earth embankment a total of 3 ft.<br><br>The 3 ft. would start at MP 3.5 and extend to MP 44.26. From MP 44.26, it will reduce to 2.5 ft. until MP 56.25. Then it will be a 1.5 ft. raise until MP 70. | \$351,000,000                | \$81,500,000                            | \$66,500,000                          | <b>\$499,000,000</b> | \$126,200,000                     | <b>\$625,200,000</b> |

Scenario B Per Pool Cost

| 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11P     | 11P     | 12    | 13    |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|---------|-------|-------|
| \$57M | \$42M | \$43M | \$40M | \$39M | \$42M | \$38M | \$50M | \$31M | \$39M | \$11.5M | \$12.5M | \$26M | \$28M |

| Scenario Description   | Scenario Costs                 |                                      |   |                      |                                  |                      |
|--|--------------------------------|--------------------------------------|---|----------------------|----------------------------------|----------------------|
|  | MP 3.5 - 7.2<br>Pool 1 Partial | MP 7.2 - 44.26<br>Pool 1 Partial - 8 | MP 44.26 - 56.25<br>Pool 9 - 11 Partial | Pool Subtotal Costs  | High Priority<br>Bridge Cost (4) | Total Cost           |
| <b>Scenario E (3 FT RAISE w/DCI): 4,600 cfs capacity - 4 ft. Raise</b> from MP 3.5 to 7.2 includes 2 ft. for subsidence and 2 ft. for freeboard. At MP 7.2, <b>300</b> cfs would be pumped via DCI into the CA.<br><br>4,300 cfs with 3 ft. raise (1 ft. for subsidence and 2 ft. for freeboard) would start at MP 7.2 and extend to MP 44.26. From MP 44.26, it will reduce to 2.5 ft. until MP 56.25. There will be no raise after MP 56.25. | \$30,000,000                   | \$321,000,000                        | \$81,500,000                            | <b>\$432,500,000</b> | \$45,900,000                     | <b>\$478,400,000</b> |

Scenario E Per Pool Cost

| 1P    | 1P    | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11P     | 11P  | 12   | 13   |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|------|------|------|
| \$30M | \$27M | \$42M | \$43M | \$40M | \$39M | \$42M | \$38M | \$50M | \$31M | \$39M | \$11.5M | \$0M | \$0M | \$0M |

# Scenario C

| Scenario Description  | Scenario Costs |                     |                      |                      |                  |                      |
|---|----------------|---------------------|----------------------|----------------------|------------------|----------------------|
|   | MP 3.5 - 44.26 | MP 44.26 - 56.25    | MP 56.25 - 70        | Pool Subtotal        | High Priority    | Total Cost           |
|   | Pool 1 - 8     | Pool 9 - 11 Partial | Pool 11 Partial - 13 | Costs                | Bridge Cost (11) |                      |
| <b>Scenario C (2 FT RAISE): 4,600 cfs capacity - 2 ft. Raise</b> includes 0 ft. for subsidence and 2 ft. for freeboard. This would raise the concrete lining and earth embankment a total of 2 ft.<br><br>The 2 ft. would start at MP 3.5 and extend to MP 44.26. From MP 44.26, it will reduce to 1.5 ft. until MP 56.25. Then it will be a 1.0 ft. raise until MP 70. | \$238,000,000  | \$56,600,000        | \$53,400,000         | <b>\$348,000,000</b> | \$126,200,000    | <b>\$474,200,000</b> |

Scenario C Per Pool Cost

| 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11P    | 11P    | 12    | 13    |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|-------|-------|
| \$42M | \$28M | \$29M | \$26M | \$29M | \$26M | \$24M | \$34M | \$21M | \$27M | \$8.6M | \$9.4M | \$21M | \$23M |

# Scenario D

| Scenario Description   | Scenario Costs                        |                      |                                  |                      |
|--|---------------------------------------|----------------------|----------------------------------|----------------------|
|  | MP 3.5 - 56.25<br>Pool 1 - 11 Partial | Pool Subtotal Costs  | High Priority<br>Bridge Cost (4) | Total Cost           |
| <p><b>Scenario D (1 FT RAISE): 4,300 cfs capacity - 1 ft. Raise</b> includes 0 ft. for subsidence and 1 ft. for freeboard. This would raise the concrete lining and earth embankment a total of 1 ft.</p> <p>The 1 ft. would start at MP 3.5 and extend to MP 56.25. From MP 56.25 to MP 70.0 no raise will be implemented.</p> <p><b>NOTE – Does not meet current Reclamation freeboard design standards.</b></p> | \$210,800,000                         | <b>\$210,800,000</b> | <b>\$45,900,000</b>              | <b>\$256,700,000</b> |

