



AGENDA MATERIALS
TRI-DAM PROJECT



TRI-DAM POWER
AUTHORITY



BOARD MEETING

October 20, 2022

**REGULAR BOARD MEETING
AGENDA
TRI-DAM PROJECT
of THE OAKDALE IRRIGATION DISTRICT and
THE SOUTH SAN JOAQUIN IRRIGATION DISTRICT
OCTOBER 20, 2022
9:00 A.M.**

**South San Joaquin Irrigation District
11011 Hwy 120
Manteca, CA 95336**

*** SEE BELOW FOR INSTRUCTIONS REGARDING PUBLIC COMMENT AND
PARTICIPATION**

NOTICE: Coronavirus (COVID-19)

A COMPLETE COPY OF THE AGENDA PACKET WILL BE AVAILABLE ON THE OAKDALE IRRIGATION DISTRICT WEB SITE (www.oakdaleirrigation.com) ON MONDAY, OCTOBER 17, 2022 AT 9:00 A.M. ALL WRITINGS THAT ARE PUBLIC RECORDS AND RELATE TO AN AGENDA ITEM WHICH ARE DISTRIBUTED TO A MAJORITY OF THE BOARD OF DIRECTORS LESS THAN 72 HOURS PRIOR TO THE MEETING NOTICED ABOVE WILL BE MADE AVAILABLE ON THE OAKDALE IRRIGATION DISTRICT WEB SITE (www.oakdaleirrigation.com).

**INFORMATION FOR MEETING DURING CONTINUED PROCLAIMED STATE OF
EMERGENCY**

(Effective 3/27/2020 – until further notice):

Pursuant to California Governor Gavin Newsom’s Executive Order N-29-20, a local legislative body is authorized to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public who wish to participate and to provide public comment to the local legislative body during the current health emergency. The Tri-Dam Project and Tri-Dam Power Authority Board of Directors (Tri-Dam Directors) will adhere to and implement the provisions of the Governor’s Executive Order related to the Brown Act and the utilization of technology to facilitate participation.

*The location of the Tri-Dam meeting will be at the office of the South San Joaquin Irrigation District, 11011 Highway 120, Manteca. This facility is open to the public for meeting attendance, but seating is limited to maintain social distancing.

Members of the public who wish to participate, listen to, and provide comment on agenda items remotely can do so by clicking

<https://ssjid.zoom.us/j/98120276218?pwd=ZzZ0dkxhMGN4TFd2d2poZGhJemVvdz09> or by calling (669) 900-9128, then entering Meeting ID: 981-2027-6218, password 700546. All speakers commenting on Agenda Items are limited to five (5) minutes.

Members of the public may also submit public comments in advance by e-mailing dbarney@ssjid.com by 4:30 p.m., Wednesday, October 19, 2022.

In addition to the conditions set forth above, the Tri-Dam Directors will use sound discretion and make reasonable efforts to adhere as closely as reasonably possible to the provisions of the Brown Act, and other applicable local laws regulating the conduct of public meetings.

In compliance with the Americans with Disabilities Act, a person requiring an accommodation, auxiliary aid, or service to participate in this meeting should contact the Executive Assistant at (209) 249-4623, as far in advance as possible but no later than 24 hours before the scheduled event. Best efforts will be made to fulfill the request.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL: John Holbrook, Bob Holmes, Dave Kamper, Glenn Spyksma, Mike Weststeyn
Brad DeBoer, Herman Doornenbal, Tom Orvis, Linda Santos, Ed Tobias

PUBLIC COMMENT

CONSENT CALENDAR

ITEMS 1 - 4

1. Approve the regular board meeting minutes of September 15, 2022.
2. Approve the September statement of obligations.
3. Approve the Financial Statements for the seven months ending July 31, 2022.
4. Approve the Financial Statements for the eight months ending August 31, 2022.

ACTION CALENDAR

ITEMS 5 - 8

5. Discussion and possible action to approve the 2022 unrepresented employee pay schedule.
6. Discussion and possible action to approve the purchase of a CyberLock Security System.
7. Discussion and possible action to authorize Interim General Manager to purchase a new General Manager vehicle not to exceed \$65,000.
8. Discuss and consider approving submittal of comments regarding California Air Resources Board proposed "Advanced Clean Fleets" regulation.

COMMUNICATIONS

ITEMS 9 - 12

9. Staff reports as follows:
 - a. General Manager Report
 - b. Operations & Maintenance Report
 - c. Compliance Report
10. Generation Report
11. Fisheries studies on the Lower Stanislaus River
12. Directors' Comments

CLOSED SESSION**ITEM 13**

13. a. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Government Code § 54956.9(d)(1)
1. *Lee Tyler et al. v Oakdale Irrigation; et al.*
Calaveras Superior Court Case No. 17CV42319
 2. *SJTA v. State Water Resources Control Board*
Judicial Council Coordination Proceeding 5013
- b. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Possible Initiation of Litigation
Government Code § 54956.9(d)(4)
Four (4) cases
- c. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant Exposure to Litigation
Government Code § 54956.9(d)(2)
Two (2) cases
- d. PUBLIC EMPLOYMENT
Government Code sec. 54957(b)
1. General Manager
 2. Finance & Administrative Manager
- e. CONFERENCE WITH REAL PROPERTY NEGOTIATOR
Government Code § 54956.8
Negotiating Parties: Oakdale Irrigation District, South San Joaquin Irrigation District, Banta
Carbona Irrigation District and Stockton East Water District
Property: Water
Agency Negotiators: OID & SSJID General Managers and Water Counsel
Under Negotiations: Price and Terms of payment of sale

ADJOURNMENT**ITEM 14**

14. Adjourn to the next regularly scheduled meeting

BOARD AGENDA REPORT

Date: 10/20/2022
Staff: Nichole Fiez

SUBJECT: Tri-Dam Project September 2022 Minutes

RECOMMENDED ACTION: Review and possible approval of September 15, 2022 Minutes

BACKGROUND AND/OR HISTORY:

Draft minutes attached.

FISCAL IMPACT: None

ATTACHMENTS: September 15, 2022 Minutes

Board Motion:

Motion by: _____ **Second by:** _____

VOTE:

OID: DeBoer (Yes/No) Doornenbal (Yes/No) Orvis (Yes/No) Santos (Yes/No) Tobias (Yes/No)

SSJID: Holbrook (Yes/No) Holmes (Yes/No) Kamper (Yes/No) Spyksma (Yes/No) Weststeyn (Yes/No)

**TRI-DAM PROJECT
MINUTES OF THE JOINT BOARD
OF DIRECTORS REGULAR MEETING**

September 15, 2022
Oakdale, California

The Joint Boards of Directors of the Oakdale Irrigation District and the South San Joaquin Irrigation District met in joint session at the office of Oakdale Irrigation District in Oakdale, California, on the above date for the purpose of conducting business of the Tri-Dam Project, pursuant to the resolution adopted by each of the respective Districts on July 29, 1955.

President Orvis called the meeting to order at 9:00 a.m.

OID DIRECTORS

SSJID DIRECTORS

DIRECTORS PRESENT:

BRAD DeBOER
ED TOBIAS
LINDA SANTOS
TOM ORVIS

JOHN HOLBROOK
BOB HOLMES
MIKE WESTSTEYN
GLENN SPYKSMA

Also, Present:

Jeff Shields, Interim General Manager; Scot A. Moody, General Manager, Oakdale Irrigation District; Peter Rietkerk, General Manager, South San Joaquin Irrigation District; Sharon Cisneros, Chief Financial Officer, Oakdale Irrigation District; Susan Larson, License Compliance Coordinator, Tri-Dam Project; Chris Tuggle, Operations and Maintenance Manager, Tri-Dam Project; Chris Brown, Fedak & Brown, LLP; Tim O'Laughlin, Counsel, via zoom.

PUBLIC COMMENT

No public comment.

CONSENT CALENDAR

Director Weststeyn requested Item Number 1 be pulled from the Consent Calendar to be discussed.

- ITEM #2 Approve the regular board meeting minutes of August 25, 2022.**
- ITEM #3 Approve the June, July, August statement of obligations.**
- ITEM #4 Approve renewal of Anthem Medical Plan Insurance Coverage effective January 1, 2023.**
- ITEM #5 Approve renewal of Delta Dental Insurance Plan Coverage effective January 1, 2023.**
- ITEM #6 Approval renewal of Vision Services Plan Insurance Coverage effective January 1, 2023.**

Director Tobias moved to approve items two through six on the consent calendar. Director Holbrook seconded the motion.

The motion passed by the following roll call vote:

AYES: Orvis, DeBoer, Santos, Tobias, Holbrook, Spyksma, Weststeyn

NOES: Holmes

ABSTAINING: None

ABSENT: Doornenbal, Kamper

PULLED CONSENT CALENDAR

ITEM #1 Discuss and consider adoption of Resolution TDP 2022-15 to implement teleconferencing requirements during a proclaimed state of emergency.

Director Holbrook moved to approve item one on the consent calendar. Director Orvis seconded the motion.

The motion failed by the following roll call vote:

AYES: Orvis, DeBoer, Santos, Tobias, Holbrook, Holmes

NOES: Weststeyn, Spyksma

ABSTAINING: None

ABSENT: Doornenbal, Kamper

ACTION CALENDAR

ITEM #7 Consider approval of the 2021 Audited Financial Statements – Presentation by Fedak & Brown LLP.

Chris Brown from Fedak & Brown LLP presented the 2021 Audited Financial Statements.

Director Weststeyn moved to approve as presented. Director Santos seconded the motion.

The motion passed by the following roll call vote:

AYES: Orvis, DeBoer, Tobias, Holbrook, Holmes, Spyksma, Weststeyn

NOES: None

ABSTAINING: None

ABSENT: Doornenbal, Kamper

President Orvis recessed to the Tri-Dam Power Authority Board of Commissioners meeting at 9:28 a.m.

The Tri-Dam Project meeting resumed at 9:48 a.m. after the Tri-Dam Power Authority meeting adjourned.

ITEM #8 Review and take possible action to approve the Financial Statements for the six months ending June 30, 2022.

Director Santos moved to approve the Financial Statements for the six months ending June 30 2022. Director Spyksma seconded the motion.

The motion passed by the following roll call vote:

AYES: Orvis, DeBoer, Santos, Tobias, Holbrook, Holmes, Spyksma, Weststeyn

NOES: None

ABSTAINING: None

ABSENT: Doornenbal, Kamper

ITEM #9 Review and take possible action to approve Resolution TDP 2022-16 District Distribution.

Director Holmes approved Resolution TDP 2022-16 District Distribution. Director Santos seconded the motion.

The motion passed by the following roll call vote:

AYES: Orvis, DeBoer, Santos, Tobias, Holbrook, Holmes, Spyksma, Weststeyn

NOES: None
ABSTAINING: None
ABSENT: Doornenbal, Kamper

ITEM #10 Review and take possible actions to authorize the Interim General Manager to sign a Professional Services Agreement with Provost & Pritchard for roadway design along Hells Half Acre Roadway (5N95) – USFS.

Director Holbrook moved to authorize the Interim General Manager to sign a Professional Service Agreement with Provost & Pritchard for roadway design along Hells Half Acre Roadway (5N95) – USFS. Director Santos seconded the motion.

The motion passed by the following roll call vote:
AYES: Orvis, DeBoer, Santos, Tobias, Holbrook, Holmes, Spyksma, Weststeyn
NOES: None
ABSTAINING: None
ABSENT: Doornenbal, Kamper

ITEM #11 Review and take possible action to authorize the Interim General Manager to sign a Professional Services Agreement with Provost & Pritchard for Design and Engineering Services for the Tulloch Spillway Road Project – Phase 1.

Director Santos motion to authorize the Interim General Manager to sign a Professional Services Agreement with Provost & Pritchard for Design and Engineering Services for the Tulloch Spillway Road Project – Phase 1. Director Homes seconded the motion.

The motion passed by the following roll call vote:
AYES: Orvis, DeBoer, Santos, Tobias, Holbrook, Holmes, Spyksma, Weststeyn
NOES: None
ABSTAINING: None
ABSENT: Doornenbal, Kamper

ITEM #12 Review and take possible action to approve PG&E Islanding Letter Agreement

Director Weststeyn moved to approve PG&E Islanding Letter Agreement. Director Santos seconded the motion.

The motion passed by the following roll call vote:
AYES: Orvis, DeBoer, Santos, Tobias, Holbrook, Holmes, Spyksma, Weststeyn
NOES: None
ABSTAINING: None
ABSENT: Doornenbal, Kamper

ITEM #13 Review and take possible action to approve an amendment to the budget to include the reroofing of both Donnell's Powerhouse and Cottage, and authorize the General Manager to solicit competitive bids and award to the lowest qualifying bidder.

Director Holbrook moved to approve an amendment to the budget to include the reroofing of both Donnell's Powerhouse and Cottage, and authorize the General Manager to solicit competitive bids and award to the lowest qualifying bidder. Director Santos seconded the motion.

The motion passed by the following roll call vote:
AYES: Orvis, DeBoer, Santos, Tobias, Holbrook, Holmes, Spyksma, Weststeyn

NOES: None
ABSTAINING: None
ABSENT: Doornenbal, Kamper

Communications

ITEM #14 Staff Reports:

- A. Interim General Manager, Jeff Shields
- Mr. Shields updated the Board on the need to remove a concrete barge that is at the bottom of the Tulloch reservoir, and Tri-Dam will be designating a plan next year once the reservoir drops.
 - Mr. Shields gave a quick update regarding the General Manager recruitment.
 - He gave an update with Z-Global and the power purchase agreement.
 - Mr. Shields gave a tour to TuCARE, which was received by the community well. He also informed the Board that TuCARE's annual resources tour is scheduled for Thursday, October 6th at 8:30 a.m. which will be touring the Tulloch reservoir and dam.
 - Mr. Shields stated he received the reservoir drawn down schedule from the Bureau of Reclamation.
 - Susan Larson and Mr. Shields met with Forest Service about Mill Creek Bridge, and gave an update regarding a road closure.
- B. Operations and Maintenance Manager, Chris Tuggle
- Mr. Tuggle gave an update regarding the Mill Creek Bridge, stating it will be about one hundred percent done today, only needing a couple pieces of lumber for the bridge. Mr. Tuggle added that it turned out successful.
- C. License Compliance Coordinator, Susan Larson
- No comments in addition to what was provided in the Board packet.

ITEM #15 Generation Report

No report.

ITEM #16 Fisheries Studies on the Lower Stanislaus River

No report.

ITEM #17 Directors Comments

Director Holmes, thanked Sharon Cisneros, Chief Financial Officer from Oakdale Irrigation District for completing the Tri-Dam audit. All Directors also thanked her.

Director Weststeyn requested that the Statement of Obligations be stated in check order going forward, instead of amount as they are currently.

Director Santos, thanked Sharon Cisneros, and added that she is glad to see projects are being done that were previously deferred.

Director DeBoer stated he is excited to see the team work in regards to Tri-Dam. He expanded, that all the projects and completion of work is due to team work, and when everyone pitches in, then it will all come together. Director DeBoer thanked Sharon Cisneros for being a team leader, and suggested that the Boards consider keeping the financial management at one of the Districts. He added that work can be facilitated up at Tri-Dam, but the oversight be done by one of the Districts, he prompted the question, does Tri-Dam needs a full time Finance Administrator? Director DeBoer ended by thanking Jeff Shield, Interim General Manager.

Jeff Shields, Interim General Manager added to Director DeBoer's comment. He stated with the help of Sharon Cisneros and Sonya Williams, Finance and Administration Manager, they rewrote the job

description for the Tri-Dam Finance Administration Manager. He also added that he is working on bringing the two District's IT teams together to assist with Tri-Dam.

President Orvis announced before closed session that the following items would be discussed. The Board took a brief recess at 11:06 a.m. and convened to Closed Session at 11:18 a.m.

ITEM #18 Closed Session

18. a. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Government Code § 54956.9(d)(1)
 1. *Lee Tyler et al. v Oakdale Irrigation; et al.*
Calaveras Superior Court Case No. 17CV42319
 2. *SJTA v. State Water Resources Control Board*
Judicial Council Coordination Proceeding 5013
- b. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Possible Initiation of Litigation
Government Code § 54956.9(d)(4)
Four (4) cases
- c. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant Exposure to Litigation
Government Code § 54956.9(d)(2)
Two (2) cases
- d. PUBLIC EMPLOYMENT
Government Code sec. 54957(b)
 1. General Manager
 2. Finance & Administrative Manager

At the hour of 12:00 p.m., the Board reconvened to open session.

Disclosure of reportable actions taken in Closed Session, pursuant to Government Code Section 54957.1: There were no reportable actions taken in closed session.

ADJOURNMENT

President Orvis adjourned the meeting at 12:00 p.m.

The next regular board meeting is scheduled for October 20, 2022, at the offices of South San Joaquin Irrigation District beginning at 9:00 a.m.

ATTEST:

Jeff Shields, Interim Secretary
Tri-Dam Project

BOARD AGENDA REPORT

Date: 10/20/2022
Staff: Genna Modrell

SUBJECT: Tri-Dam Project September Statement of Obligations

RECOMMENDED ACTION: Recommend Approval of September Statement of Obligations

BACKGROUND AND/OR HISTORY:

Submitted for approval is the September Statement of Obligations for Tri-Dam Project.

FISCAL IMPACT: See Attachments

ATTACHMENTS: Tri-Dam Project Statement of Obligations

Board Motion:

Motion by: _____ **Second by:** _____

VOTE:

OID: DeBoer (Yes/No) Doornenbal (Yes/No) Orvis (Yes/No) Santos (Yes/No) Tobias (Yes/No)

SSJID: Holbrook (Yes/No) Holmes (Yes/No) Kamper (Yes/No) Spyksma (Yes/No) Weststeyn (Yes/No)

Tri-Dam Project

Statement of Obligations

Period Covered

September 1, 2022 to September 30, 2022

TRI-DAM PROJECT
STATEMENT OF OBLIGATIONS
Period Covered
September 1, 2022 to September 30, 2022

One-Half Oakdale Irrigation District	\$ 340,674.42
One-Half South San Joaquin Irrigation District	\$ 340,674.42
Total Obligations	<u>\$ 681,348.84</u>

CERTIFICATION

OAKDALE IRRIGATION DISTRICT

Thomas D. Orvis

Ed Tobias

Linda Santos

Herman Doornenbal

Brad DeBoer

SOUTH SAN JOAQUIN IRRIGATION DISTRICT

John Holbrook

Robert A. Holmes

Dave Kamper

Glenn Spyksma

Mike Weststeyn

Each of the undersigned certifies that he is President or Secretary of his respective District;
That the amounts designated above have been properly incurred as an obligation of the Tri-Dam Project; that
checks for payment of said amounts have been drawn on a Tri-Dam Project account at Oak Valley Community
Bank, Sonora, California.