Scenario D Per Pool Cost

| 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11P    |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| \$30M | \$19M | \$20M | \$17M | \$21M | \$18M | \$17M | \$24M | \$17M | \$22M | \$5.8M |

# Scenarios F.1 and G.1

| Scenario Costs   |                                |                              |   |                                       |                        |                                  |               |
|--|--------------------------------|------------------------------|---|---------------------------------------|------------------------|----------------------------------|---------------|
| USE of DCI @ 300cfs all times. DCI at MP 7.2   |                                |                              |   |                                       |                        |                                  |               |
| Scenario Description   | MP 3.5 - 7.2<br>Pool 1 Partial | MP 7.2 - 44.26<br>Pool 1 - 8 | MP 44.26 - 56.25<br>Pool 9 - 11 Partial | MP 56.25 - 70<br>Pool 11 Partial - 13 | Pool Subtotal<br>Costs | High Priority<br>Bridge Cost (4) | Total Cost    |
| <b>Scenario F.1 (2 FT RAISE w/DCI): 4,600 cfs capacity - 4 ft. Raise</b> from MP 3.5 to 7.2 includes 2 ft. for subsidence and 2 ft. for freeboard. At MP 7.2, <b>300</b> cfs would be pumped via DCI into the CA.<br><br>4,300 cfs with 2 ft. raise (0 ft. for subsidence and 2 ft. for freeboard) would start at MP 7.2 and extend to MP 44.26. From MP 44.26, it will reduce to 1.5 ft. until MP 56.25. Then it will be a 1.0 ft. raise until MP 70. | \$30,000,000                   | \$218,000,000                | \$53,800,000                            | \$12,200,000                          | \$314,000,000          | \$45,900,000                     | \$359,900,000 |
| USE of DCI @ 600cfs all times. DCI at MP 7.2   |                                |                              |   |                                       |                        |                                  |               |
| Scenario Description   | MP 3.5 - 7.2<br>Pool 1 Partial | MP 7.2 - 44.26<br>Pool 1 - 8 | MP 44.26 - 56.25<br>Pool 9 - 11 Partial | MP 56.25 - 70<br>Pool 11 Partial - 13 | Pool Subtotal<br>Costs | High Priority<br>Bridge Cost (1) | Total Cost    |
| <b>Scenario G.1 (2 FT RAISE w/DCI): 4,600 cfs capacity - 4 ft. Raise</b> from MP 3.5 to 7.2 includes 2 ft. for subsidence and 2 ft. for freeboard. At MP 7.2, <b>600</b> cfs would be pumped via DCI into the CA.<br><br>4,000 cfs with 2 ft. raise (0 ft. for subsidence and 2 ft. for freeboard) would start at MP 7.2 and extend to MP 44.26. From MP 44.26, it will reduce to 1.5 ft. until MP 56.25. Then it will be a 1.0 ft. raise until MP 70. | \$30,000,000                   | \$218,000,000                | \$53,800,000                            | \$12,200,000                          | \$314,000,000          | \$11,500,000                     | \$325,500,000 |

## Scenario F.1 and G.1 Per Pool Cost

| 1P    | 1P    | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11P    | 11P    | 12   | 13   |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|------|------|
| \$30M | \$22M | \$28M | \$29M | \$26M | \$29M | \$26M | \$24M | \$34M | \$21M | \$27M | \$5.8M | \$6.2M | \$3M | \$3M |

# Scenarios F.2 and G.2

| Scenario Costs  |                                |   |                      |                                  |                      |
|---|--------------------------------|---|----------------------|----------------------------------|----------------------|
| USE of DCI @ 300cfs all times. DCI at MP 7.2  |                                |   |                      |                                  |                      |
| Scenario Description  | MP 3.5 - 7.2<br>Pool 1 Partial | MP 7.2 - 56.25<br>Pool 1 Partial - 11 Partial | Pool Subtotal Costs  | High Priority<br>Bridge Cost (4) | Total Cost           |
| <b>Scenario F.2 (2 FT RAISE w/DCI): 4,600 cfs capacity - 4 ft. Raise</b> from MP 3.5 to 7.2 includes 2 ft. for subsidence and 2 ft. for freeboard. At MP 7.2, <b>300</b> cfs would be pumped into the CA.<br><br>4,300 cfs with 2 ft. raise (0 ft. for subsidence and 2 ft. for freeboard) would start at MP 7.2 and extend to MP 56.25. From MP 56.25 to MP 70.0 no raise will be implemented.       | \$30,000,000                   | \$271,800,000                                 | <b>\$301,800,000</b> | <b>\$45,900,000</b>              | <b>\$347,700,000</b> |
| USE of DCI @ 600cfs all times. DCI at MP 7.2  |                                |   |                      |                                  |                      |
| Scenario Description  | MP 3.5 - 7.2<br>Pool 1 Partial | MP 7.2 - 56.25<br>Pool 1 Partial - 11 Partial | Pool Subtotal Costs  | High Priority<br>Bridge Cost (1) | Total Cost           |
| <b>Scenario G.2 (2 FT RAISE w/DCI): 4,600 cfs capacity - 4 ft. Raise</b> from MP 3.5 to 7.2 includes 2 ft. for subsidence and 2 ft. for freeboard. At MP 7.2, <b>600</b> cfs would be pumped via DCI into the CA.<br><br>4,000 cfs with 2 ft. raise (0 ft. for subsidence and 2 ft. for freeboard) would start at MP 7.2 and extend to MP 56.25. From MP 56.25 to MP 70 no raise will be implemented. | \$30,000,000                   | \$271,800,000                                 | <b>\$301,800,000</b> | <b>\$11,500,000</b>              | <b>\$313,300,000</b> |

## Scenario F.2 and G.2 Per Pool Cost

| 1P    | 1P    | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11P    |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|
| \$30M | \$22M | \$28M | \$29M | \$26M | \$29M | \$26M | \$24M | \$34M | \$21M | \$27M | \$5.8M |

# High Priority Bridges



- Flow Capacity Restoration (4,600 cfs)
  - 11 High Priority Bridges
- Flow Capacity Restoration (4,300 cfs)
  - 4 High Priority Bridges
- Flow Capacity Restoration (4,000 cfs)
  - 1 High Priority Bridge

*\*Freeboard and future subsidence.*



# Additional Concepts Reviewed (JPP & DCI)

- Jones Pumping Plant
  - Variable Frequency Drives (VFD)
  - Bypass Pipe
- DCI (Delta-Mendota Canal – CA Aqueduct) Pumping Plant
  - Back Up Pump & Motor (\$5M)
  - Modify DCI/Install Extra Pump & Motor (\$6M)