**OAKDALE IRRIGATION DISTRICT
PRESIDENT,**

Thomas D. Orvis

SECRETARY,

Scot A. Moody

Date

**SOUTH SAN JOAQUIN IRRIGATION DISTRICT
PRESIDENT,**

Robert A. Holmes

SECRETARY,

Peter M. Rietkerk

Date

Tri Dam Project Statement of Obligations

Period Covered

From To

September 1, 2022 to September 30, 2022

	<u>No. Chks.</u>	<u>Amount</u>
<u>Vendor Check Register Report</u> (Please see attached Check Listing)	86	\$345,290.73

Payrolls - Net Charges

<u>Pay Date</u>	<u>Type</u>	<u>Payroll Amount</u>	
1-Sep-22	Payroll	\$ 106,495.69	
15-Sep-22	Payroll	\$ 115,391.25	
29-Sep-22	Payroll	\$ 114,171.17	
Total Net Payroll		\$ 336,058.11	\$ 336,058.11

Total Disbursements for the Period	\$681,348.84
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Distribution Between Districts ~

Oakdale Irrigation District	\$ 340,674.42
South San Joaquin Irrigation District	\$ 340,674.42

Total Districts	\$ 681,348.84
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Project

September Checks by Amount



Check Number	Vendor No	Vendor Name	Check Date	Description	Amount
129208	10813	ACWA Joint Powers Insurance Authority	09/06/2022	EE Health Benefits	2,906.85
129209	10183	Cal PERS S457 Plan	09/06/2022		925.00
129210	10815	Cal PERS System	09/06/2022	EE/ER Retirement Plan	16,025.99
129211	10811	IBEW	09/06/2022	EE Union Dues	1,330.46
129212	10812	Nationwide Retirement Solution	09/06/2022	EE Retirement Plan	3,170.42
129213	10663	Standard Insurance Co.	09/06/2022		654.24
129214	10039	Training Services American Red Cross	09/07/2022	Annual CPR/AED Training	1,650.00
129215	11086	Benefit Resource, LLC	09/07/2022		125.00
129216	10154	Calaveras Telephone Co.	09/07/2022		234.93
129217	10986	Cal-Waste Recovery Systems, LLC	09/07/2022		27.14
129218	11421	Center for Hearing Health	09/07/2022		680.00
129219	10184	Clark Pest Control - Pest	09/07/2022		160.00
129220	10204	Consolidated Electrical Dist.	09/07/2022		177.33
129221	10215	Custom Fire Protection	09/07/2022	Annual fire extinguisher testing / training	3,000.63
129222	10227	Del Oro Water Co. Inc.	09/07/2022		726.48
129223	10264	El Dorado Septic Serv Inc.	09/07/2022		418.28
129224	10288	Fastenal Co.	09/07/2022		273.49
129225	10294	FISHBIO Environmental LLC	09/07/2022	Fish Studies	13,528.50
129226	10319	General Plumbing Supply Co Inc.	09/07/2022		521.91
129227	10320	General Supply Co.	09/07/2022	Misc parts & wire - Day use camera & Tulloch microwave	1,098.16
129228	10333	Grainger Inc. W. W.	09/07/2022	Pipe threading machine & adapter	2,008.71
129229	10938	Great America Financial Svcs.	09/07/2022		406.39
129230	11238	HERC RENTALS	09/07/2022	Telehandler rental - Mill Creek Bridge Repair	1,280.30
129231	10358	HILTI Inc.	09/07/2022	Core bits - multiple sizes	3,632.32
129232	11049	Hunt & Sons, Inc.	09/07/2022		280.54
129233	10439	McMaster-Carr Supply Co.	09/07/2022		850.49
129234	10466	Mountain Oasis Water Systems & Btl Co L	09/07/2022		409.25
129235	11353	Nates Saw and Mower, LLC	09/07/2022		106.09
129236	11396	Hydra Pro	09/07/2022		800.00
129237	11343	Tim O'Laughlin, PLC	09/07/2022	Legal Fees	17,865.00
129238	10514	Pacific Gas & Electric Co.	09/07/2022	Utilities	8,517.60
129239	11274	PAR Environmental Services, Inc.	09/07/2022	Hells Half Acre Data Recovery	3,545.00
129240	11389	Paris Kincaid Wasiewski	09/07/2022		840.00
129241	10547	Power Plan	09/07/2022		687.88
129242	10877	Ray's Radio Shop, Inc.	09/07/2022	Troubleshoot communication at DPH & reprogram microwave	2,175.00
129243	10641	Sonora Airco Gas & Gear	09/07/2022		90.30
129244	10904	Sonora Ford	09/07/2022		155.65
129245	11005	Sonora Lumber Company	09/07/2022	Hardware - Mill Creek Bridge repair	2,850.95
129246	10749	UPS	09/07/2022		11.02
129247	11258	Verizon	09/07/2022		172.36
129248	10771	W.D. Edwards Co. LLC	09/07/2022	PFMA Review Meetings	4,500.00
129249	10776	Waste Mgmt of Cal Sierra Inc.	09/07/2022		544.60
129250	10778	Watermark Engineering Inc.	09/07/2022	Streamgaging	6,175.00
129251	10184	Clark Pest Control - Pest	09/15/2022		240.00
129252	10185	Clark Pest Control - Termite	09/15/2022		113.00
129253	10935	Data Path, Inc.	09/15/2022	Network Support	2,743.40
129254	11058	Richard Ennis	09/15/2022	EE safety boot reimbursement	151.01
129255	10294	FISHBIO Environmental LLC	09/15/2022	Fish Studies	84,224.68
129256	10399	JS West Propane Gas	09/15/2022		50.04
129257	11169	Liebert Cassidy Whitmore	09/15/2022	Legal Fees	3,346.50
129258	10439	McMaster-Carr Supply Co.	09/15/2022		241.35
129259	10908	McMillen Jacobs Associates	09/15/2022	FERC Part 12D	17,605.00
129260	10513	Pacific Gas & Elec - Non Util	09/15/2022		168.28
129261	10813	ACWA Joint Powers Insurance Authority	09/15/2022	Health Benefits	54,589.87
129262	10183	Cal PERS S457 Plan	09/15/2022		925.00

129263	10815	Cal PERS System	09/15/2022	EE/ER Retirement Plan	16,068.58
129264	10811	IBEW	09/15/2022	EE Union Dues	1,330.46
129265	10812	Nationwide Retirement Solution	09/15/2022	EE Retirement Plan	3,170.42
129266	10663	Standard Insurance Co.	09/15/2022		654.24
129267	11259	Brian Anderson	09/22/2022	EE travel reimbursement	296.22
129268	10067	AT&T - SBC - Pac Bell	09/22/2022	Telephone	5,289.59
129269	10068	AT&T Corp - Data Link	09/22/2022		314.93
129270	10225	Debco Automotive Supply Inc.	09/22/2022		173.87
129271	10250	Downey Brand Attorneys LLP.	09/22/2022	Tulloch Litigaton	6,804.50
129272	10319	General Plumbing Supply Co Inc.	09/22/2022		181.33
129273	10320	General Supply Co.	09/22/2022		962.16
129274	11422	Business Radio Licensing	09/22/2022		110.00
129275	10333	Grainger Inc. W. W.	09/22/2022		786.17
129276	10347	HDR Engineering Inc.	09/22/2022	PMF Report preparation & Beardsley data recovery	4,815.51
129277	11165	Donald Larson	09/22/2022	EE travel reimbursement	447.60
129278	11209	Lee & Associates Rescue, Inc.	09/22/2022	Confined space training	3,800.00
129279	10879	Lowe's	09/22/2022		888.99
129280	10428	M C I	09/22/2022		26.08
129281	10439	McMaster-Carr Supply Co.	09/22/2022		272.22
129282	10500	OID ~ Routine	09/22/2022	Finance / Admin reimb - Jul- Aug	8,379.05
129283	11004	Pacific Gas & Electric	09/22/2022		311.01
129284	10168	Petty Cash	09/22/2022		227.75
129285	10641	Sonora Airco Gas & Gear	09/22/2022		320.61
129286	11005	Sonora Lumber Company	09/22/2022		143.31
129287	10661	SSJID ~ Routine	09/22/2022	Legal Fees	5,274.58
129288	10665	Staples	09/22/2022	Misc. office supplies	1,167.08
129289	10718	Tractor Supply Credit Plan	09/22/2022		346.62
129290	10749	UPS	09/22/2022		53.82
129291	10891	Wagner & Bonsignore Consulting Civil En	09/22/2022	Water Rights Reporting	1,365.00
129292	10900	Chase Cardmember Service	09/03/2022	Fuel, travel exp, small tools, Cummins vehicle software	9,011.38
129293	10477	National Flooring & Supply	09/26/2022	New flooring materials - GM house	2,360.26

Report Total: 345,290.73

BOARD AGENDA REPORT

Date: 10/20/2022
Staff: Sharon Cisneros

SUBJECT: Tri-Dam Project Financial Statements for the Seven Months ending July 31, 2022

RECOMMENDED ACTION: Approve the Financial Statements for the Seven Months ending July 31, 2022

BACKGROUND AND/OR HISTORY:

As of the financial statement date of July 31, 2022, the Tri-Dam Project (TDP) cash and investments increased by \$14.1M combined over the prior year due to the delay in distributions in 2022.

TDP has realized 76% of its Year to date budgeted operating revenues for 2022, and only utilized 49% of its budgeted operating expenses. With the scheduled outage, the revenue for the next couple of months will be reduced and expenses will increase in relation to the annual budget.

Further details are available in the attachments.

FISCAL IMPACT: none

ATTACHMENTS: Financial Statements 7/31/2022 (unaudited)

Board Motion:

Motion by: _____ **Second by:** _____

VOTE:

OID: DeBoer (Yes/No) Doornenbal (Yes/No) Orvis (Yes/No) Santos (Yes/No) Tobias (Yes/No)

SSJID: Holbrook (Yes/No) Holmes (Yes/No) Kamper (Yes/No) Spyksma (Yes/No) Weststeyn (Yes/No)



Tri-Dam Project Statement of Net Position (unaudited)

	July 31, 2022	July 31, 2021
Assets		
1 Cash	\$ 18,997,754	\$ 3,278,607
2 Investment Securities & Money Market	13,887,981	15,428,482
3 Accounts Receivable	3,816,580	2,818,419
4 Due from Tri-Dam Power Authority	229,361	26,786
5 Prepaid Expenses	232,693	726,806
6 Capital Assets	112,067,335	111,931,350
7 Accumulated Depreciation	(55,394,149)	(53,684,342)
8 Intangible Assets	8,213,938	8,213,938
9 Accumulated Amortization - Intangibles	(2,682,640)	(2,511,868)
10 Deferred Outflows - Pension Related	610,452	1,703,113
11 Total Assets & Deferred Outflows	99,979,305	87,931,291
 Liabilities		
12 Accounts Payable	-	14,073
13 Unearned Revenue	75,049	84,680
14 Deposits	83,000	80,000
15 Other Current Liabilities	148,270	280,178
16 Long-Term Liabilities	1,492,408	1,310,857
17 Net Pension Liability	459,338	3,331,950
18 Deferred Inflows - Pension Related	547,447	1,112,546
19 Total Liabilities & Deferred Inflows	2,805,512	6,214,284
 Net Position		
21 Net Position - Beginning of Year	90,868,089	85,049,341
22 Contributed Capital - Districts	-	-
23 Distributions	(8,000,000)	(10,958,000)
24 YTD Net Revenues	14,305,704	7,625,666
25 Total Net Position	97,173,793	81,717,007
26 Total Liabilities and Net Position	\$ 99,979,305	\$ 87,931,291



Tri-Dam Project
Statement of Revenues and Expenses
 Period Ending July 31, 2022

	MTD Budget	MTD Actual	MTD Budget Variance	Budget Variance %	Prior Year Actual	Prior Year Variance	Prior Year Variance %	2022 Budget
1 Operating Revenues								
2 Power Sales	\$ 2,248,565	\$ 2,450,134	\$ 201,569	9.0%		\$ 2,450,134	0.0%	\$ 26,982,780
4 Headwater Benefit	30,737.67		(30,738)	-100.0%		-	-	368,852
5 Total Operating Revenues	<u>2,279,303</u>	<u>2,450,134</u>	<u>170,831</u>	<u>7.5%</u>	<u>-</u>	<u>2,450,134</u>	<u>0%</u>	<u>27,351,632</u>
7 Operating Expenses								
8 Salaries and Wages	213,471	147,230	(66,241)	-31.0%		147,230	0.0%	2,561,648
9 Benefits and Overhead	222,056	473,114	251,058	113.1%		473,114	0.0%	2,664,671
10 Operations	43,259	8,385	(34,874)	-80.6%		8,385	0.0%	519,105
11 Maintenance	113,692	29,307	(84,385)	-74.2%		29,307	0.0%	1,364,300
12 General & Administrative	390,696.67	431,974	41,277	10.6%		431,974	0.0%	4,688,360
13 Depreciation & Amortization	177,320.50	160,211	(17,110)	-9.6%		160,211	-	2,127,846
14 Total Operating Expenses	<u>1,160,494</u>	<u>1,250,221</u>	<u>89,727</u>	<u>7.7%</u>	<u>-</u>	<u>1,250,221</u>	<u>0%</u>	<u>13,925,930</u>
16 Net Income From Operations	1,118,809	1,199,913	81,105	7.2%	-	1,199,913	0.0%	13,425,702
18 Nonoperating Revenues (Expenses)								
19 Investment Earnings (Expenses)	11,625	1,197	(10,428)	-89.7%		1,197	0.0%	139,500
20 Lawsuit Settlement Proceeds	-	1,550,500	1,550,500	0.0%				-
21 Change in Market Value of Investments	-	50,460	50,460	0.0%		50,460	0.0%	-
22 Water Sales	15,672		(15,672)	-100.0%		-	0.0%	188,059
23 Rental Income	-	43,502	43,502	0.0%		43,502	0.0%	-
24 Gain/(Loss) on Asset Disposal	-	8,850	8,850	0.0%		8,850	0.0%	-
25 Reimbursements	17,611		(17,611)	-100.0%		-	0.0%	211,333
26 Other Nonoperating Revenue	6,741	2,340	(4,401)	-65.3%		2,340	-	80,886
27 Total Nonoperating Revenues (Expenses)	<u>51,648</u>	<u>1,656,849</u>	<u>1,605,201</u>	<u>3108.0%</u>	<u>-</u>	<u>106,349</u>	<u>0%</u>	<u>619,778</u>
29 Net Revenues	<u>\$ 1,170,457</u>	<u>\$ 2,856,762</u>	<u>\$ 1,686,305</u>	<u>\$ 1</u>	<u>\$ -</u>	<u>\$ 1,306,262</u>	<u>0.0%</u>	<u>\$ 14,045,480</u>
33 Memo:	MTD Budget	MTD Actual	MTD Budget Variance					2022 Budget
34 Capital Expenditures	228,069	5,675	(222,394)		\$ 47,632			\$ 2,736,825
35 Tulloch Day Use Site	128,110	95,009	(33,101)		\$ 51,451			\$ 1,537,325
36 Major Repairs - Hells Half Acre & 4700 Roads	18,333	-	(18,333)					\$ 220,000
37 Major Repairs - Tulloch Unit 3 Access Rd	20,833	-	(20,833)					\$ 250,000
Net Revenue after Capital Expenditures		\$ 2,756,078			\$ (99,083)			
31 Transfer from Reserves								\$ 2,150,000



Tri-Dam Project
Statement of Revenues and Expenses
 Period Ending July 31, 2022

	YTD Budget	YTD Actual	YTD Budget Variance	Budget Variance %	Prior Year Actual	Prior Year Variance	Prior Year Variance %	2022 Budget
1 Operating Revenues								
2 Power Sales	\$ 15,739,955	\$ 20,606,592	\$ 4,866,637	30.9%	\$ 10,618,416	\$ 9,988,176	94.1%	\$ 26,982,780
3 Headwater Benefit	215,164	180,000	(35,164)	-16.3%	180,000	-	-	368,852
4 Total Operating Revenues	15,955,119	20,786,592	4,831,473	30.3%	10,798,416	9,988,176	92%	27,351,632
Operating Expenses								
4 Salaries and Wages	1,083,774	1,215,278	131,504	12.1%	1,075,648	139,630	13.0%	2,561,648
5 Benefits and Overhead	1,866,891	1,960,310	93,419	5.0%	861,797	1,098,513	127.5%	2,664,671
6 Operations	302,811	54,931	(247,880)	-81.9%	26,930	28,001	104.0%	519,105
7 Maintenance	795,842	279,684	(516,158)	-64.9%	334,683	(54,999)	-16.4%	1,364,300
8 General & Administrative	2,734,877	2,076,647	(658,230)	-24.1%	1,575,862	500,785	31.8%	4,688,360
9 Depreciation & Amortization	1,241,244	1,186,699	(54,545)	-4.4%	1,054,706	131,993	0	2,127,846
10 Total Operating Expenses	8,025,439	6,773,549	(1,251,890)	-15.6%	4,929,626	1,843,923	37%	13,925,930
11 Net Income From Operations	7,929,680	14,013,043	6,083,363	76.7%	5,868,790	8,144,253	138.8%	13,425,702
12 Nonoperating Revenues (Expenses)								
13 Investment Earnings	81,375	1,368	(80,007)	-98.3%	11,826	(10,458)	-88.4%	139,500
14 Lawsuit Settlement Proceeds	-	1,550,500	1,550,500	0.0%	-	-	-	-
14 Change in Market Value of Investments	-	(116,136)	(116,136)	0.0%	(11,527)	(104,609)	907.5%	-
15 Water Sales	109,701	130,591	20,890	19.0%	83,000	47,591	57.3%	188,059
16 Rental Income	-	56,832	56,832	0.0%	-	56,832	0.0%	-
17 Gain/(Loss) on Asset Disposal	-	18,900	18,900	0.0%	1,150	17,750	1543.5%	-
18 Reimbursements	123,278	-	(123,278)	-100.0%	106,797	(106,797)	-100.0%	211,333
19 Other Nonoperating Revenue	47,184	80,047	32,864	69.7%	200,121	(120,074)	(1)	80,886
20 Total Nonoperating Revenues (Expenses)	361,537	1,722,102	1,360,565	376.3%	391,367	(219,765)	-56%	619,778
21 Net Revenues	\$ 8,291,217	\$ 15,735,145	\$ 7,443,928	\$ 1	\$ 6,260,157	\$ 7,924,488	126.6%	\$ 14,045,480
Memo:								
22 Capital Expenditures	1,596,481	261,454	(1,335,027)		\$ 47,632			\$ 2,736,825
23 Tulloch Day Use Site	896,773	1,167,987	271,214		\$ 51,451			\$ 1,537,325
24 Major Repairs - Hells Half Acre & 4700 Roads	128,333	-	(128,333)					\$ 220,000
25 Major Repairs - Tulloch Unit 3 Access Rd	145,833	-	(145,833)					\$ 250,000
26 Net Revenue after Capital Expenditures		14,305,704			\$ 6,161,074			
27 Transfer from Reserves	2,150,000	2,150,000						\$ 2,150,000

BOARD AGENDA REPORT

Date: 10/20/2022
Staff: Sharon Cisneros

SUBJECT: Tri-Dam Project Financial Statements for the Eight Months ending August 31, 2022

RECOMMENDED ACTION: Approve the Financial Statements for the Eight Months ending August 31, 2022

BACKGROUND AND/OR HISTORY:

As of the financial statement date of August 31, 2022, the Tri-Dam Project (TDP) cash and investments increased by \$16.1M combined over the prior year due to the delay in distributions in 2022, and the increase in Power sales over the prior year. Reserve Funds in investments total \$13.89M for a combined total of \$14.97M in the two entities.

TDP has realized 85% of its Year to date budgeted operating revenues for 2022, and utilized 58% of its budgeted operating expenses. With the scheduled outage, the revenue for the next couple of months will be reduced and expenses will increase in relation to the annual budget.

Further details are available in the attachments.

FISCAL IMPACT: none

ATTACHMENTS: Financial Statements 8/31/2022 (unaudited)

Board Motion:

Motion by: _____ **Second by:** _____

VOTE:

OID: DeBoer (Yes/No) Doornenbal (Yes/No) Orvis (Yes/No) Santos (Yes/No) Tobias (Yes/No)

SSJID: Holbrook (Yes/No) Holmes (Yes/No) Kamper (Yes/No) Spyksma (Yes/No) Weststeyn (Yes/No)



Tri-Dam Project Statement of Net Position (unaudited)

	<u>August 31, 2022</u>	<u>August 31, 2021</u>
Assets		
1 Cash	\$ 20,838,918	\$ 4,785,090
2 Investment Securities & Money Market	13,890,434	15,428,483
3 Accounts Receivable	3,567,249	2,383,447
4 Due from Tri-Dam Power Authority	187,574	84,950
5 Prepaid Expenses	446,594	655,830
6 Capital Assets	112,067,336	111,931,349
7 Accumulated Depreciation	(55,554,028)	(53,841,767)
8 Intangible Assets	8,213,938	8,213,938
9 Accumulated Amortization - Intangibles	(2,779,945)	(2,538,871)
10 Deferred Outflows - Pension Related	610,452	1,703,113
11 Total Assets & Deferred Outflows	<u>101,488,522</u>	<u>88,805,562</u>
Liabilities		
12 Accounts Payable	-	14,074
13 Unearned Revenue	28,500	78,708
14 Deposits	80,000	83,000
15 Other Current Liabilities	75,469	222,595
16 Long-Term Liabilities	1,552,351	1,369,940
17 Net Pension Liability	459,338	3,331,950
18 Deferred Inflows - Pension Related	547,447	1,112,546
19 Total Liabilities & Deferred Inflows	<u>2,743,105</u>	<u>6,212,813</u>
Net Position		
21 Net Position - Beginning of Year	90,868,089	85,049,341
22 Contributed Capital - Districts	-	-
23 Distributions	(8,000,000)	(10,958,000)
24 YTD Net Revenues	15,877,328	8,501,408
25 Total Net Position	<u>98,745,417</u>	<u>82,592,749</u>
26 Total Liabilities and Net Position	<u>\$ 101,488,522</u>	<u>\$ 88,805,562</u>



Tri-Dam Project
Statement of Revenues and Expenses
 Period Ending August 31, 2022

	YTD Budget	YTD Actual	YTD Budget Variance	Budget Variance %	Prior Year Actual	Prior Year Variance	Prior Year Variance %	2022 Budget
1 Operating Revenues								
2 Power Sales	\$ 17,988,520	\$ 23,013,436	\$ 5,024,916	27.9%	\$ 14,708,133	\$ 8,305,303	56.5%	\$ 26,982,780
3 Headwater Benefit	245,901	237,598	(8,303)	-3.4%	180,000	57,598	0	368,852
4 Total Operating Revenues	18,234,421	23,251,034	5,016,613	27.5%	14,888,133	8,362,901	56%	27,351,632
Operating Expenses								
4 Salaries and Wages	1,083,774	1,386,808	303,034	28.0%	1,405,054	(18,246)	-1.3%	2,561,648
5 Benefits and Overhead	2,026,447	2,068,900	42,453	2.1%	1,242,242	826,658	66.5%	2,664,671
6 Operations	346,070	145,817	(200,253)	-57.9%	54,094	91,723	169.6%	519,105
7 Maintenance	909,533	380,558	(528,975)	-58.2%	342,081	38,477	11.2%	1,364,300
8 General & Administrative	3,125,573	2,620,357	(505,216)	-16.2%	2,232,299	388,058	17.4%	4,688,360
9 Depreciation & Amortization	1,418,564	1,443,882	25,318	1.8%	1,408,770	35,112	0	2,127,846
10 Total Operating Expenses	8,909,962	8,046,322	(863,640)	-9.7%	6,684,540	1,361,782	20%	13,925,930
11 Net Income From Operations	9,324,459	15,204,712	5,880,253	63.1%	8,203,593	7,001,119	85.3%	13,425,702
12 Nonoperating Revenues (Expenses)								
13 Investment Earnings (Expenses)	93,000	(110,966)	(203,966)	-219.3%	15,064	(126,030)	-836.6%	139,500
14 Lawsuit Settlement Proceeds	-	2,150,500	2,150,500	0.0%	-	-	-	-
14 Change in Market Value of Investments	-	-	-	0.0%	7,192	(7,192)	-100.0%	-
15 Water Sales	125,373	83,000	(42,373)	-33.8%	83,000	-	0.0%	188,059
16 Rental Income	-	60,537	60,537	0.0%	68,565	(8,028)	-11.7%	-
17 Gain/(Loss) on Asset Disposal	-	22,703	22,703	0.0%	1,150	21,553	1874.2%	-
18 Reimbursements/Govt Entities	140,889	143,140	2,251	1.6%	113,472	29,668	26.1%	211,333
19 Other Nonoperating Revenue	53,924	26,098	(27,826)	-51.6%	170,983	(144,885)	(1)	80,886
20 Total Nonoperating Revenues (Expenses)	413,185	2,375,012	1,961,827	474.8%	459,426	(234,914)	-51%	619,778
21 Net Revenues	\$ 9,737,645	\$ 17,579,724	\$ 7,842,079	\$ 1	\$ 8,663,019	\$ 6,766,205	78.1%	\$ 14,045,480
Memo:								
22 Capital Expenditures	1,824,550	317,201	(1,507,349)		\$ 101,172			\$ 2,736,825
23 Tulloch Day Use Site	1,024,883	1,385,195	360,312		60,439			\$ 1,537,325
24 Major Repairs - Hells Half Acre & 4700 Roads	146,667	-	(146,667)					\$ 220,000
25 Major Repairs - Tulloch Unit 3 Access Rd	166,667	-	(166,667)					\$ 250,000
26 Net Revenue after Capital Expenditures		15,877,328			\$ 8,501,408			
27 Transfer from Reserves	2,150,000	2,150,000						\$ 2,150,000

BOARD AGENDA REPORT

Date: 10/20/2022

Staff: Jeff Shields

SUBJECT: Tri-Dam Project Unrepresented Employee Pay Schedule

RECOMMENDED ACTION: Discussion and possible action to approve the unrepresented employee wage schedule.

BACKGROUND AND/OR HISTORY:

The California Code of Regulations, Section 570.5, outlines the requirements for a Publicly Available Pay Schedule for PERS retirement calculations. In these requirements, it is stated that this Publicly Available Pay Schedule cannot reference another document in lieu of disclosing the payrate, or in other words, cannot reference the approved Memorandum of Understanding (MOU) where the Schedule of Wages is located. This pay schedule has to be an approved, standalone document that is available to the public during normal business hours.

Staff recommends approving this Schedule of Wages for the unrepresented employees as a standalone document to comply with California Code of Regulations, Section 570.5.

FISCAL IMPACT: Unknown

ATTACHMENTS: Current Wage Schedule for Unrepresented Employees

Board Motion:

Motion by: _____ **Second by:** _____

VOTE:

OID: DeBoer (Yes/No) Doornenbal (Yes/No) Orvis (Yes/No) Santos (Yes/No) Tobias (Yes/No)

SSJID: Holbrook (Yes/No) Holmes (Yes/No) Kamper (Yes/No) Spyksma (Yes/No) Weststeyn (Yes/No)



Tri-Dam Non-represented Wage Grades

Step Increase Based on CPI as of June 1, 2022

April-to-April CPI Increase: 6.53%
(most recent available)

Urban Wage Earners & Clerical Workers - San Francisco-Oakland-Hayward

		1	2	3	4	5	6	7
Administrative and Financial Assistant	Monthly	\$5,546	\$5,832	\$6,118	\$6,404	\$6,690	\$6,975	\$7,262
	Hourly	\$32.00	\$33.65	\$35.29	\$36.95	\$38.60	\$40.24	\$41.89
Finance & Administrative Manager	Monthly	\$11,664	\$12,163	\$12,660	\$13,159	\$13,657	\$14,156	\$14,653
	Hourly	\$67.29	\$70.17	\$73.04	\$75.92	\$78.79	\$81.67	\$84.54
FERC License Compliance Coordinator	Monthly	\$8,973	\$9,346	\$9,719	\$10,092	\$10,465	\$10,838	\$11,211
	Hourly	\$51.77	\$53.92	\$56.07	\$58.22	\$60.37	\$62.53	\$64.68
Operations and Maintenance Manager	Monthly	\$12,423	\$13,101	\$13,779	\$14,457	\$15,135	\$15,812	\$16,490
	Hourly	\$71.67	\$75.58	\$79.50	\$83.41	\$87.32	\$91.23	\$95.14
Finance Clerk	Monthly	\$4,117	\$4,307	\$4,497	\$4,685	\$4,875	\$5,065	\$5,255
	Hourly	\$23.75	\$24.85	\$25.94	\$27.03	\$28.13	\$29.22	\$30.31
Interim General Manager	Monthly	\$36,140						
	Hourly	\$208.50						

BOARD AGENDA REPORT

Date: 10/20/2022

Staff: Jeff Shields

SUBJECT: CyberLock Security Rekey

RECOMMENDED ACTION: Approve purchase of CyberLock Security System

BACKGROUND AND/OR HISTORY:

The 2022 budget included \$100,000 for Replacing Tri-Dam's Master locks with the CyberLock and documentation system we previously discussed with the Board. The bid that Chris presented at the August Board meeting slightly exceeded the budgeted amount (\$106,000). Chris worked with the crew and identified specific locks that will benefit from the data management and security provided by the CyberLock system. Some locks on specific Forest Service gates and locks that are inside the substations don't need the increased level of security since individuals would have to use the Cyber lock to get inside the station to begin with. The result is the attached quote for \$79,317.52. I am providing addition information from the company. The actual keys can be keyed as a Master Key. The frequency of downloading each key is completely our decision. We can set that at any interval. We are dealing with a security issue at Tulloch right now as a result of a private citizen that has a key to the gate crossing the dam. A system like this will put a stop to this issue of people having keys that are unauthorized.

FISCAL IMPACT: Budget: With the reduce number of locks the price would be \$79,317.52

ATTACHMENTS: Quote attached

Board Motion:

Motion by: _____ **Second by:** _____

VOTE:

OID: DeBoer (Yes/No) Doornenbal (Yes/No) Orvis (Yes/No) Santos (Yes/No) Tobias (Yes/No)

SSJID: Holbrook (Yes/No) Holmes (Yes/No) Kamper (Yes/No) Spyksma (Yes/No) Weststeyn (Yes/No)



Cyber Security Source

a Division of Landrum, Inc.
 2620 Walnut Ave., Ste. C
 Tustin, CA 92780
 877-929-2370



Estimate

Estimate No.
E4417
Date
09/22/22
Terms
Net 30

VALID FOR 30 DAYS

Bill To:
Tri-Dam Project PO Box 1158 Pinecrest, CA. 95364-0158

Ship To:
Tri-Dam Project ATTN: Thom Hardie 31885 Old Strawberry Rd. Strawberry, CA. 95375

Item/ Description	Qty.	Rate	Amount
SE-200: CyberAudit-Web server	1	5,616.00	5,616.00T
SWL-CAB-100: CyberAudit-Web Enterprise Basic, 100 users	1	1,586.00	1,586.00
SPT-CAW-100: Support for 100 Users, 1 year	1	989.00	989.00
AHG2R-W1: CyberKey Web Authorizer Hub 2	4	942.00	3,768.00T
AKG2R-01: CyberKey Authorizer Keypoint 2	4	652.00	2,608.00T
CKSR-020: USB Station with USB Cable	6	275.00	1,650.00T
CLP-200: CyberLock Programmer II	1	277.00	277.00T
CL2-6P1: CyberLock Cylinder, 6-pin, Schlage Format	25	202.00	5,050.00T
Single Cylinder Schlage Deadbolts	25	97.00	2,425.00T
-Grade 2 Commercial/ Brushed Chrome Finish			
-Adjustable latch for 2-3/8" and 2-3/4" backsets			
CL2-6P1: CyberLock Cylinder, 6-pin, Schlage Format	10	202.00	2,020.00T
Advantage Entry Knob Locks, Grade 2 Commercial	10	95.00	950.00T
Brushed Chrome Finish/ 2-3/4" Backset Latch			
2-3/8" Grade 2 Latches	10	19.95	199.50T
CKR-X2: CyberKey X2	40	162.00	6,480.00T
BRUSH: Cleaning Brushes, Stainless Steel	12	7.50	90.00T
Subtotal			33,708.50
6% Manufacturer Surcharge		6.00%	2,022.51T
PL2-01: CyberLock PadLock with 1" x 3/8" Shackle, Gen. 2	140	303.00	42,420.00T
PL2-02: CyberLock PadLock with 2" x 3/8" Shackle, Gen. 2	25	338.00	8,450.00T
15% Discount		-12,990.15	-12,990.15
Shipping & Handling	1	350.00	350.00
Strawberry Sales Tax		7.50%	5,356.66

CyberLock returns subject to a 25% restock fee. All product other than CyberLock subject to a 30% restock fee. All shipping fees and labor are non-refundable. Refunds are allowed 30 days from invoice date. All hardware must be in original condition, unused and uninstalled.
 CA Small Business 2024643 LCO 7548 CA Contractor 782706

Total	\$79,317.52
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CyberLock[®]

Key Centric Access Control



EXCELLENCE IN INNOVATION

Since 1999 | www.cyberlock.com

CyberLock Offerings

One Powerful Software Suite, Three Innovative Access Control Solutions

CyberLock is a four-component, key-centric, access control system comprised of CyberLock electronic cylinders, CyberKey smart keys, communication devices, and software.

CyberAudit-Web (CAW) is the software suite for the management of three access control products, CyberLock, Flex, and FlashLock. CAW allows users to assign keys, set key expirations, add new cylinders or locking points, monitor staff and contractors, create access schedules, and generate audit trails & custom reports. This user-friendly software suite provides powerful features to ensure that managing access points and privileges is not just easy, but also convenient.



CyberLock
Headquarters

Manage CyberLock, Flex and FlashLock products with CyberAudit-Web

CYBERLOCK CYLINDERS

CyberLock electronic cylinders are designed to the exact dimensions of their mechanical counterpart, which enables users to simply retrofit existing hardware rather than replace hardware altogether. Cylinders are powered by CyberKey smart keys, which means there is no battery or power required at the lock. All the power is provided by the key.

CYBERKEY SMART KEYS

CyberKey smart keys are scheduled with specific access permissions that allow key holders to open one, several, or all locks within their system, during a designated time frame. Outside of that time frame the key will deny access to the lock. Every time a CyberKey touches a CyberLock, a time-stamped record is recorded in both the lock and the key.

COMMUNICATION DEVICES

CyberLock communication devices serve as the interface between CyberLock hardware and CyberAudit-Web. Communication devices come in a number of convenient formats that allow key holders to download audit information to the software and upload new schedules and permissions to their CyberKey.

CYBERAUDIT- WEB SOFTWARE

CyberAudit-Web manages CyberLock systems of all sizes. The software allows you to assign keys, set expirations, add new cylinders, monitor staff and contractors, create access schedules, and generate audit trails and custom reports. CAW can be easily accessed through web browsers on desktops, laptops, smartphones, or tablets.

FLASHLOCK TECHNOLOGY

FlashLock is keyless access control for doors, gates and lock boxes. With FlashLock, an administrator can grant duration-limited or one-time access to a FlashLock access point by sending a text or email with a web link. When the link is opened by the recipient, their screen will display a Flash code that grants access within the access schedule and denies access outside the access schedule.

CYBERLOCK FLEX SYSTEM

The Flex system is a hardwired access control system that allows users to manage access to hardwired doors. Flex contains a number of modules for controlling doors, programming CyberKey smart keys, or allowing access to doors controlled by a door strike. Additionally, users can control auxiliary Wiegand devices with Flex.

PRODUCT LINE UP

Simplified Solutions,
Innovative Technology

 CyberLock
830-3

CyberLock's Heavy-Duty 2" Shackle Padlock (PLTX-02KR-DR)

400+ Electronic Cylinders!

Electronic cylinders are installed without power or wiring making setup and installation quick and simple.

CyberLock's electronic cylinders are manufactured to the exact dimensions of the mechanical lock cylinders they replace.

Standard security features in every cylinder include tamper delay, torque resistance, stun gun resistance, a time-stamped audit trail, and a sealed keyway designed to prevent standard picking techniques. Additional security features available are tamper plugs and drill resistance.

Cylinders

- Cylinders for doorways retrofit into knob, lever, mortise, rim, and profile locksets.
- Easy-to-install interchangeable cores are used in a number of applications.
- CyberLock has designed cylinders for traffic cabinet and vending machine locks.

Padlocks

- Padlocks are offered with a 1", 2", or 3" shackle.
- Hockey puck padlocks are available, offering a shackle-free, shielded option.
- CyberLock padlocks can be purchased as either key-retaining or non-retaining.

Installed CyberLock Half-Profile Cylinder (CL-PH30)



Left to right:
Profile Cylinder, 2" Shackle
Padlock (PL-02), Scandinavian
Oval Cylinder (CL-OVL), Hockey
Puck Padlock (PL-HP1).



Generation 2

CyberLock offers 2nd generation cylinders in 400+ designs. With state-of-the-art technology and more features than 1st generation cylinders, Gen 2 cylinders offer more flexibility and greater control over each and every access point.



Increased Audit Capacity

Memory to store up to 6500 audit events and a lost key list of up to 510 keys

Military Grade Security

AES-256 encryption between the lock and the key

Backwards Compatible

Operate in Gen 1 or Gen 2 mode to meet the needs of customers, new and old

Flexible Integration

Easily toggle between Gen 1 and Gen 2 mode through CyberAudit-Web and a CyberLock Programmer II



The Key To Confidence

CyberKey smart keys are scheduled with specific access permissions for the key holder. Each key holds a record of every access attempt. Additionally, keys can be programmed to communicate vital information to the lock or download the audit trail data from the lock.