*\*Preliminary estimate, must be refined upon preliminary design.*

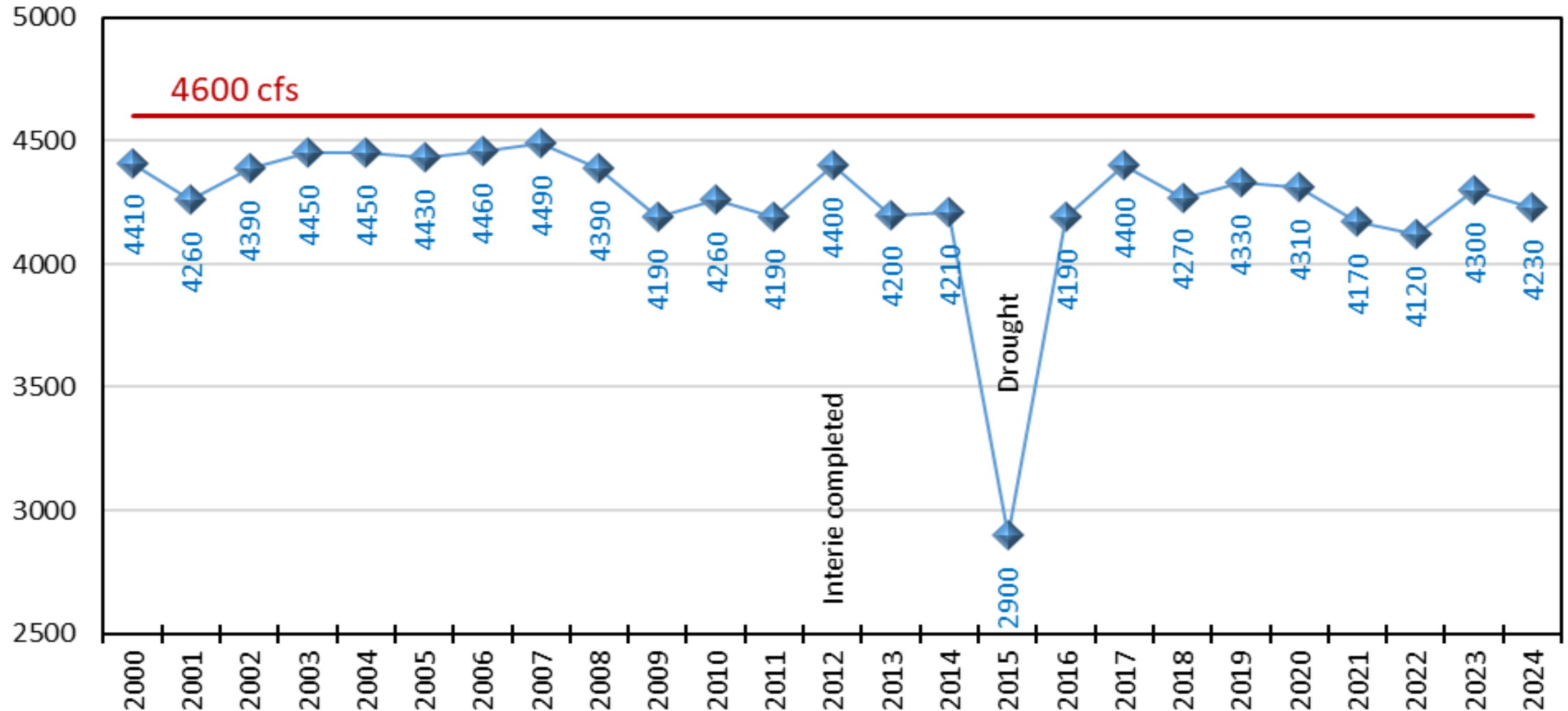


# Delta-Mendota Canal/CA Aqueduct Intertie (DCI)



- Historical Pump Usage 200 cfs to 450 cfs (using 4 pumps)
- Maximum Capacity 6 Pumps 700 cfs
- DCI Alternatives Use Range of 300-700 cfs
- Allows for Reduced Canal Liner Raise Downstream of the DCI
- Agreement with DWR, possible constraints

# Jones Export – Maximum 10 Day Average



# Funding Available for Construction

| Funding Source                                 | Reclamation   | DWR              | Total             |
|--|---------------|------------------|-------------------|
| FY23 BIL Funding                               | \$25M         |                  | \$25M             |
| FY24 BIL Funding                               | \$50M         |                  | \$50M             |
| FY25 BIL Funding                               | \$204M        |                  | \$204M            |
| FY22 DWR Grant                                 |               | \$3.3M           | \$3.3M            |
| FY23 DWR Grant (1 <sup>st</sup> Appropriation) |               | \$19.3M          | \$19.3M           |
| FY23 DWR Grant (2 <sup>nd</sup> Appropriation) |               | \$22.6M          | \$22.6M           |
| <b>Total Funding</b>                           | <b>\$279M</b> | <b>* \$45.2M</b> | <b>* \$324.2M</b> |

\* \$33.47 Million of Funds Available for Construction from DWR.

# Summary of Scenarios + Cost

| Scenario     | Capacity Upstream DCI | Capacity Downstream DCI | Total Raise<br>(Freeboard + Subsidence) | Freeboard         | Subsidence         | Total Cost (With Bridge Cost) |
|--------------|-----------------------|-------------------------|---|-------------------|--------------------|-------------------------------|
| Scenario A   | 4,600 cfs             | 4,600 cfs               | 4 ft                                    | 2 ft              | 2 ft               | \$720,200,000                 |
| Scenario B   | 4,600 cfs             | 4,600 cfs               | 3 ft                                    | 2 ft              | 1 ft               | \$625,200,000                 |
| Scenario C   | 4,600 cfs             | 4,600 cfs               | 2 ft                                    | 2 ft              | 0 ft               | \$474,200,000                 |
| Scenario D   | 4,300 cfs             | 4,300 cfs               | 1 ft                                    | 1 ft              | 0 ft               | \$256,700,000                 |
| Scenario     | Capacity U/S DCI      | Capacity D/S DCI        | Total Raise D/S DCI                     | Freeboard D/S DCI | Subsidence D/S DCI | Total Cost (With Bridge Cost) |
| Scenario E   | 4,600 cfs             | 4,300 cfs               | 3 ft                                    | 2 ft              | 1 ft               | \$478,400,000                 |
| Scenario F.1 | 4,600 cfs             | 4,300 cfs               | 2 ft                                    | 2 ft              | 0 ft               | \$359,900,000                 |
| Scenario F.2 | 4,600 cfs             | 4300 cfs                | 2 ft                                    | 2 ft              | 0 ft               | \$347,700,000                 |
| Scenario G.1 | 4,600 cfs             | 4,000 cfs               | 2 ft                                    | 2 ft              | 0 ft               | \$325,500,000                 |
| Scenario G.2 | 4,600 cfs             | 4,000 cfs               | 2 ft                                    | 2 ft              | 0 ft               | \$313,300,000                 |