CyberKey smart keys are available with a number of versatile features to meet the needs of customers in nearly any application.



Wi-Fi Communication

Update access permissions and upload audit trail data in near real-time when the key is connected to an approved Wi-Fi network.



Bluetooth Communication

Update access permissions and upload audit trail data using an Android or iOS app on your smartphone.



FlashLock Compatibility

Open RFID enabled doors, FlashLock access points, and CyberLock access points with a single key.



Battery Versatility

CyberLock smart keys are either equipped with convenient rechargeable batteries or replaceable batteries.



CyberKey Blue 3 (CKR-BLUE3) with CyberLock's Heavy-Duty Padlock (PLTX-02KR-DR)

Left, top to bottom: Infrared CyberKey X (CK-X), Infrared CyberKey (CK-IR7), Flash CyberKey (CK-FLASH), USB CyberKey (CK-USB), Bluetooth CyberKey (CKR-BLUE3).

Key Control

Keys can be assigned a custom schedule. This means keys can be issued before they become active, and can be set to expire at specific times in the future. Key holders must reauthorize keys before access will be granted again. Setting short-term expiration dates is an excellent way to minimize risk due to lost or stolen keys.

Communication is Key

CyberLock communication devices serve as the interface between CyberLock hardware and CyberAudit management software.

CyberLock communicators are linked to CyberAudit-Web over a local area network or securely over the Internet. When a CyberKey and communicator sync, the audit trail is downloaded from the key, and new schedules, permissions, and system information are uploaded to the key.

Communicators for a Mobile Workforce

Desktop: The IR Encoder plugs directly into a USB port on a computer. It updates infrared CyberKey smart keys while at or near a work station.

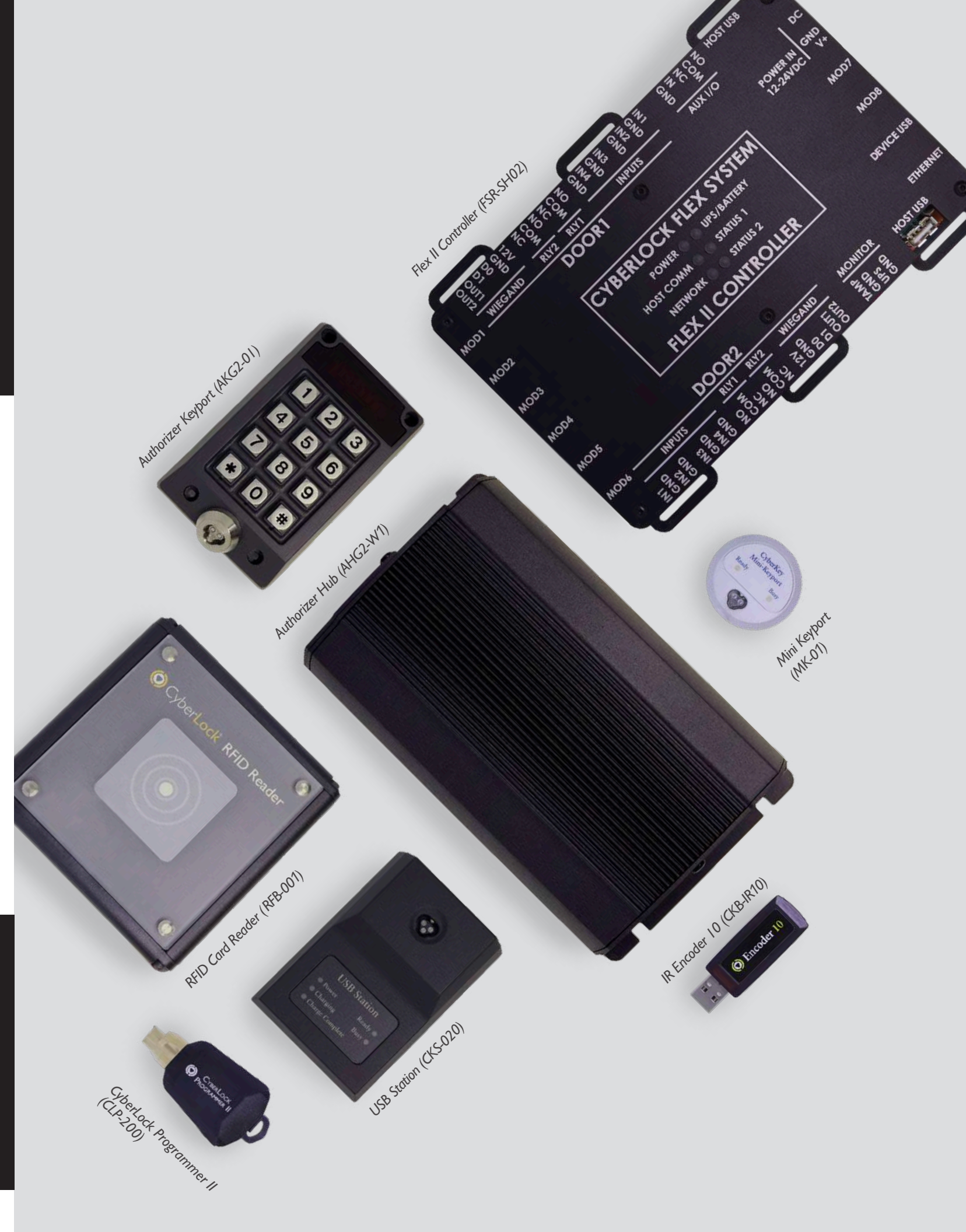
Mobile: The micro-USB port on select keys offers a wired connection to a laptop or smartphone to update keys anywhere a network connection is available.

Remotely: Authorizer Keyports can be installed at remote locations such as a warehouse or employee entrance. The Authorizer Hub caches access permissions in memory for continued operation even when the network connection is interrupted.



ValidiKey 2 and ValidiKey 20 Vaults

These state-of-the-art ValidiKey vaults have the ability to recharge, program, and dispense 2 or 20 CyberKeys. Unprogrammed keys are stored in the locked vault until an approved RFID card and/or PIN is presented. After user credentials are verified, the vault programs a key with user-specific permissions and releases the vault door lock to allow the key to be removed.



Convenient, Powerful Security Management

CyberAudit-Web is the powerful software suite for management of CyberLock systems. CAW allows you to assign keys, set expirations, add new cylinders, monitor staff and contractors, create access schedules, and generate audit trails and custom reports.

Accessibility

CAW can be accessed through web browsers on desktops, laptops, smartphones, or tablets.

Security

CyberAudit-Web supports AES-256 encryption between lock and key.

Geolocation

Create a custom map that includes the geographic location as well as an image of every lock in your system.

Management

Administrators can create customized access schedules for each individual key holder, or batch schedule entire departments.

Accountability

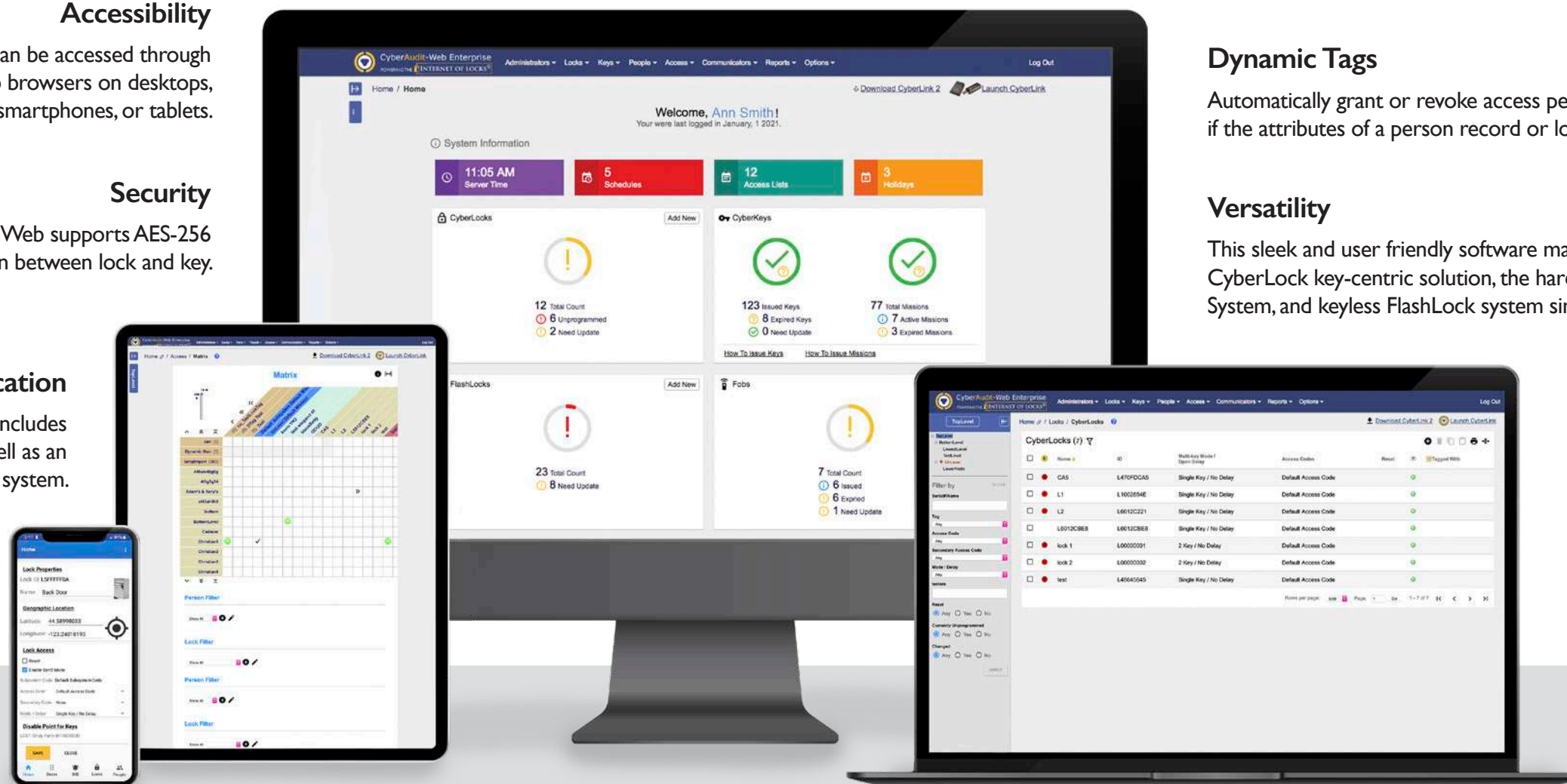
System administrators can create and view custom audit reports on access activity and create automatic email notifications on specific events.

Dynamic Tags

Automatically grant or revoke access permissions if the attributes of a person record or lock change.

Versatility

This sleek and user friendly software manages the CyberLock key-centric solution, the hardwired Flex System, and keyless FlashLock system simultaneously.



CyberLock FlashLock 2"
Shackle Padlock (FL-PL02)

Below:
CyberLock FlashBox
(FL-BOX-01)

FLASH TECHNOLOGY

Access In A Flash

FlashLock is designed to put access control in the palm of your hand. Using serial optical communication technology combined with a web-enabled device, issue and receive access to any lock retrofitted with FlashLock. Simply open a FlashLock access link and hold the screen to the face of the lock.

- Optical keyless credential that can be issued without a dedicated mobile application or user account registration.
- Send and receive duration-limited access via text or email.
- FlashLock eliminates the need to worry about lost, stolen, or copied keys.
- FlashLock can also be opened using a compact FlashLock fob.

Flash technology reduces hardware compatibility issues making it ideal for temporary users and contractors. FlashLock provides a convenient access control option for those requiring one-time or duration-limited access. Audit trail information is associated with the user's mobile number, so the administrator is still able to maintain a record of who accessed the device.

FlashLock Products



FlashLock
Padlocks



FlashLock
Half-Profile
Cylinders



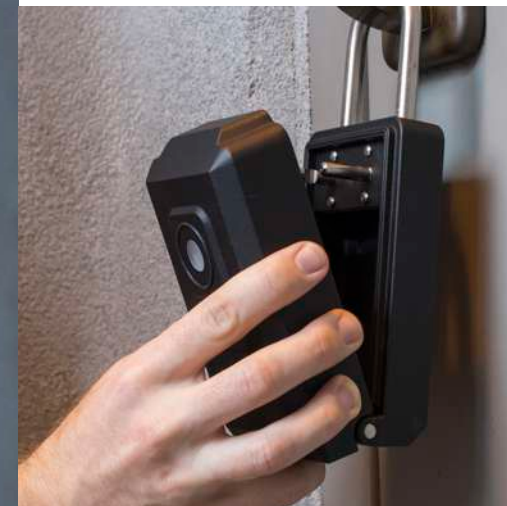
FlashLock
Mortise
Cylinders



FlashLock
Infrared
Key Fob



FlashBox
Lock Boxes



One System, Three Innovative Technologies

The CyberLock Flex System is a modular integrated security solution that combines the benefits of a hardwired door security solution with the CyberLock and Flash access control solutions, all managed under one unified software platform.



Flexible

The heart of the system is built around the Flex Controller which provides connections and power for weatherized modules that can be mixed and matched to fit a variety of access control needs.



Compatible

The Flex System is managed by CyberAudit management software, the same platform behind the CyberLock access control system.



Expandable

A wide variety of other security devices such as third-party readers, request-to-exit devices, alarms, door sensors, and more, can be added to the Flex System.



Flex System FlashReader (FS-FR01) with RFID access card (RFC-010)

Below left, top to bottom: Flex II Controller (FS-SH02), Flex FlashReader.



The New Flex FlashReader

The Flex II FlashReader is a multi-credential device for controlling hardwired doors. A user can gain access by presenting physical credentials such as an RFID card or the user can gain access using Flash technology.

CYBERLOCK IN ACTION

Security: Never
Optional, Now
Imperative



CyberKey Blue 3 (CKR-BLUE3)
with 2" Shackle Padlock (PL-02)

A Day in the Life

A multi-state power utility company uses Cyberlock for its dynamic security needs. CyberLock's three unique technologies help support their vast mobile workforce. CyberLock's security solutions provide access control for entry points that span any physical environment.



8:14 AM

Dynamic Tags

A contractor arrives to service high-risk equipment, but his safety certification has recently expired. CyberAudit-Web's Dynamic Tags automatically revokes his permissions. Until his safety certification is properly renewed, the contractor will be denied access to the high-risk equipment.



11:10 AM

Keyless Entry

An outside vendor is called to investigate reports of a water leak at a satellite office. Staff are working remotely so management sends the vendor a text that allows them to enter within seconds, using a secure FlashLock keyless credential.



2:58 PM

Hardwired Security

Employees arrive at company headquarters to work the afternoon swing shift. Access cards issued to swing shift employees will have access to open the main entrance between 2:00 pm and 2:00 am. Attempted entry outside of those limits is denied and the access attempt is recorded.



5:28 PM

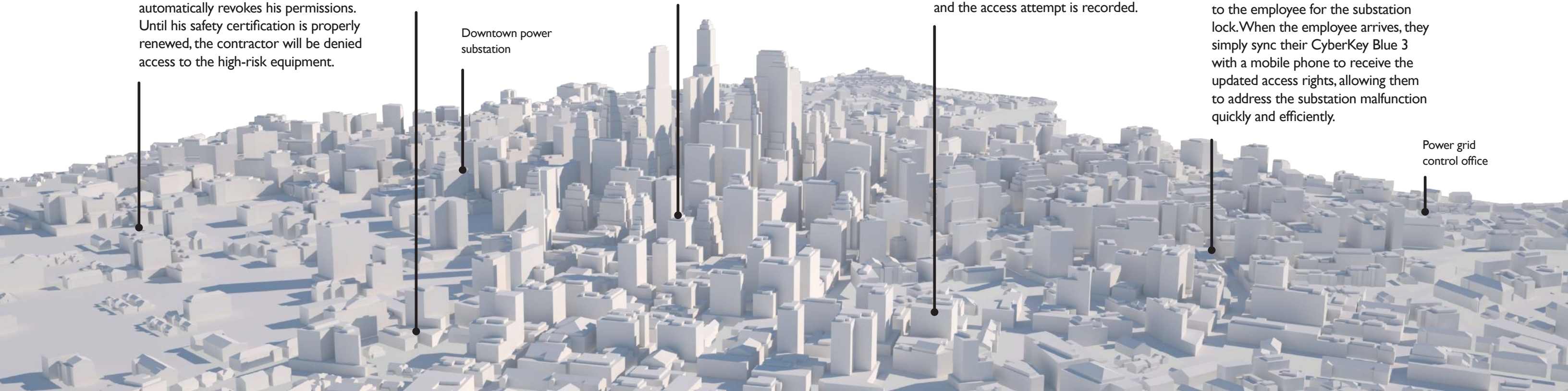
Updating Permissions

An employee headed back to the office during rush hour is rerouted to a malfunctioning substation. At headquarters, dispatch grants permissions to the employee for the substation lock. When the employee arrives, they simply sync their CyberKey Blue 3 with a mobile phone to receive the updated access rights, allowing them to address the substation malfunction quickly and efficiently.

CyberAudit-Web central server hub

Downtown power substation

Power grid control office



Versatile Access Control for Every Industry

CyberLock addresses access control challenges in countless industries.



Power & Water Utilities: The Department of Homeland Security has identified power, water, and wastewater facilities as critical for maintaining the health and safety of the public. Strict security guidelines and protective measures have been implemented to safeguard these important systems. Mechanical locks and hardwired access control systems have inherent installation challenges and security limitations that make these solutions ill-equipped to meet the demanding needs of power and water facilities. In contrast, CyberLock electronic locks and keys combine the benefits of both systems, providing an ideal solution for the facilities that support our energy and water sectors.

Airports: CyberLock helps airport operators address the many challenges posed by their immense security perimeters and strict TSA regulations. CyberLock's versatile electronic cylinders offer precise, scheduled control over each and every access point, enhancing airport security and improving accountability throughout. Detailed audit reports generated via CyberAudit-Web show a time-stamped access record for each location, helping airports quickly recognize potential security issues and take preventative action. By combining hardwired access control with the versatility of a key-centric system, CyberLock provides benefits that no other system can match.

Traffic: Regional and local transportation departments struggle to properly secure traffic cabinets and road communication equipment. Many of the leading problems in transportation security are derived from a commonly used security element, the #2 mechanical key. CyberLock offers electronic cylinders specifically designed to retrofit into traffic cabinet hardware, allowing transportation departments to upgrade existing cabinets with an easy, affordable access control solution. CyberLock helps reduce key-control concerns and improve accountability, without interrupting day to day operations.