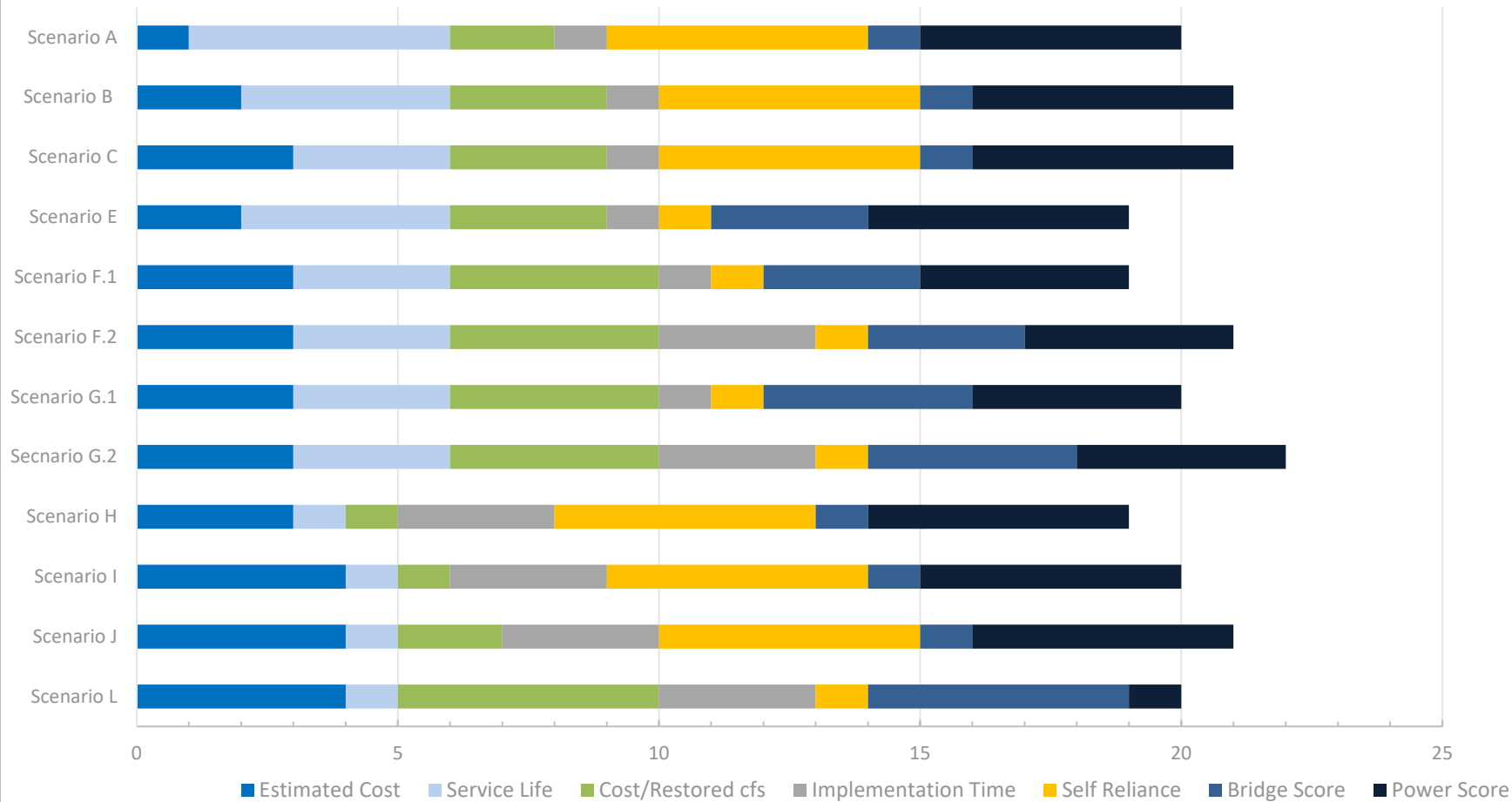
Self-Reliant

Use of DCI



# All Scenario Scoring Criteria with Bridges

Cost Pool Scenario Criteria Scoring with Bridges



| CRITERIA   | CHARACTERISTICS                | RATING |
|--|--------------------------------|--------|
| Estimated Cost                                   | < \$110M                       | 5      |
|  | \$111M - \$310M                | 4      |
|  | \$311M - \$510M                | 3      |
|  | \$511M - \$710M                | 2      |
|  | >\$710M                        | 1      |
| Service Life                                     | >40 YRS                        | 5      |
|  | 26-39 YRS                      | 4      |
|  | 15-25 YRS                      | 3      |
|  | 6-14 YRS                       | 2      |
|  | <5 YRS                         | 1      |
| Cost per Restored Capacity (\$ in thousands/cfs) | <\$45                          | 5      |
|  | \$46 - \$70                    | 4      |
|  | \$71 - \$95                    | 3      |
|  | \$96 - \$120                   | 2      |
|  | >\$120                         | 1      |
| Implementation Time                              | <3 YRS                         | 5      |
|  | ~5                             | 4      |
|  | ~7                             | 3      |
|  | ~9                             | 2      |
|  | >10                            | 1      |
| Self-Reliance: DWR Reliance (long term reliance) | 4,600, 300 + cfs DCI use (YES) | 1      |
|  | No DCI use of 300(-) cfs. (NO) | 5      |
| Req. # of High Priority Bridges Raises/Repairs   | 0                              | 5      |
|  | 1-3                            | 4      |
|  | 4-6                            | 3      |
|  | 7-9                            | 2      |
|  | >9                             | 1      |
| DCI Power - Average Annual Cost                  | > \$500K Annual Avg.           | 1      |
|  | \$401 - 500K Annual Avg.       | 2      |
|  | \$301 - \$400K Annual Avg.     | 3      |
|  | \$200 - \$300K Annual Avg.     | 4      |
|  | <\$200K Annual Avg.            | 5      |

Scenarios K & D have been omitted as they do not meet USBR design standards.

# Potential Phased Approach

## Phase 1: Use of DCI

BENEFITS: Restores capacity from Jones to DCI. Provides operational flexibility, increases service life and water supply, with minimal implementation time.

| Scenario             | Capacity U/S DCI | Total Raise U/S DCI | Freeboard | Subsidence | Total Cost   |
|----------------------|------------------|---------------------|-----------|------------|--------------|
| Scenario L – U/S DCI | 4,600            | 4 ft                | 2 ft      | 2 ft       | \$30,000,000 |

## Phase 2: Self-Reliance

BENEFITS: Restores freeboard for safe operation, minimizes high priority bridge work, and allows improved water supply benefits with DCI usage.

| Scenario     | Capacity D/S DCI | Total Raise D/S DCI | Freeboard | Subsidence | Total Cost<br>(Excludes Scenario L Costs) |
|--------------|------------------|---------------------|-----------|------------|---|
| Scenario F.2 | 4,300 cfs        | 2 ft                | 2 ft      | 0 ft       | \$317,700,000                             |
| Scenario G.2 | 4,000 cfs        | 2 ft                | 2 ft      | 0 ft       | \$283,300,000                             |