Facilities: Across our important industries—whether it's healthcare, worship, education, or the commercial sector—facilities large and small face significant security challenges that can only be addressed with a versatile approach. CyberLock combines the best of hardwired, cable-free, and keyless access control, all under one software platform. CyberLock allows facilities to schedule access permissions, track keys, and maintain precise control over any access point, from exterior gates to server racks. Maintain hardwired doors at high-traffic entry points, control remote sites with rugged, outdoor electronic padlocks, and grant temporary access to a vendor or contractor simply by sending a text or email. With three access control technologies to select from, facilities can customize a CyberLock solution to fit their specific needs.



Manufactured circuit boards
engineered and made in
Corvallis, Oregon

ENGINEERED VERSATILITY

It Starts with Listening

We believe the key to solving access control problems is collaboration—between our customers and our innovation specialists. It involves listening, observing and analyzing—turning the full force of our experienced team to your challenge. Tell us about your toughest access control problems. Our team is ready to listen and create a solution for you.



Custom Lock Mockup

Each CyberLock product is made at our headquarters in Corvallis, Oregon. This precise control over design and manufacturing helps our talented team develop custom products to fit the needs and demands of any client. No design is too challenging.

CyberLock prides itself on listening to customer requests and creating user-friendly hardware and software products.

CyberLock is a women-owned business built on innovation. With roots dating back to 1979, our 40+ years in the electronics industry provides a firm foundation for future innovations.



Left to right:
3D printing prototype CyberKey,
Developing prototype CyberLock
cylinder part, Potting CyberKey
Vault (FS-CV01) circuit board.





Videx, Inc. has been designing and manufacturing innovative electronics since the company was founded in Corvallis, Oregon in 1979. Early products included display enhancement modules for Apple computers. In 1985, Videx entered the data collection industry with its first portable bar code scanner. Over the years, additional data collectors have been introduced, utilizing touch memory button and RFID tag technologies.

In 2013, CyberLock, Inc. was spun off as an independent company but maintains strong ties to Videx. The two companies continue to collaborate on future innovations.

GCO #4912



CyberLock, Inc.

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CyberLock, the CyberLock Logo, CyberKey, CyberPoint, CyberAudit, CyberKey Authorizer, and FlashLock are trademarks of Videx, Inc. All other trademarks are properties of their respective owners. Specifications subject to change without notice.



Innovative Solutions
Water Security





Security Challenges in the Water Industry

Water utilities, both large and small, are looking for solutions that will allow them to secure their perimeters, track the movement of individuals, and prevent unauthorized access to their physical assets. In doing so, they face some unique challenges. Entry gates, well sites, re-pumping stations, chemical feed, and other sensitive areas need to be protected. Additionally, scheduled water sampling should be electronically documented. Last but not least, utilities are tasked with managing the access of their subcontractors and vendors, which can be challenging to their security. Taking a practical, measured approach to sourcing security solutions makes the task more productive and less intimidating.

CyberLock is virtually tailor-made for water utilities. With CyberLock, a utility can have electronic access control and auditing capabilities throughout their facilities, regardless of whether or not power is available to the site.



SOUTH TAHOE PUBLIC UTILITY USE CASE



South Tahoe Public Utility District (“South Tahoe”) is the largest water provider and the sole sewage treatment facility for South Tahoe, servicing 14,000 residential water connections, 660 commercial & government sites, and 17,000 sewers. South Tahoe uses SCADA (Supervisory Control and Data Acquisition) software, in conjunction with Wonderware InTouch® software, to automate their processes for moving water and sewage through South Lake Tahoe. While SCADA and Wonderware InTouch® were capable of automating processes throughout the district, South Tahoe realized they needed an access control solution at their remote sites. “We did not have SCADA out at remote facilities before - this was a new venture for us,” states Chris Skelly, IT Manager for South Tahoe.

Challenge: Eliminating Passwords and Securing Remote Sites with SCADA

For South Tahoe, security, specifically safeguarding facility assets, is a top priority. Through SCADA, they implemented a policy requiring that all system passwords contain at least 15 characters. However, remembering complex passwords and expecting administrators to track multiple passwords across resources presented its own challenges. It soon became clear that South Tahoe needed to simplify its procedures, yet compromising on the security of its facilities was not an option. Rather than requiring its crew to remember a second 15-character password just for the remote sites, South Tahoe turned to the CyberLock system.

Passwords within SCADA protected South Tahoe’s pumps and generators, including those at the Luther Pass Pump Station site. This facility exports all of the treated wastewater out of the Lake Tahoe Basin to the Harvey Place Reservoir, on their Diamond Valley Ranch property. The Luther Pass Pump Station regulates up to four million gallons of wastewater daily, all of which is controlled by the SCADA application. South Tahoe is held responsible for any effluent that touches the ground or escapes the system. Accordingly, securing the application that is ultimately responsible for controlling the flow of waste is of the utmost importance.

Solution: CyberLock

South Tahoe installed CyberLock to secure remote SCADA applications that controlled the operation of pumps and generators. Mission critical software is secured with CyberKey smart keys, rather than a password. CyberKey smart keys are programmed with scheduled access permissions, permitting access only during certain dates and times. South Tahoe personnel are given an access schedule within their assigned CyberKey. During their shift, the CyberKey will open the SCADA application, allowing the operator to start or stop pumps and generators. However, outside of their assigned shift time, the CyberKey smart key will deny access to the SCADA application, recording details of the unauthorized access attempt.

Now that access to critical facilities is protected by CyberLock, Chris Skelly explains “We no longer worry about the SCADA application going unattended,” and adds that there is no longer cause for concern “if a disgruntled employee, or a member of the public comes in and tries to access the application.”

Another added benefit is that the CyberLock system can be hosted entirely by South Tahoe, on its own servers. With sites located far from the major urban centers of Reno and Sacramento, South Tahoe does not always have access to a reliable Internet connection, meaning cloud and web-based platforms are not practical. With CyberLock, South Tahoe is even able to provide smart keys to other departments, such as natural gas, electric, and miscellaneous contractors. With CyberLock’s comprehensive audit trail data, stored in both smart keys and locks, South Tahoe can monitor the whereabouts of each key.

Since adopting CyberLock over 10 years ago, the system has surpassed South Tahoe’s needs and expectations. With hundreds of locks, padlocks, and keys currently deployed, South Tahoe has continued to expand their CyberLock hardware and software. Through SCADA and CyberLock, South Tahoe ensures that the public can continue to enjoy drinking, swimming, and recreating in the pristine, beautiful waters surrounding the Lake Tahoe Basin.



CyberLock Features



Remote Access Control

CyberKey smart keys provide all the power to the lock cylinder; therefore there is no need for hard-wiring, making CyberLock the ideal solution for remote locations.



Control and Schedule Access

Using the CyberAudit Management software, permissions for each lock and key can be changed effortlessly, enabling immediate and precise control over access to all entry points. CyberKey smart keys are programmed with a schedule to open one, several, or all locks in the system within a designated time frame.



Increase Accountability

Every time a CyberKey meets a CyberLock, a time-stamped access record is stored in both the lock and the key, providing system administrators with full visibility of all access attempts, whether successful or not.



Physical Security

Unlike mechanical locks, CyberLock cylinders have a unique, sealed design that negates standard lock picking techniques. CyberLock cylinders are designed to withstand a variety of harsh conditions while maintaining security. CyberLock padlocks are IP68 rated.



Key Control

When a key is lost or stolen, CyberLock cylinders can be programmed to deny access to the lost or stolen key. Additionally, CyberKey smart keys can be scheduled with an expiration date. This means when the key expires it will deny access until communication occurs between the key and the CyberAudit software.



Easy Installation

Over 380 CyberLock cylinders have been designed to retrofit into a variety of access points, including doors, padlocked gates, containers, equipment, safes and more. CyberLock cylinders retrofit directly into existing hardware, making installation quick and seamless.



How it Works: A Simple Step-by-Step Process

Step 1

Replace existing mechanical cylinders or padlocks with a programmed CyberLock cylinder. Each CyberLock is an electronic version of a standard mechanical lock cylinder. Installation is as simple as removing the original cylinder and replacing it with a CyberLock cylinder. Installation requires neither wiring nor batteries, making it quick and easy.



Step 2

Assign a CyberKey to a user. Keys are programmed with access privileges for each user. A standard key holds a list of locks the user may open, with a schedule of days and times when access is allowed. For instance, an employee's key can be programmed to only open their assigned locks Monday through Friday 7 A.M. to 5 P.M.

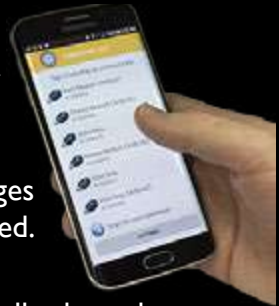


Step 3

Access locks. When a CyberKey meets a CyberLock, the cylinder is energized and an information exchange occurs to determine if the key has access to that specific cylinder. The event and time is stored in both the lock and key. Lock cylinders and keys also record when an unauthorized attempt to open a lock occurred.

Step 4

Download audit trails and update keys via communicator devices. Expiring keys regularly ensures users frequently update their keys. When validating keys, the system downloads the audit trail and uploads new access privileges to the key. An expired key will not work until it is updated.



Step 5

View audit trail. The CyberLock system is managed centrally through CyberAudit software. Customized audit reports and notifications on suspicious activities can be automatically generated via email.

CyberLock, Inc.

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BOARD AGENDA REPORT

Date: 10/20/2022

Staff: Jeff Shields

SUBJECT: General Manager Vehicle Purchase

RECOMMENDED ACTION: Discussion and possible action to authorize Interim General Manager to purchase a new General Manager vehicle not to exceed \$65,000

BACKGROUND AND/OR HISTORY:

The 2022 budget included \$65,000 to replace the General Manager vehicle. There were also a few trucks included in the budget, but only two vehicles were ordered. The previous General Manager vehicle was a Tahoe, which was reassigned to Susan, and Jarom used a 2013 Ford F150 4X4 ½ ton pickup. That pickup has 165K miles on it and the transmission is in need of a replacement. The problem we are currently facing is supply chain. With the current market, dealerships are not always willing to bid on a vehicle and hold in inventory while we wait to get Board approval.

FISCAL IMPACT: Budget \$65,000

ATTACHMENTS: No Attachments

Board Motion:

Motion by: _____ **Second by:** _____

VOTE:

OID: DeBoer (Yes/No) Doornenbal (Yes/No) Orvis (Yes/No) Santos (Yes/No) Tobias (Yes/No)

SSJID: Holbrook (Yes/No) Holmes (Yes/No) Kamper (Yes/No) Spyksma (Yes/No) Weststeyn (Yes/No)

BOARD AGENDA REPORT

Date: 10/20/2022

Staff: Mia Brown

SUBJECT: CA Air Resources Board Proposed Advanced Clean Fleets Regulation

RECOMMENDED ACTION: Discussion and possible action to approve submittal of comments regarding California Air Resources Board proposed Advanced Clean Fleets regulation

BACKGROUND AND/OR HISTORY:

FISCAL IMPACT: none

ATTACHMENTS: See Attachment

Board Motion:

Motion by: _____ **Second by:** _____

VOTE:

OID: DeBoer (Yes/No) Doornenbal (Yes/No) Orvis (Yes/No) Santos (Yes/No) Tobias (Yes/No)

SSJID: Holbrook (Yes/No) Holmes (Yes/No) Kamper (Yes/No) Spyksma (Yes/No) Weststeyn (Yes/No)

Appendix A-1

Proposed Regulation Order Advanced Clean Fleets Regulation

State and Local Government Agency Fleet Requirements

Note: The entire text of sections 2013 through 2013.4 set forth below is new language in "normal type" proposed to be added to title 13, California Code of Regulations.

Date of Release: August 30, 2022
Date of Hearing: October 27, 2022

Chapter 1 Motor Vehicle Pollution Control Devices

Section 2013.	State and Local Government Agency Fleet Applicability, Definitions, and General Requirements
Section 2013.1	State and Local Government Agency Fleet Exemptions
Section 2013.2	State and Local Government Agency Fleet Reporting
Section 2013.3	State and Local Government Agency Fleet Recordkeeping
Section 2013.4	State and Local Government Agency Fleet Enforcement

Proposed Regulation Order

Title 13, California Code of Regulations

Adopt Section 2013 of title 13, California Code of Regulations, to read as follows:

Section 2013 State and Local Government Fleet Applicability, Definitions, and General Requirements

(a) Scope and Applicability

- (1) Except as provided in section 2013(c), this regulation applies to any state or local government agency with jurisdiction in California that owns, leases, or operates a vehicle with manufacturer's gross vehicle weight rating (GVWR) greater than 8,500 lbs. as defined in section 2013(b). This regulation does not apply to federal fleets subject to title 13, California Code of Regulations (CCR) section 2015.
- (2) Hiring Entities. The requirements of section 2013(i) apply to any motor carrier, broker, governmental agency, person, or entity that hires and operates or hires and directs the operation of vehicles in fleets subject to title 13, CCR sections 2015 through 2015.6, or fleets and vehicles in fleets subject to this regulation per the scope and applicability of section 2013(a)(1).

(b) *Definitions.* For the purposes of this regulation, the following definitions apply:

“Authorized dealer” means a sales, service, or repair facility that is recognized by a motor vehicle manufacturer as a sales representative or is authorized and capable of performing repairs to factory specifications, including warranty repair work.

“Backup vehicle” means a vehicle, excluding yard tractors, that is operated infrequently as specified in section 2013.1(a).

“Box truck” means a single-unit vehicle with a fully-enclosed or a partially-enclosed space with a roof and at least three sides designed for transporting cargo or payload, excluding the driver and passengers. Examples of included vehicles are those commonly referred to as step vans, refrigerated vans, dry vans, chipper trucks, and box reefer trucks.

“Broker” means any person that, as a principal or agent, sells, offers for sale, negotiates for, or holds itself out by solicitation, advertisement, or otherwise as selling, providing, or arranging for, transportation by motor

carrier for compensation. A motor carrier, or person who is an employee or bona fide agent of a carrier, is not a broker when it arranges or offers to arrange the transportation of shipments which it is authorized to transport and which it has accepted and legally bound itself to transport.

"Bus" means any vehicle designed, used, or maintained for carrying more than ten persons, including the driver, and is configured with seats for the primary purpose of transporting persons including the driver.

"California fleet" means the subset of vehicles in the total fleet operated by a fleet owner in California during a calendar year. If a vehicle is operated in California at any time during a calendar year, it will be considered part of the California fleet for the entire calendar year.

"CARB" means the California Air Resources Board.

"Class 2b through 3" means a vehicle with a GVWR greater than 8,500 lbs. and less than or equal to 14,000 lbs.

"Class 4" means a vehicle with a GVWR greater than 14,000 lbs. and less than or equal to 16,000 lbs.

"Class 5" means a vehicle with a GVWR greater than 16,000 lbs. and less than or equal to 19,500 lbs.

"Class 6" means a vehicle with a GVWR greater than 19,500 lbs. and less than or equal to 26,000 lbs.

"Class 7" means a vehicle with a GVWR greater than 26,000 lbs. and less than or equal to 33,000 lbs.

"Class 8" means a vehicle with a GVWR greater than 33,000 lbs.

"Configuration" means the primary intended function for which a vehicle is designed as determined by the body of a complete vehicle or by the equipment integrated into the body that is permanently attached to the chassis. It does not include auxiliary equipment or secondary uses of equipment that is added to or carried on the vehicle body.

"Declared emergency event" means the time period of an emergency event declared or duly proclaimed by a local governing body, state Governor, or the President of the United States during the emergency conditions described in California Government Code section 8558.

“Dedicated snow removal vehicle” means a vehicle that has permanently affixed snow removal equipment such as a snow blower or auger and is operated exclusively to remove snow from public roads, private roads, or other paths to allow on-road vehicle access.

“Designated low population counties” means the counties of Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Glenn, Humboldt, Inyo, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Nevada, Plumas, Shasta, Sierra, Siskiyou, Sutter, Tehama, Trinity, Tuolumne, and Yuba.

“Dispatch” means to provide direction or instruction for routing a vehicle, whether owned or under contract, to specified destinations for specific purposes, including delivering cargo, passengers, property or goods, or providing a service.

“Emergency operations” means operation of an emergency support vehicle to help alleviate an immediate threat to public health or safety in response to a declared emergency event. Emergency operation includes emergency support vehicle travel to and from a declared emergency event when dispatched by a local, state, federal, or other responsible emergency management agency. Routine operation to prevent public health risks does not constitute emergency operation.

“Emergency support vehicle” means a vehicle other than an authorized emergency vehicle as defined in California Vehicle Code (CVC) section 165 that has been dispatched by a local, state, federal, or other responsible emergency management agency that is used to provide transport services or supplies in connection with an emergency operation.

“Energy storage system” means a system that is designed to store energy on a ZEV or NZEV, such as the battery pack or hydrogen storage tank.

“Executive Officer” means the Executive Officer of the California Air Resources Board or their delegated representative.

“Federal fleet” means vehicles owned by a department, agency, or instrumentality of the federal government of the United States of America and its departments, divisions, public corporations, or public agencies that operate in California. With respect to the Department of Defense and its service branches, federal fleets may be managed regionally, locally, or a combination of regional and local management.

There may be multiple federal fleets within a branch of military service or an installation.

“Fleet” or “total fleet” means one or more vehicles owned by a fleet owner. It also includes rental or leased vehicles that are considered owned by the “fleet owner” as defined in section 2013(b).

“Fleet owner” means the person or entity that owns the vehicles comprising the fleet. The owner shall be presumed to be either the person registered with the California Department of Motor Vehicles (DMV) as the owner or lessee of a vehicle, or its equivalent in another state, province, or country; vehicle ownership is based on the vehicle registration document or the vehicle title, except as specified below:

- (A) For vehicles that are rented or leased from a business that is regularly engaged in the trade or business of renting or leasing motor vehicles without drivers, including truck leases that are part of a bundled service agreement, the owner shall be presumed to be the rental or leasing entity for purposes of compliance, unless the rental or lease agreement for the vehicle is for a period of one year or longer and the terms of the rental or lease agreement or other equally reliable evidence identifies the renting operator or lessee of the vehicle as the party responsible for compliance with state laws.
- (B) For purposes of enforcement, if the vehicle is inspected and cited for noncompliance with this regulation and neither the operator of the vehicle nor the rental or leasing entity can produce evidence of the party responsible for compliance with state laws, the owner shall be presumed to be both the rental or leasing entity and the renting operator or lessee of the vehicle.
- (C) A financing company or a person that only provides financing to a third party in the form of “finance leases,” as defined in California Uniform Commercial Code Section 10103(a)(7), is not considered to own the vehicles that are financed. Similarly, a financing company or a person that only provides financing to a third party for powertrain retrofits is not considered to be the owner of the vehicle.

“Gross vehicle weight rating” or “GVWR” means the same as CVC section 350, as indicated by the characters in the 4 through 8 positions in a standard 17-character Vehicle Identification Number (VIN).

“Historical vehicle” means a vehicle that meets the qualifications for a historical vehicle and has been issued a historical vehicle license plate pursuant to the CVC section 5004 and is operated or moved over the highway primarily for the purpose of historical exhibition or other historic vehicle club activities.