# Potential Phase 1

## Phase 1: Use of DCI

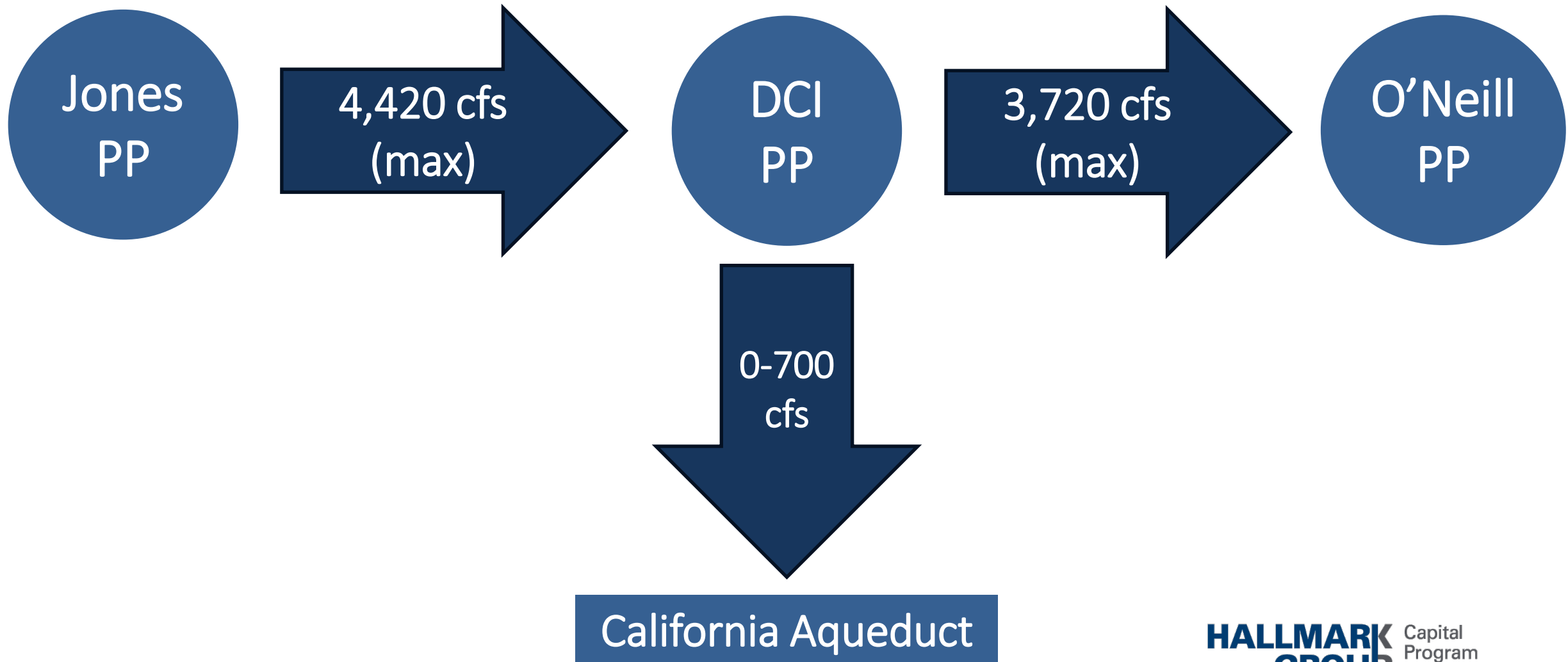
| Scenario             | Capacity U/S DCI | Total Raise U/S DCI | Freeboard | Subsidence | Total Cost   |
|----------------------|------------------|---------------------|-----------|------------|--------------|
| Scenario L – U/S DCI | 4,600            | 4 ft                | 2 ft      | 2 ft       | \$30,000,000 |

### BENEFITS:

- Restores capacity from Jones to DCI
- Provides operational flexibility, increases service life and water supply, with minimal implementation time
- Accomplished without bridge work and associated costs



# Maximum Flows Using Scenario L



# Potential Phase 2

## Phase 2: Self-Reliance

| Scenario     | Capacity D/S DCI | Total Raise D/S DCI | Freeboard | Subsidence | Total Cost (Excludes Scenario L Costs) |
|--------------|------------------|---------------------|-----------|------------|--|
| Scenario F.2 | 4,300 cfs        | 2 ft                | 2 ft      | 0 ft       | \$317,700,000                          |
| Scenario G.2 | 4,000 cfs        | 2 ft                | 2 ft      | 0 ft       | \$283,300,000                          |

### BENEFITS:

- Restores freeboard for safe operation
- Minimizes high priority bridge work
- Allows improved water supply benefits with DCI usage
- Allows for future subsidence due to reduced water profile less than 4600 cfs



# Discussion & Next Steps





# United States Department of the Interior

BUREAU OF RECLAMATION  
Regional Directors Office  
2800 Cottage Way  
Sacramento, CA 95825-1898



IN REPLY REFER TO:

RCO-110  
2.2.4.22

VIA ELECTRONIC MAIL ONLY

Federico Barajas  
Executive Director  
San Luis & Delta-Mendota Water Authority  
15990 Kelso Road, Byron, CA 94514

Subject: Formation of Customer Collaboration Team (CCT) for Delta-Mendota Canal (DMC) Subsidence Correction Project.

Dear Mr. Barajas:

Thank you for your request to form a Customer Collaboration Team (CCT) for the Delta-Mendota Canal (DMC) Subsidence Correction Project (Project) dated March 10, 2025. We recognize the importance of decisions regarding the ultimate scope of the DMC capacity correction and appreciate the efforts taken by the San Luis & Delta Mendota Authority (SLDWMA) and the member districts in developing and reviewing various scenarios related to the restoration of flow in the Upper DMC.

As mentioned in your request, Reclamation Directives and Standards (D&S), CMP 10-04 and 10-05 provide direction to collaborate with customers regarding technical services required for construction activities when there is a potential "substantial change" in existing Bureau of Reclamation (Reclamation) facilities.

Given the nature of the Project, we agree to your request to form a CCT that will remain in place and not be affected unless the involved customers desire to withdraw themselves from the process. Please note that formation of the CCT does not modify responsibilities under the Transferred Works Agreement (Contract No. 8-07-20-X0354-X) between Reclamation and SLDMWA. Ms. Rain Emerson (Area Manager - Acting, South-Central California Area Office) is authorized to form the CCT. Ms. Emerson or her delegate will reach out to your office soon to form the CCT and begin further collaboration on the Project.

Please feel free to contact Vincent Barbara, Program Manager, at (916) 978-5072 or email at [VBarbara@ubr.gov](mailto:VBarbara@ubr.gov) for additional information.

Sincerely,

Adam Nickels  
Regional Director - Acting

---

INTERIOR REGION 10 • CALIFORNIA-GREAT BASIN

CALIFORNIA\*, NEVADA\*, OREGON\*

\* PARTIAL



March 10, 2025

Karl J. Stock, Regional Director  
[Region 10 Office](#)  
Federal Office Building  
2800 Cottage Way  
Sacramento CA 95825-1898

Subject: Formation of Customer Collaboration Team (CCT) for Delta-Mendota Canal (DMC)  
Subsidence Correction Project

Dear Director Stock,

As you know, the San Luis & Delta-Mendota Water Authority (Authority) along with our member districts have been developing and will be reviewing a variety of scenarios related to the restoration of flow capacity in the DMC Upper Reach (Milepost 3.5 to 70.0). The districts must balance an affordability component with flow capacity restoration and water supply reliability. The project's cost and associated repayment are borne exclusively by the Authority CVP contractors, and the ultimate scope of capacity correction is a significant decision for them.

Thereby, I am requesting the formation of a Customer Collaboration Team (CCT) in accordance with Reclamation's Directives and Standards (D&S), CMP 10-04, Collaboration with Customers Regarding Technical Services Required for Work on Existing Bureau of Reclamation Facilities. This D&S outlines the collaborative engagement of customers in decisions regarding technical services for construction work on existing Bureau of Reclamation facilities. The CCT serves as a platform for coordination and communication between Reclamation and its customers, ensuring transparency and efficiency in decisions regarding technical services resulting in substantial changes to Reclamation-owned facilities. We believe this project fits the definition of substantial change. The duties and responsibilities of the CCT are well-defined in the D&S and should provide an appropriate venue for Reclamation and the Customers to implement the project.

There are a couple of topics ready for a decision by the Authority and Reclamation regarding the TSC's design. It would be appropriate to implement the CCT as soon as possible. Given the number of Districts which make up the Authority (20+ member districts), the Authority will have multiple members on the CCT and Pablo Arroyave, Authority Chief Operating Officer, will lead

the group. Given the ongoing and future infrastructure needs of the Authority, we formally request the CCT be established on a permanent basis. This will facilitate a sustained collaborative approach for technical service decisions, ensuring that the Authority and its stakeholders are effectively engaged in the planning, execution, and oversight of construction projects impacting this project.

Furthermore, this request aligns with the principles set forth in CMP 10-05, which governs substantial changes to transferred works. As infrastructure modernization continues, the permanent CCT will play a crucial role in aligning the Authority's interests with Reclamation's operational and safety requirements.

We appreciate your consideration of this request and look forward to working closely with Reclamation to advance our shared goals. Please let us know the next steps for the development of the CCT.

Should you require any additional information, please do not hesitate to contact me.

Sincerely,



Federico Barajas  
Executive Director  
San Luis & Delta-Mendota Water Authority  
916-321-4514