“Hubodometer” means a non-resettable device mounted on the axle of a vehicle that measures distance traveled that has a serial number and a lock-out feature that permanently prevents tampering.

“Internal combustion engine vehicle” or “ICE vehicle” means a vehicle with a powertrain powered by gasoline, diesel, natural gas, propane, or other fuel where the sole source of power is from the combustion of the on-board fuel to provide motive power.

“Lessee” has the same meaning as defined in CVC section 371.

“Manufacturer” means any entity or person who manufactures or assembles new on-road motor vehicles or yard tractors, or imports such vehicles for resale, or who acts for and is under the control of any such person in connection with the distribution of new motor vehicles, but shall not include any dealer with respect to new motor vehicles received in commerce. In general, the term manufacturer includes any entity or person who manufactures or assembles an on-road vehicle, a cab and chassis, or other incomplete on-road vehicle for sale in California, or otherwise introduces a new on-road motor vehicle into commerce in California. This includes importers who import on-road vehicles for resale. This does not include entities or persons who supply parts to the importer or vehicle manufacturer of record.

“Model year” means a designation meeting the definition of “model year” under 17 CCR section 95662(a)(16).

“Motor carrier” means the same as defined in CVC section 408.

“Near-zero-emissions vehicle” or “NZEV” means a vehicle as defined in title 13, CCR section 1963(c)(16) that is capable of operating like a ZEV using electricity stored on-board the vehicle for a minimum number of miles, or “all-electric range”, as specified and tested in accordance with section 1037.150p(2)(ii) of “California Greenhouse Gas Exhaust Emission Standards and Test Procedures for 2014 and Subsequent Model Heavy-Duty Vehicles,” as last amended September 9, 2021, which is incorporated by reference herein.

“New vehicle” means a motor vehicle, the equitable or legal title to which has never been transferred to an ultimate purchaser.

“Notice to proceed” means a written direction to a vehicle manufacturer or drivetrain conversion installer to commence production or conversion of a vehicle as provided in a contract.

“Pickup truck” means a vehicle originally manufactured as a complete vehicle with an open box-type bed and meets the definition set forth in CVC section 471.

“Rated energy capacity” means the amount of electrical energy, in watt-hours (Wh), that can be extracted from a fully charged energy storage system, based on or derived from the results of testing or analysis. The rated energy capacity includes the electrical energy of the battery pack that is not accessible due to a manufacturer-programmed decrease in energy capacity for battery pack protection.

“Removed from the California fleet” means a vehicle that is no longer operated in California by the fleet owner on or after the date the vehicle meets one of the following conditions:

- (A) Destroyed or scrapped; or
- (B) Sold out of the fleet or transferred out-of-state.

“Responsible official” means either a principal executive officer, ranking elected official, or delegated representative of the state or local government agency.

“Standard rounding convention” means if the calculated value is not equal to a whole number, the value shall round up to the nearest whole number when the fractional part is equal to or greater than 0.5, and round down to the nearest whole number if less than 0.5.

“State or local government agency” means a city, county, public utility, special district, local agency or district, or a public agency of the State of California, and any department, division, public corporation, or public agency of the State of California.

“Tractor” means an on-road vehicle meeting one of the following:

- (A) The definition of “tractor” in title 17, CCR section 95662(a)(23); or

- (B) The definition of “vocational tractor” in title 17, CCR section 95662(a)(27).

“Two-engine vehicle” means a specially constructed on-road mobile vehicle that was designed by the original equipment manufacturer to be equipped with 2 engines: 1 engine provides the primary source of motive power of the vehicle while the second engine is an auxiliary engine with 50 brake horsepower or greater that is permanently attached and integrated into the original design of the vehicle to perform a specific function, which may include providing auxiliary power to attachments, performing special job functions, or providing additional motive power. If a vehicle was originally designed with the capability to have an auxiliary engine installed, but the auxiliary engine was installed by someone else other than the original equipment manufacturer, the vehicle still qualifies as a two-engine vehicle. Two engine street sweepers are not included in this definition.

“Van” means a single unit vehicle with configured with seats to transport passengers or with an enclosed space for the primary purpose of transporting cargo and equipment.

“Vehicle” or “motor vehicle” means self-propelled equipment that meets one of the following criteria:

- (A) Equipment that has a GVWR that is greater than 8,500 lbs. that is intended for use on highways, and meets the definition set forth in title 17, CCR section 95662(a)(26); or
- (B) Is a yard tractor that is not intended for use on highways.

“Vehicle awaiting sale” means a vehicle in the possession of a dealer, financing company, a private party, or other entity that does not intend to operate the vehicle in California or offer the vehicle for hire for operation in California, and it is operated only to demonstrate functionality to potential buyers, to move short distances to make repairs, or for maintenance or storage. It also includes new vehicles when driven for the first time to be delivered to the ultimate purchaser to be placed in service outside of California.

“Vehicle Identification Number” or “VIN” means an alpha numeric code which has been permanently assigned by the manufacturer to a vehicle.

“Vehicle purchase” or “purchase” means the fleet owner has placed an order for a vehicle or powertrain conversion for immediate delivery or

installation and has already paid for or has entered into a binding agreement with the authorized dealer, powertrain conversion installer, third party, or manufacturer to pay for the vehicle or conversion. A vehicle purchase includes where the fleet owner has executed any one of the following:

- (A) Identified, committed, and encumbered funds and executed a written notice to proceed to a manufacturer or powertrain conversion installer to begin production of the vehicle either:
 - 1. Under a previously entered purchase contract; or
 - 2. To execute a contract option.
- (B) A written purchase agreement between a fleet owner and the manufacturer or powertrain conversion installer that specifies the date when the work to manufacture or convert the vehicle is to proceed;
- (C) A written purchase agreement between a fleet owner and another party for the purchase and immediate delivery of a used vehicle; or
- (D) A signed written lease agreement between a fleet owner and the manufacturer or authorized dealer for a new vehicle to be placed in service for a contract term of one year or more.

“Yard tractor” means a vehicle that has a movable fifth wheel that can be elevated and is used in moving and spotting trailers and containers at a location or facility. Yard tractors are also commonly known as yard goats, hostlers, yard dogs, trailer spotters, or jockeys.

“Zero-emissions powertrain” has the same definition as title 13, CCR section 1956.8(i)(12).

“Zero-emissions vehicle” or “ZEV” means a vehicle with a zero-emissions powertrain that produces zero exhaust emission of any criteria pollutant (or precursor pollutant) or greenhouse gas under any possible operational modes or conditions.

(c) *Exemptions.* The following entities and vehicles are exempt from the requirements of sections 2013 through 2013.4:

- (1) School buses as defined in CVC section 545(a);

- (2) Military tactical vehicles as described in title 13, CCR section 1905;
 - (3) Vehicles awaiting sale;
 - (4) Emergency vehicles as defined in CVC section 165;
 - (5) Historical vehicles;
 - (6) Dedicated snow removal vehicles;
 - (7) Two-engine vehicles;
 - (8) Heavy cranes as defined in title 13, CCR section 2021(b)(16); or
 - (9) Transit vehicles subject to the Innovative Clean Transit regulation commencing with title 13, CCR section 2023.
- (d) *General Requirements.* Starting January 1, 2024, fleet owners must add ZEVs to their California fleet as specified by the following schedules:
- (1) *Agencies in Non-Designated Counties.* For a state or local government agency whose jurisdiction is not in a designated low population county:
 - (A) Starting January 1, 2024, 50 percent of the total number of vehicle additions to the California fleet in each calendar year must be ZEVs; and
 - (B) Starting January 1, 2027, 100 percent of the total number of vehicle additions to the California fleet in each calendar year must be ZEVs.
 - (2) *Agencies in Designated Counties.* For a state or local government agency whose jurisdiction is solely in a designated low population county:
 - (A) Starting January 1, 2027, 100 percent of the total number of vehicle additions to the California fleet in each calendar year must be ZEVs.
 - (3) *Agencies with Split Jurisdictions or Service Areas.* A state or local government agency whose jurisdiction or service area is split between a designated low population county and a non-designated county with at least 90 percent of the service area in the designated low population county must meet the requirements of section 2013(d)(2)(A).

- (e) *NZEV Flexibility.* Until January 1, 2035, additions of a new or used NZEV may optionally be made in lieu of ZEV additions if no new ZEV of the same weight class and configuration are available per section 2013.1(d).
- (f) *Rounding.* If the calculated required minimum number of ZEV additions as set forth in section 2013(d) does not result in a whole number, then use the “standard rounding convention” as defined in section 2013(b).
- (g) *ZEV Accounting.* Each ZEV or NZEV may be counted only once as long as the vehicle remains in the fleet to count towards compliance with the ZEV addition requirement for a given calendar year.
- (h) *Early or Excess ZEV Additions.* ZEV additions to the California fleet made before the deadlines or in excess of the amounts required in section 2013(d) count towards future ZEV addition requirements as long as the ZEV is still active in the fleet. Each early or excess ZEV addition counts toward a future requirement only once per the accounting requirements in section 2013(g).
- (i) *Requirement to Hire Compliant Fleets.* Any hiring entity that is subject to this section per section 2013(a)(2) must:
 - (1) *Verification of Compliance.* Verify that each fleet it hires or dispatches is listed on the CARB Advanced Clean Fleets webpage as a compliant fleet. Alternatively, for each calendar year that an entity hires a fleet to operate in California, it must obtain a signed statement from the fleet stating it is not subject to the High Priority and Federal Fleets regulation of title 13, CCR section 2015 through 2015.6 and the State and Local Government Fleets regulation of title 13, CCR section 2013 through 2013.4.
 - (2) *Disclosure of Regulation Applicability.* Provide the following disclosure in writing to the hired fleet in the hiring contract or agreement: “Vehicles with a GVWR greater than 8,500 lbs. and light-duty package delivery vehicles operated in California may be subject to the California Air Resources Board Advanced Clean Fleets regulations. It therefore could be subject to requirements to reduce emissions of air pollutants. For more information, please visit the California Air Resources Board website at <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>.”
 - (3) The hiring entity must also comply with the recordkeeping requirements of section 2013.3(g).
- (j) *Joint Compliance Option.* Individual departments, divisions, districts, subsidiaries, or agencies under the same state or local government agency’s jurisdiction have the option to comply jointly instead of complying

independently if the combined California fleet meets the requirements of this regulation. If the group fails to comply, all participants must immediately comply individually. Agencies choosing to use this option must meet the reporting requirement of section 2013.2(d).

- (k) *Order Cancellations.* If a fleet owner cancels a notice to proceed, a purchase agreement, or a leasing contract at any time before the vehicle is delivered, the purchase will be considered invalid and will not count towards required ZEV additions to the California fleet. If a manufacturer cancels any of the above, the fleet owner has six months to replace it with another ZEV order. After six months, the purchase will be considered invalid and will not count towards required ZEV additions to the California fleet.
- (l) *Compliance Date.* Annual compliance with the ZEV addition requirements is determined on January 1 of each calendar year.
- (m) *Exemptions and Extensions.* Fleet owners complying with section 2013(d) may utilize exemptions and extensions as follows:
 - (1) *Backup Vehicle Exemption.* Fleet owners may purchase a new ICE vehicle and exclude it from the ZEV addition requirement of section 2013(d) if it is designated as a backup vehicle as specified in section 2013.1(a) and may exclude miles travelled when the vehicle is operated in support of a declared emergency event as specified in section 2013.1(a)(1).
 - (2) *Daily Usage Exemption.* Fleet owners shall receive a one-year exemption from the ZEV addition requirement of section 2013(d) to purchase a new ICE vehicle if a new ZEV is available, but it cannot be placed anywhere in the California fleet while meeting the daily usage needs of any existing vehicle in the fleet provided the criteria specified in section 2013.1(b) are met.
 - (3) *Infrastructure Construction Delay Extension.* Fleet owners are excused from taking immediate delivery of ordered ZEVs for one year when determining compliance with section 2013(d) if the criteria described in section 2013.1(c) are met.
 - (4) *ZEV Unavailability.* Fleet owners may purchase a new ICE vehicle and exclude it from the ZEV addition requirements of section 2013(d) if no ZEV and no NZEV of the needed configuration is commercially available and the conditions of section 2013.1(d) are met.
 - (5) *Mutual Aid Assistance.* Fleet owners may purchase a new ICE vehicle and exclude it from the ZEV addition requirement of section 2013(d) for up to

25 percent of the fleet if the vehicles are needed to provide emergency response services and the conditions described in Mutual Aid Assistance section 2013.1(e) are met.

- (n) *Reporting and Recordkeeping Requirement.* Beginning January 1, 2024, fleet owners must meet reporting requirements as specified in section 2013.2 and keep and provide records as specified in section 2013.3.
- (o) *Vehicles Acquired with Incentive Funds.* Beginning January 1, 2024, if a fleet owner receives California State-provided incentive funding for ZEVs or NZEVs and the funding program guidelines specify the vehicle cannot be used to count toward determining compliance with the general requirements section of 2013(d), the vehicle will not be counted as a compliant vehicle during the funding contract period. The fleet owner must meet the reporting requirements specified in section 2013.2(c)(2)(L).
- (p) *Certificate of Reported Compliance and Compliant Fleet List.* If the requirements of sections 2013 through 2013.4 are met and the required reporting is received to demonstrate compliance, the fleet owner will be provided with a Certificate of Reported Compliance. The CARB Advanced Clean Fleets webpage will list the CARB-issued ID number, motor carrier number if applicable, fleet name, and whether the fleet is recognized as a "ZEV Fleet" per title 13, CCR section 2015(p) for compliant fleets that have received a Certificate of Reported Compliance. Fleets that do not comply will not be listed.

Note: Authority cited: Sections 38505, 38510, 38560, 38566, 39010, 39500, 39600, 39601, 39602.5, 39650, 39658, 39659, 39666, 39667, 43013, 43018, 43100, 43101, 43102, and 43104, Health and Safety Code. Reference: Sections 38501, 38505, 38510, 38560, 38566, 38580, 39000, 39003, 39010, 39500, 39600, 39601, 39602.5, 39650, 39658, 39659, 39666, 39667, 39674, 39675, 43000, 43000.5, 42400, 42400.1, 42400.2, 42402.2, 42410, 43013, 43016, 43018, 43023, 43100, 43101, 43102, 43104, 43105, 43106, 43153, 43154, 43211, 43212, and 43214, Health and Safety Code.

Adopt Section 2013.1 of title 13, California Code of Regulations, to read as follows:

Section 2013.1 State and Local Government Fleet Exemptions

Fleet owners may claim or apply for the following exemptions or extensions if the California fleet complies with the requirements that are in effect, and it would otherwise be impossible to comply with the next upcoming regulation requirement. Fleet owners requesting or utilizing any exemptions or extensions must meet applicable reporting and recordkeeping requirements for each exemption or extension as specified in sections 2013.2 and 2013.3. Any exemptions or extensions

approved for a fleet owner are not transferrable to another fleet owner. The Executive Officer will respond to exemption requests as described in section 2013.2(i).

- (a) *Backup Vehicle Exemption.* Fleet owners may designate vehicles as backup vehicles during the reporting period and renew the designation annually if the fleet owner meets each of the following requirements:
 - (1) The vehicle is operated less than 1,000 miles per year excluding any mileage travelled under contract while performing emergency operations in support of a declared emergency event;
 - (2) The fleet owner must report the vehicle as a backup vehicle and must submit odometer readings per section 2013.2(f); and
 - (3) Backup vehicles must immediately stop being operated and must be removed from the California fleet if the vehicle exceeds the allowed number of annual miles travelled and the vehicle or fleet is out of compliance with section 2013(d).

- (b) *Daily Usage Exemption.* Fleet owners may apply for an exemption to replace vehicles with a GVWR greater than 14,000 lbs. if at least 10 percent of their California fleet is comprised of ZEVs or NZEVs. Fleet owners may not apply for a vehicle configuration that is commercially available as: an NZEV; a hydrogen fuel cell ZEV; a Class 7 or 8 ZEV tractor or ZEV three-axle bus with a rated energy capacity of at least 1,000 kilowatt-hours; a Class 4 through 6 ZEV with a rated energy capacity of at least 325 kilowatt-hours; or a Class 7 or 8 ZEV that is not a tractor or three-axle bus with a rated energy capacity of at least 450 kilowatt-hours. The Executive Officer will approve the exemption based on their good engineering judgement in determining that the criteria specified in section 2013.1(b) have been met. The fleet owner must submit all of the following by email to TRUCRS@arb.ca.gov to apply:
 - (1) Submit the make, model, weight class, configuration, and photograph of the ICE vehicle to be replaced.
 - (2) Identify the commercially available ZEV with the highest rated energy capacity available in the same weight class and configuration. Submit the make, model, weight class, configuration, and rated energy capacity of the ZEV.
 - (3) Calculate the range of the vehicle in miles by dividing the rated energy capacity of the identified ZEV by the following factors: for Class 4 through 6 vehicles, 1.3 kilowatt-hours per mile; for Class 7 and 8 non-tractors, 1.8 kilowatt-hours per mile; for Class 7 and 8 tractors, 2.1

kilowatt-hours per mile. For vehicles that operate truck mounted or integrated equipment while stationary, in lieu of calculating the needed rated energy capacity based on vehicle miles travelled, the needed rated energy capacity is the same as the optionally submitted measured ZEV energy use of section 2013.1(b)(6). Submit the calculation and results.

- (4) Submit a daily usage report for a period of at least 30 consecutive workdays from within the last 12 months using telemetry data or other industry accepted data collection method for all ICE vehicles of the same weight class and configuration of the vehicle to be replaced. The report must include the daily miles traveled for each vehicle. Identify the lowest mileage reading for each day and exclude the three highest readings. For the exemption to be granted, the highest remaining mileage number must be greater than the range calculated in 2013.1(b)(3).
 - (A) For vehicles that operate truck mounted or integrated equipment while stationary, the daily usage report must include daily equipment usage information such as hours of operation.
 - (5) Submit a description of the daily assignments or routes used by existing vehicle types with an explanation of why all commercially available ZEVs of the same weight class and configuration cannot be charged or fueled during the workday at the depot, within one mile of the routes, or where ZEV charging or fueling is available. The explanation must include a description of why charging or fueling could not be managed during driver rest periods or breaks during the workday.
 - (6) Optionally submit measured ZEV energy use data to substantiate their exemption request from ZEVs of the same configuration already operated on similar daily assignments in the fleet's service. This optional information must include vehicle loading and weight data, route grade, average ambient daily temperature, and state of charge at the beginning and end of the daily shift to show typical energy usage over one month of regular service.
- (c) *Infrastructure Construction Delay Extension.* A fleet owner may apply for this extension if they experience construction delays beyond their control on a project to purchase ZEVs and install ZEV charging or fueling stations. The Executive Officer will grant a single extension per project to delay the vehicle delivery for one year if they determine the fleet owner satisfies the criteria for the delay, based on the information submitted below and the exercise of good engineering judgment. The fleet owner must submit all of the following by email to TRUCRS@arb.ca.gov to apply:

- (1) Documentation showing the executed contract for the infrastructure installation with a construction project start date at least one year prior to the next immediately applicable compliance date for the purchased vehicle;
 - (2) Submit documentation showing the delay is a result of any of the following circumstances beyond the fleet owner's control after obtaining construction permits; change of a general contractor; delays obtaining power from a utility; delays due to unexpected safety issues; discovery of archeological, historical, or tribal cultural resources described in the California Environmental Quality Act Public Resources Code Division 13, Section 21000 et. seq; or natural disasters;
 - (3) Submit a letter to CARB from the responsible official explaining the reason for the delay, why retail infrastructure cannot be used, the estimated completion date of the project, and documentation supporting the reason for the delay from the licensed contractor performing the work, related utility, building department, or other organization involved in the project; and
 - (4) Documentation showing the executed ZEV purchase agreement.
- (d) *ZEV Unavailability Exemption.* The Executive Officer will maintain a list of vehicle configurations that are eligible to purchase as ICE vehicles when ZEVs or NZEVs are not available on the CARB Advanced Clean Fleets webpage. The list will include available ICE vehicles with a GVWR greater than 14,000 lbs. and will not include pickup trucks, two-axle buses, box trucks, vans, or any tractors. Fleet owners may replace existing ICE vehicles with vehicles on the list without submitting an exemption request. To use the exemption, fleet owners must:
- (1) Verify the vehicle in the weight class and configuration being purchased or replaced to comply with the regulation is listed on the CARB Advanced Clean Fleets webpage as commercially unavailable; and
 - (2) Comply with the reporting and recordkeeping requirements of sections 2013.2(g) and 2013.3(e).

The following describes the criteria for adding or removing vehicles to the list. Fleet owners or vehicle manufacturers may request the Executive Officer to add or remove vehicles from the list if the conditions of this section have been met. The Executive Officer will rely on the information submitted below and their good engineering judgement in determining whether to add vehicles to the list. The vehicle will be added to the list unless a ZEV or NZEV is commercially available as a complete vehicle or is certified for sale in California. The applicant

must submit all of the following by email to TRUCRS@arb.ca.gov to request a vehicle configuration be added to the list:

- (3) The make, model, weight class, configuration, a photograph, and a specifications sheet to show the vehicle is commercially available as an ICE vehicle.
 - (4) For each commercially available ZEV or NZEV chassis in the same and next higher weight class that is certified for sale in California, show the chassis cannot be equipped in the applicable configuration. For example, if a Class 4 vehicle is needed, the following information must be submitted for Class 4 and Class 5 chassis. To do so, applicants must submit either of the following:
 - (A) A signed statement or email from the vehicle manufacturer stating the chassis is not compatible with the applicable configuration and for what reasons; or
 - (B) A signed statement or email from each authorized installer of the needed vehicle body stating that for each available ZEV or NZEV chassis, the installer is unable to configure the body on the chassis without violating safety standards prescribed under title 8, CCR by the California Department of Industrial Relations, Division of Occupational Safety and Health, comparable federal or state health and safety laws where the vehicle operates, or federal highway safety laws. The statement must identify which of these safety laws or standards would be violated and for what reasons.
 - (5) If the Executive Officer determines the conditions specified in section 2013.1(d)(4) are no longer met, the vehicle configuration will be removed from the list six months after the determination is made and the configuration is considered commercially available.
- (e) *Mutual Aid Assistance.* Fleet owners may apply for this exemption if they have a mutual aid agreement to send vehicles to assist other entities during a declared emergency event and at least 75 percent of their California fleet is comprised of ZEVs. The exemption is limited to replacing vehicles with a GVWR greater than 14,000 lbs. and does not apply to pickup trucks, buses, box trucks, vans, any tractors, or any vehicle configurations commercially available as NZEVs. The Executive Officer will rely on the information submitted in sections 2013.1(e)(1-4) and their good engineering judgment in determining whether to approve the exemption. The fleet owner must do and submit all of the following by email to TRUCRS@arb.ca.gov to apply:

- (1) The make, model, weight class, configuration, and photograph of the needed ICE vehicle;
- (2) For each commercially available ZEV or NZEV complete vehicle or incomplete chassis in the same and next higher weight class that is certified for sale in California, submit the following: documentation from the manufacturer and all mobile fueling providers with compatible mobile fueling options to show the vehicle or chassis cannot be refueled with compatible mobile fueling options that would fuel from 10 to 80 percent of the ZEV's rated energy capacity within 1 hour of fueling time; a signed statement or email from the vehicle manufacturer stating the chassis is not compatible with the applicable configuration and for what reasons; or a signed statement or email from each authorized installer of the needed vehicle body stating that for each available ZEV or NZEV chassis, the installer is unable to configure the body on the chassis without violating safety standards prescribed under title 8, CCR by the California Department of Industrial Relations, Division of Occupational Safety and Health, comparable federal or state health and safety laws where the vehicle operates, or federal highway safety laws. The statement must identify which of these safety laws or standards would be violated and for what reasons;
- (3) Submit a copy of the mutual aid agreement in effect with other entities to assist with affected vehicles during declared emergency events; and
- (4) Submit a letter to the Executive Officer that has an explanation of the reason for the exemption request.

Note: Authority cited: Sections 38505, 38510, 38560, 38566, 39010, 39500, 39600, 39601, 39602.5, 39650, 39658, 39659, 39666, 39667, 43013, 43018, 43100, 43101, 43102, and 43104, Health and Safety Code. Reference: Sections 38501, 38505, 38510, 38560, 38566, 38580, 39000, 39003, 39010, 39500, 39600, 39601, 39602.5, 39650, 39658, 39659, 39666, 39667, 39674, 39675, 43000, 43000.5, 42400, 42400.1, 42400.2, 42402.2, 42410, 43013, 43016, 43018, 43023, 43100, 43101, 43102, 43104, 43105, 43106, 43153, 43154, 43211, 43212, and 43214, Health and Safety Code.

Adopt Section 2013.2 of title 13, California Code of Regulations, to read as follows:

Section 2013.2 State and Local Government Fleet Reporting

- (a) *Method of Reporting.* Reports submitted to comply with sections 2013 through 2013.4 must be submitted online through CARB's Advanced Clean Fleets webpage.

- (b) *Reporting Deadline and End Date.* No later than April 1 of each year until April 1, 2045, fleet owners must annually submit a compliance report of the California fleet composition as of January 1 of each year. The initial report must be submitted by April 1, 2024.
- (c) *Fleet Reporting.* Fleet owners must report the following:
 - (1) *State or local government agency Information.* Fleet owners must report all of the following:
 - (A) State or local government primary agency name;
 - (B) Entity's physical and mailing addresses;
 - (C) Designated contact person name;
 - (D) Designated contact person phone number;
 - (E) Designated contact person email;
 - (F) The following operating authority numbers, if applicable: motor carrier identification number, United States Department of Transportation number, California Carrier Identification number, California Public Utilities Commission transportation charter permit number, International Registration Plan number;
 - (G) Identify the jurisdiction (state, county name, city name, or other local government); and
 - (H) Name of the responsible official.
 - (2) *Vehicle Information.* The fleet owner must report the following information for each vehicle in the California fleet:
 - (A) Vehicle Identification Number (VIN);
 - (B) Vehicle make and model;
 - (C) Vehicle model year;
 - (D) Vehicle license plate number and state or jurisdiction of issuance;
 - (E) Vehicle GVWR (Greater than 8,500 lbs. and equal to or less than 14,000 lbs., greater than 14,000 lbs. and equal to or less than 26,000 lbs., or greater than 26,000 lbs.);

- (F) Vehicle body type;
 - (G) Fuel and powertrain type;
 - (H) Date vehicle purchase was made;
 - (I) Date vehicle was added to or removed from the California fleet;
 - (J) Whether the vehicle will be designated under or was purchased pursuant to any exemption or extension provision of section 2013.1;
 - (K) Odometer, or if applicable, hubodometer readings as specified in section 2013.2(e); and
 - (L) Funding contract start and end date for vehicles purchased with California State-funding if the vehicle is to be excluded during the funding contract period as specified by the funding program.
- (d) *Joint Compliance Reporting.* If an agency chooses to comply jointly per section 2013(h), each individual department, division, district, subsidiary, or agency must report separately, and include the CARB-issued ID number of the primary controlling agency or designated primary entity.
- (e) *Changes to an Existing Fleet.* Fleet owners must comply with all of the following reporting requirements when adding or removing vehicles:
- (1) Vehicles added to the California fleet must be reported within 30 calendar days of being added to the fleet;
 - (2) Vehicles that are permanently removed from the California fleet must be reported within 30 calendar days of removal. The report must include the date of removal;
 - (3) If a backup vehicle exceeds the allowable mileage limit the change must be reported within 30 calendar days of the date the mileage limit was exceeded; and
 - (4) *ZEV Repowers or Conversions.* Vehicles repowered with zero-emission powertrains must report the vehicle's new fuel type within 30 calendar days of being repowered or converted.
- (f) *Odometer Reading Reporting.* This section applies to fleet owners that have backup vehicles. Fleet owners with backup vehicles must comply with the following reporting requirements:

- (1) *Odometer Readings.* Report annually the mileage reading and the date the reading was recorded from a properly functioning odometer or hubodometer.
 - (2) *Odometer Replacement.* If the odometer is replaced, report the following within 30 calendar days of the original odometer failure: the original odometer's final reading, the new odometer's initial reading, and the date of replacement.
 - (A) *Hubodometers.* If the vehicle's odometer is not functional and is not being replaced, report the serial number from a hubodometer with a non-resettable odometer.
 - (3) *Emergency Mileage.* For backup vehicles used in emergency operations that would exceed the backup vehicle mileage limit, the fleet owner must report the number of miles travelled in support of the emergency.
- (g) *ZEV Unavailability Supporting Documentation Reporting.* Fleet owners that purchase an ICE vehicle pursuant to the ZEV Unavailability exemption of section 2013.1(d) must submit an email to TRUCRS@arb.ca.gov with the purchase agreement and the following clear and legible digital photographs of:
- (1) VIN/GVWR label (typically located on the driver side door or door jamb);
 - (2) License plate with side of the vehicle visible;
 - (3) Entire left side of the vehicle with doors closed showing the vehicle's body configuration; and
 - (4) Entire right side of the vehicle with doors closed showing the vehicle's body configuration.
- (h) *Requirement for Signature.* All reports submitted to CARB electronically are deemed signed by the responsible official. Hard-copy documentation submitted must be signed by the responsible official.
- (i) *Method for Requesting and Approval of Exemptions or Extensions.* Requests and required information for Executive Officer consideration of the exemptions of sections 2013.1(b), 2013.1(c), 2013.1(d), and 2013.1(e) must be submitted via email to TRUCRS@arb.ca.gov. The Executive Officer will notify the fleet owner by email whether the exemption or extension request is approved within 30 calendar days from receipt of a complete submission.

Note: Authority cited: Sections 38505, 38510, 38560, 38566, 39010, 39500, 39600, 39601, 39602.5, 39650, 39658, 39659, 39666, 39667, 43013, 43018, 43100, 43101, 43102, and 43104, Health and Safety Code. Reference: Sections 38501, 38505, 38510, 38560, 38566, 38580, 39000, 39003, 39010, 39500, 39600, 39601, 39602.5, 39650, 39658, 39659, 39666, 39667, 39674, 39675, 43000, 43000.5, 42400, 42400.1, 42400.2, 42402.2, 42410, 43013, 43016, 43018, 43023, 43100, 43101, 43102, 43104, 43105, 43106, 43153, 43154, 43211, 43212, and 43214, Health and Safety Code.

Adopt Section 2013.3 of title 13, California Code of Regulations, to read as follows:

Section 2013.3 State and Local Government Fleet Recordkeeping

Fleet owners must keep for the duration in section 2013.3, subsection (i) and provide the following forms of documentation in an electronic or paper format upon request or make them available to the Executive Officer within 72 hours of a request:

- (a) *Entity and Vehicle Documentation.* The following records are required to be kept and provided upon request for vehicles in the California fleet:
 - (1) Records of all vehicle information reported per section 2013.2(c-g);
 - (2) Vehicle purchase, rental, and leasing documents, such as purchase agreements, orders, notices to proceed, leasing agreements, or rental agreements for the vehicles;
 - (3) For all vehicles that have been removed from the California fleet, keep and provide the following:
 - (A) If the vehicle is sold, a transfer of liability form filed with DMV, including the date of sale and mileage reading at the time of sale
 - (B) If the vehicle is transferred out-of-state, but not sold, a copy of the out-of-state registration;
 - (C) If the vehicle is registered with DMV as non-revivable junked or dismantled, a copy of the registration demonstrating it was filed as such with DMV; and
 - (D) If the vehicle is sold or consigned to an auction house, a copy of the contract and the transfer of liability form filed with DMV, if applicable.
 - (4) Emergency Operation Dispatch Documentation. Fleet owners with backup vehicles that perform emergency operations must keep and

provide records to document contract and dispatch by a local, state, federal or other emergency management agency.

- (b) *Operator Documentation.* Fleet owners must keep and provide documentation identifying the entity responsible to pay the driver who is not a state or local government agency employee and any applicable shipping documentation or other documentation that identifies the origin and destination of the cargo and the pick-up and termination destination of the cargo.
- (c) *Odometer Reading Documentation.* Fleet owners required to report odometer readings must keep and provide records of the vehicle miles traveled. Acceptable records are those provided in smoke opacity test results, Biennial Inspection of Terminals inspection records, fuel tax records, maintenance records, unaltered photograph of the odometer or hubodometer, or an on-board diagnostics system information download that includes the vehicle miles travelled or odometer information. Fleet owners of backup vehicles used in emergency operations in support of a declared emergency event must keep and provide records to document vehicle mileage accrued under contract in support of an emergency event.
- (d) *Infrastructure Construction Delay Documentation.* Fleet owners that utilize the Infrastructure Delay Exemption must keep and provide copies of all documents, letters, contracts, and purchase agreements used to support their request and qualifications for the exemption.
- (e) *ZEV Unavailability Documentation.* Fleet owners utilizing the ZEV Unavailability exemption must keep and provide purchase agreements and photographs submitted per section 2013.2(g), and a copy of the specifications sheet or a list of the specifications for the vehicle and if applicable, the body installed for ICE vehicles purchased pursuant to the exemption.
- (f) *Documentation for Mutual Aid Assistance.* Fleet owners that utilize the Mutual Aid Assistance provision must keep and provide copies of all documents, mutual aid agreements, publicly issued bids and requests for information, and letters used to support their request and qualifications for the exemption.
- (g) *Hiring Entity Documentation.* Hiring entities that are subject to the regulation per section 2013(a)(2) must keep and provide certificates of reported compliance or signed statements received from hired fleets used to verify that hired fleets are compliant with the applicable regulations. Additionally, hiring entities must keep and provide copies of contracts with hired entities that include the disclosure of regulation applicability required by section 2013(i)(2).

- (h) *Daily Usage Exemption Documentation.* Fleet owners that utilize the Daily Usage Exemption must keep and provide copies of all documents, data, letters, and analysis used to support their request and qualifications for the exemption.
- (i) *Retention of Records.* Records of reported information required in reporting section 2013.2 and documentation required in record keeping section 2013.3 must be kept by the fleet owner and made available to CARB staff for audit for a period of eight years from the date the information is used to demonstrate compliance.

Note: Authority cited: Sections 38505, 38510, 38560, 38566, 39010, 39500, 39600, 39601, 39602.5, 39650, 39658, 39659, 39666, 39667, 43013, 43018, 43100, 43101, 43102, and 43104 Health and Safety Code. Reference: 38501, 38505, 38510, 38560, 38566, 38580, 39000, 39003, 39010, 39500, 39600, 39601, 39602.5, 39650, 39658, 39659, 39666, 39667, 39674, 39675, 43000, 43000.5, 42400, 42400.1, 42400.2, 42402.2, 42410, 43013, 43016, 43018, 43023, 43100, 43101, 43102, 43104, 43105, 43106, 43153, 43154, 43211, 43212, and 43214 Health and Safety Code.

Adopt Section 2013.4 of title 13, California Code of Regulations, to read as follows:

Section 2013.4 State and Local Government Fleet Enforcement

- (a) *Severability.* If any subsection, paragraph, subparagraph, sentence, clause, phrase, or portion of this regulation is, for any reason, held invalid, unconstitutional, or unenforceable by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of the regulation.
- (b) *Penalties.* Any person who fails to comply with the requirements of this regulation, who fails to submit any information, report, or statement required by this regulation, or who knowingly submits any false statement or representation in any application, report, statement, or other document filed, maintained, or used for the purposes of compliance with this regulation may be subject to penalties.
- (c) *Right of Entry.* An agent or employee of CARB, upon presentation of proper credentials, has the right to enter any motor carrier, broker, or hiring entity facility (with any necessary safety clearances) where vehicles are located or vehicle records, including hiring and brokering records, are kept to verify compliance.

Note: Authority cited: Sections: 38505, 38510, 38560, 38566, 39010, 39500, 39600, 39601, 39602.5, 39650, 39658, 39659, 39666, 39667, 43013, 43018, 43100, 43101,

43102, and 43104 Health and Safety Code. Reference: Sections 38501, 38505, 38510, 38560, 38566, 38580, 39000, 39003, 39010, 39500, 39600, 39601, 39602.5, 39650, 39658, 39659, 39666, 39667, 39674, 39675, 43000, 43000.5, 42400, 42400.1, 42400.2, 42402.2, 42410, 43013, 43016, 43018, 43023, 43100, 43101, 43102, 43104, 43105, 43106, 43153, 43154, 43211, 43212, and 43214 Health and Safety Code.

GENERAL MANAGER'S REPORT
TRI-DAM PROJECT
of the
Oakdale & South San Joaquin Irrigation Districts
Board of Directors Meeting
October 20, 2022

Project Activities

- I expect we will have hired a new General Manager and that individual will be in place in early December. Three years ago the Board approved an employee appreciation dinner as a show of support for staff's efforts during the time that Tri-Dam was going through the staff transition. This year, with the additional turmoil of losing the F & A Manager and GM and managing through truly disruptive times, I would like to arrange for a similar employee appreciation dinner and introduce the new GM and also ask the two GM's and the appropriate staff members from the Districts that assisted through this process to join in this recognition event. Because of the limited locations to host this event it was necessary to tentatively reserve a facility ahead of the various holiday parties that book local restaurants early. The tentative date would be Saturday, December 3rd. That allows a couple days following the Fall ACWA Conference for any of the Districts Directors or staff that plan to attend.
- We began the annual budget process with a full day senior staff meeting on October 6th. Without the benefit of a Finance Manager and relying on District staff to help finalize the budget prior to submitting to the Board, this will be an especially difficult year to project revenues. And, of course, we have no idea what the water year will look like. My expectation is a budget of necessary/critical expenditures for safety, security and efficiency that can be initiated in the first half of 2023. This will allow a new GM and Finance Manager to get up to speed and, if we have a healthy revenue year, they can submit an amended budget to get those important but not critical initiatives accomplished. The Board will have an opportunity to review and, if satisfied, approve the budget at the November 17th meeting.
- Following the meeting with the Districts IT Managers and Datapath at the Strawberry office, we have opted to enter into a "2TB Managed Backup Storage" service with Datapath. This service will provide critical data offsite storage to assure any security breach or destruction of systems at Tri-Dam (i.e. fire) will have complete data backup and recovery. The fee for this service is \$150 monthly.
- Enclosed you will find a copy of the signed Islanding agreement contract between SVP and Tri-Dam. We previously executed an agreement with PG&E. There have been two scheduled events by PG&E both which were canceled. It is difficult to schedule Islanding events when we are in maintenance on our facilities. We are coordinating closely with PG&E to get schedules that meet their needs.
- The RFB for a new Power Purchase Agreement (PPA) was issued on October 7th. ZGlobal set up a web site to monitor the bids and offer responses to questions (rfpresponse@zglobal.biz). Bids are due on Monday October 17th. There have been a lot of questions posted, many which are seeking some arrangements outside the structure that was proposed. We can discuss this in more detail at the Board meeting.

- Getting services on a competitive basis in remote areas like Donnell's Dam or Strawberry Peak is challenging. Tri-Dam has an annual service agreement to fill the propane tanks at 14 sites that apparently had not been subject to bid for at least four years. This year we put out a bid and only got two companies to respond. The low bid was Kamps Propane with a low bid of \$2.17.9 per gal. Suburban bid \$2.39. I can't imagine driving a propane truck into Donnell's Dam.

QUOTE FOR*Quote for Offsite Storage***Prepared by:****Datapath**

David Craig
(209)312-9815
dcraig@mydatapath.com

Prepared for:**Tri-Dam Project**

31885 Old Strawberry Rd.
Strawberry, CA 95375
Sharon Cisneros
(209)840-5501
scisneros@oakdaleirrigation.com

Quote Information:**Quote #: 018502**

Version: 1
Delivery Date: 07/18/2022
Expiration Date: 09/12/2021

Monthly Services

	Recurring	Qty	Ext. Recurring
Datapath Managed Backup - Offsite Storage - per TB 1TB Managed Backup Storage - Maintained and Monitored by Datapath.	\$75.00	2	\$150.00
Monthly Subtotal:			\$150.00

Monthly Recurring Summary

	Amount
Monthly Services	\$150.00
Monthly Total:	\$150.00

Taxes, shipping, handling and other fees may apply. We reserve the right to cancel orders arising from pricing or other errors.

Terms of Service

By accepting this quote Customer is agreeing to the Datapath Terms of Service

Datapath's Terms of Service may be found at: www.mydatapath.com/terms-of-service



Powering The Center of What's Possible

Letter of Agreement

Mr. Jeff Shields
General Manager
Tri-Dam Project and Tri-Dam Power Authority
31885 Old Strawberry Rd
Strawberry, CA 95375

Dear Mr. Shields:

This letter agreement (LOA) is entered into among the City of Santa Clara, a chartered California municipal corporation (CITY), and the Tri-Dam Project, a joint venture between Oakdale Irrigation District and South San Joaquin Irrigation District, and Tri-Dam Power Authority, a California Joint Powers Authority between the Oakdale Irrigation District and the South San Joaquin Irrigation District. The Tri-Dam Project and Tri-Dam Authority are collectively referred herein as "Tri-Dam". CITY and Tri-Dam are individually referred herein as Party and collectively as Parties.

A. The Parties executed a Power Purchase Agreement (PPA) on October 8, 2013 for the "Product", as defined in the PPA, from the Donnells Powerhouse, Tulloch Powerhouse, Beardsley Powerhouse and the Southern Powerhouse.

B. Pacific Gas & Electric Company (PG&E) often submits planned transmission outages with the California Independent System Operator Corporation (CAISO) to perform maintenance or repairs that require Donnells and Beardsley Powerhouses to support local load. On occasion, there will even be emergency repair work that will require local load to be supported by the islanding of Donnells and Beardsley Powerhouses.

C. These planned transmission outages and emergency outages may electrically island the Beardsley Powerhouse and the Donnells Powerhouse from the rest of the CAISO grid, and render PG&E unable to serve PG&E load within the islanded area during the outage.

D. In order to serve its load that will be electrically islanded during the described outages, PG&E has requested from Tri-Dam that the PG&E load be served by the Donnells Powerhouse resource, and potentially the Beardsley Powerhouse resource. The estimated load for each of these Islanding Period (as defined in October 3, 2022 Letter Agreement between Tri-Dam and PG&E) will be agreed upon by Tri-Dam, CITY, and PG&E prior to approval.



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E. The PPA is clear that all Net Electrical Output, Capacity Attributes, Installed Capacity and any Renewable Electricity and Environmental Attributes (as such terms are defined in the PPA) that may be available from the Beardsley and Donnell Powerhouses is to be sold exclusively to CITY.

F. Tri-Dam recognizes and acknowledges that providing any part of the Product, as that term is defined in the PPA, to any entity other than CITY is a breach of the PPA. CITY is willing to waive any remedy it may have for this instance of breach in exchange for compensation equivalent to the financial impact, including the opportunity cost, of Tri-Dam providing a portion of the Product to serve PG&E load during an Islanding Period subject to the terms and conditions set forth below.

This LOA provides the terms and conditions under which Tri-Dam will compensate CITY for the financial impact, including the opportunity cost, which will be incurred by CITY during an Islanding Period affecting either the Beardsley Powerhouse or the Donnell Powerhouse.

1. Determination of Financial Impact/Opportunity Cost Due to Islanding:
 - 1.1 The financial impact/opportunity cost to CITY as a result of islanding the Beardsley Powerhouse or the Donnell Powerhouse resources during an Islanding Period shall not exceed two (2) calendar days and will be calculated as \$16/MWh multiplied by the actual MWh of generation sold to PG&E during an Island Period.
 - 1.2 Notwithstanding section 1.1 above, in the event that the Locational Marginal Price (LMP) of each resource is greater than \$80/MWh and less than \$1,000/MWh, then the calculation will be \$16/MWh plus the positive difference of the LMP minus \$80/MWh multiplied by the actual MWh of generation sold to PG&E during an Islanding Period.
 - 1.3 If any Islanding Period extends longer than two (2) days, 10% will be added to the LMP.
2. Payment: Tri-Dam will include a credit, for the total of Paragraph 1.1, 1.2 and 1.3 above, on the monthly PPA invoice issued to CITY for the Product delivered in the next billing cycle following the islanding event.
3. Effective Date: This LOA shall become effective on the date that this LOA has been signed by both CITY and Tri-Dam, and expire on December 31, 2022
4. Joint Authorship: CITY and Tri-Dam agree that this LOA reflects the joint drafting efforts of both Parties. In the event any dispute, disagreement or controversy



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arises regarding this LOA, the Parties shall be considered joint authors and no provision shall be interpreted against any Party because of authorship.

- 5. Entire Agreement: This LOA constitutes the final written expression of all of the terms of this agreement between the Parties and is a complete and exclusive statement of those terms, superseding all prior arrangements and agreements. This LOA may not be amended or modified except by a written instrument signed by the Parties. Each Party acknowledges that no representations or promises not expressly contained in this LOA have been made by a Party or by the agents or representatives of a Party.

If you are in agreement with the terms and conditions written above, please indicate your approval by signing and dating both originals of this LOA and return one to:

Silicon Valley Power
C/O: Diana Shiles
881 Martin Ave
Santa Clara, CA 95050

If you have any questions, please contact Moises Melgoza at (408) 615-6656.

Sincerely,

Signature: 

Manuel Pineda
Chief Electric Utility Officer / Assistant City Manager

Tri-Dam Project and Tri-Dam Power Authority

Signature: 

By: JEFFREY SHIELDS

Title: INTERIM GENERAL MANAGER

Date: OCT. 13, 2022

OPERATIONS AND MAINTENANCE MANAGER BOARD REPORT

Chris Tuggle
October 20, 2022

OPERATIONS:

Reservoir Data (A/F):

FACILITY	STORAGE	MONTH CHANGE
Donnells	43,102	(4,324)
Beardsley	71,134	(15,029)
Tulloch	60,629	(3,715)
New Melones	619,050	(21,655)

Outages:

Plant	Dates	Duration	Cause
Donnells	9/12	:39 H/M	Cooling water line leak
Donnells	9/30	1:58 H/M	86N Trip on High Bearing Temp
Tulloch #3	9/15	:19 H/M	Governor Cabinet Communication Failure

Operations Report:

New Melones Inflows:

Total inflows for water year 21/22 as of September 30: 613,532 A/F.

District Usage:

Total District usage for the water year 21/22 as of September 30: 470,413 A/F.

Precipitation:

Total precipitation for the month of September was 2.27 inches.

Other Activities:

- Tulloch Tours.
- Dam Safety Training.
- USFS update on Migratory Birds and Forest Conditions.
- EAP Training.

MAINTENANCE:

Donnell:

1. Equipment in service.

Beardsley:

1. Equipment in service.

Sandbar:

1. Equipment in service.

Tulloch:

1. Equipment in service.

Misc.:

- Completed the Mill Creek Bridge Repair.
- Worked on Governor upgrades to Donnell's and Beardsley Powerhouses.
- Added a second camera to the Tulloch Day Use Site.
- Prepared for the October outages for Beardsley and Sandbar Powerhouses.

BEARDSLEY PRECIPITATION

YEAR	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	TOTAL
1958-59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.40	1.39	1.40	1.04	0.00	11.23
1959-60	0.00	0.03	3.09	0.00	0.00	1.92	5.74	8.38	4.68	2.45	0.35	0.00	26.64
1960-61	0.05	0.00	0.44	0.63	5.33	2.43	1.60	3.04	4.96	1.49	1.84	0.29	22.10
1961-62	0.21	1.12	0.77	0.70	3.39	2.98	2.04	15.32	6.13	1.12	1.04	0.02	34.84
1962-63	0.30	0.16	0.35	2.98	1.05	2.66	5.91	8.37	6.08	8.24	3.70	0.74	40.54
1963-64	0.00	0.44	0.59	2.63	7.81	0.81	5.84	0.21	3.02	2.01	2.44	1.64	27.44
1964-65	0.00	0.00	0.34	2.08	7.40	17.93	5.90	1.34	2.44	5.27	0.32	0.29	43.31
1965-66	0.00	1.47	0.60	0.47	12.38	4.59	1.68	2.33	1.00	2.39	0.43	0.10	27.44
1966-67	0.13	0.00	0.28	0.00	7.55	8.48	8.77	0.67	10.02	10.25	2.04	1.05	49.24
1967-68	0.00	0.39	0.90	0.54	2.47	3.35	4.94	4.81	3.48	0.73	1.44	0.02	23.07
1968-69	0.10	0.65	0.00	2.12	6.22	8.28	19.45	8.35	1.88	3.39	0.21	0.39	51.04
1969-70	0.00	0.00	0.55	3.41	2.98	6.46	17.06	3.11	3.43	2.50	0.00	3.17	42.67
1970-71	0.00	0.00	0.00	0.91	10.71	8.44	2.83	1.16	4.87	1.49	1.80	0.77	32.98
1971-72	0.00	0.02	0.29	1.22	6.22	10.31	2.39	2.78	1.01	4.03	0.10	1.62	29.99
1972-73	0.00	0.58	0.17	1.85	6.27	5.57	12.08	12.06	5.31	1.11	0.72	0.74	46.46
1973-74	0.05	0.18	0.07	3.65	9.88	9.10	5.08	1.84	8.18	5.15	0.02	0.07	43.27
1974-75	2.57	0.10	0.00	2.82	2.38	4.95	4.25	10.16	9.90	5.41	0.84	0.63	44.01
1975-76	0.03	2.02	0.15	6.75	2.04	0.74	0.49	3.03	2.66	2.42	0.91	0.05	21.29
1976-77	0.10	2.43	1.00	0.93	1.54	0.24	2.50	2.68	2.06	0.25	4.65	0.38	18.76 RECORD LOW
1977-78	0.00	0.00	0.58	0.24	4.76	9.72	10.85	8.31	8.67	7.97	0.19	0.23	51.52
1978-79	0.08	0.00	3.98	0.07	3.17	4.43	8.45	7.60	6.05	1.86	2.88	0.02	38.59
1979-80	0.17	0.03	0.00	4.66	4.63	5.22	14.62	13.03	3.61	3.09	4.33	0.77	54.16
1980-81	0.43	0.02	0.03	0.71	0.58	3.04	8.05	2.69	6.26	1.67	1.42	0.00	24.90
1981-82	0.06	0.00	0.15	5.27	8.76	8.39	6.08	8.08	11.23	8.19	0.12	1.34	57.67
1982-83	0.03	0.02	4.02	8.78	11.30	7.32	10.83	14.34	12.86	6.29	0.74	0.12	76.65 RECORD HIGH
1983-84	0.01	0.09	3.86	1.35	16.44	12.75	0.27	5.51	3.56	2.70	0.84	1.31	48.69
1984-85	0.00	0.05	0.73	3.97	10.28	2.58	1.52	3.13	5.84	0.86	0.07	0.28	29.31
1985-86	0.30	0.12	2.64	3.09	7.71	4.52	4.70	21.98	8.43	2.37	1.58	0.00	57.44
1986-87	0.02	0.00	2.18	0.00	0.49	0.73	3.42	5.89	5.21	0.79	1.63	0.15	20.51
1987-88	0.00	0.00	0.00	2.19	2.22	5.79	5.42	0.88	0.73	3.15	1.66	0.79	22.83
1988-89	0.00	0.00	0.05	0.07	6.96	4.29	1.45	2.73	10.08	1.41	0.74	0.02	27.80
1989-90	0.00	0.33	3.28	4.30	3.02	0.00	4.75	3.40	2.75	1.66	3.46	0.21	27.16
1990-91	0.00	0.11	0.59	0.41	1.62	1.30	0.40	1.79	16.08	1.74	2.54	1.54	28.12
1991-92	0.17	0.10	0.32	5.54	2.32	3.10	1.97	7.68	4.58	0.45	0.45	1.66	28.34
1992-93	3.26	0.35	0.00	3.05	0.44	9.61	12.19	8.74	6.29	2.07	1.24	2.43	49.67
1993-94	0.00	0.00	0.00	1.25	2.11	1.97	2.93	7.08	0.86	3.71	2.22	0.00	22.13
1994-95	0.00	0.00	0.77	2.82	7.92	3.68	18.32	1.14	18.76	6.98	6.72	1.02	68.13
1995-96	0.05	0.00	0.00	0.00	0.35	9.13	10.32	11.17	6.81	3.94	5.51	1.24	48.52
1996-97	0.05	0.01	0.23	2.55	7.14	16.19	18.16	0.80	0.53	0.82	0.51	1.24	48.23
1997-98	0.17	0.00	0.33	1.39	4.99	3.70	12.86	16.30	6.69	4.94	6.46	1.35	59.18
1998-99	0.00	0.00	2.84	0.49	5.12	3.13	8.93	9.71	2.63	3.03	1.28	1.03	38.19
1999-00	0.00	0.13	0.18	1.05	3.51	0.51	11.68	14.13	2.58	3.70	2.72	1.06	41.25
2000-01	0.00	0.07	0.96	3.17	1.01	1.59	4.69	4.70	3.08	5.39	0.00	0.07	24.73
2001-02	0.02	0.00	0.60	1.17	6.97	9.75	2.56	2.13	6.88	2.29	2.02	0.00	34.39
2002-03	0.00	0.00	0.09	0.00	7.42	11.17	1.12	3.50	3.81	9.36	2.69	0.00	39.16
2003-04	0.09	1.32	0.06	0.00	2.88	9.97	2.79	8.52	1.07	0.17	0.55	0.02	27.44
2004-05	0.02	0.00	0.19	7.66	2.93	6.67	10.52	6.95	9.35	3.35	5.76	0.80	54.20
2005-06	0.00	0.11	0.71	1.70	3.34	17.72	7.75	5.26	10.14	10.55	1.97	0.10	59.35
2006-07	0.08	0.00	0.01	1.53	3.56	5.25	2.08	8.70	1.30	2.61	1.33	0.10	26.55
2007-08	0.01	0.17	0.34	1.02	0.95	5.01	10.15	6.69	0.87	0.26	2.85	0.00	28.32
2008-09	0.00	0.00	0.00	1.65	6.17	5.08	5.88	6.98	6.78	1.97	3.37	0.79	38.67
2009-10	0.00	0.10	0.00	4.37	1.31	5.89	7.97	5.86	4.92	6.66	3.65	0.06	40.79
2010-11	0.00	0.00	0.00	8.67	7.15	14.21	2.15	5.76	15.22	1.94	2.94	3.21	61.25
2011-12	0.00	0.00	1.56	3.13	1.77	0.00	6.25	1.62	5.96	4.76	0.37	0.92	26.34
2012-13	0.00	0.00	0.00	1.27	5.78	12.56	0.64	0.93	3.26	1.11	1.48	0.80	27.83
2013-14	0.00	0.00	0.72	0.56	1.80	1.22	1.59	9.23	6.17	3.43	0.98	0.05	25.75
2014-15	0.52	0.03	1.03	0.15	3.72	7.25	0.13	4.49	0.43	3.08	2.75	0.80	24.38
2015-16	0.39	0.00	0.11	2.26	5.36	9.74	9.53	1.74	9.19	3.13	1.82	0.34	43.61
2016-17	0.00	0.00	0.00	7.26	3.19	8.30	22.25	20.47	5.49	8.06	0.59	0.46	76.07
2017-18	0.00	0.09	1.44	0.50	7.34	0.42	5.20	0.76	14.50	3.70	1.02	0.00	34.97
2018-19	0.00	0.00	0.00	1.92	8.21	3.07	9.84	15.37	8.97	2.07	7.43	0.46	57.34
2019-20	0.00	0.00	0.63	0.00	1.39	10.58	2.09	0.08	7.50	3.87	3.09	0.33	29.56
2020-21	0.00	0.23	0.10	0.00	2.38	3.40	7.28	2.44	2.83	1.31	0.18	0.00	20.15
2021-22	0.09	0.00	0.18	7.51	0.95	13.37	0.04	0.36	0.96	4.14	0.39	0.31	28.30
2022-23	0.00	0.29	2.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.56 Current Year
Average	0.15	0.21	0.74	2.23	4.64	5.98	6.39	6.07	5.64	3.38	1.87	0.62	37.90
2021-22 +/-	(0.15)	0.08	1.53	(2.23)	(4.64)	(5.98)	(6.39)	(6.07)	(5.64)	(3.38)	(1.87)	(0.62)	(35.34)

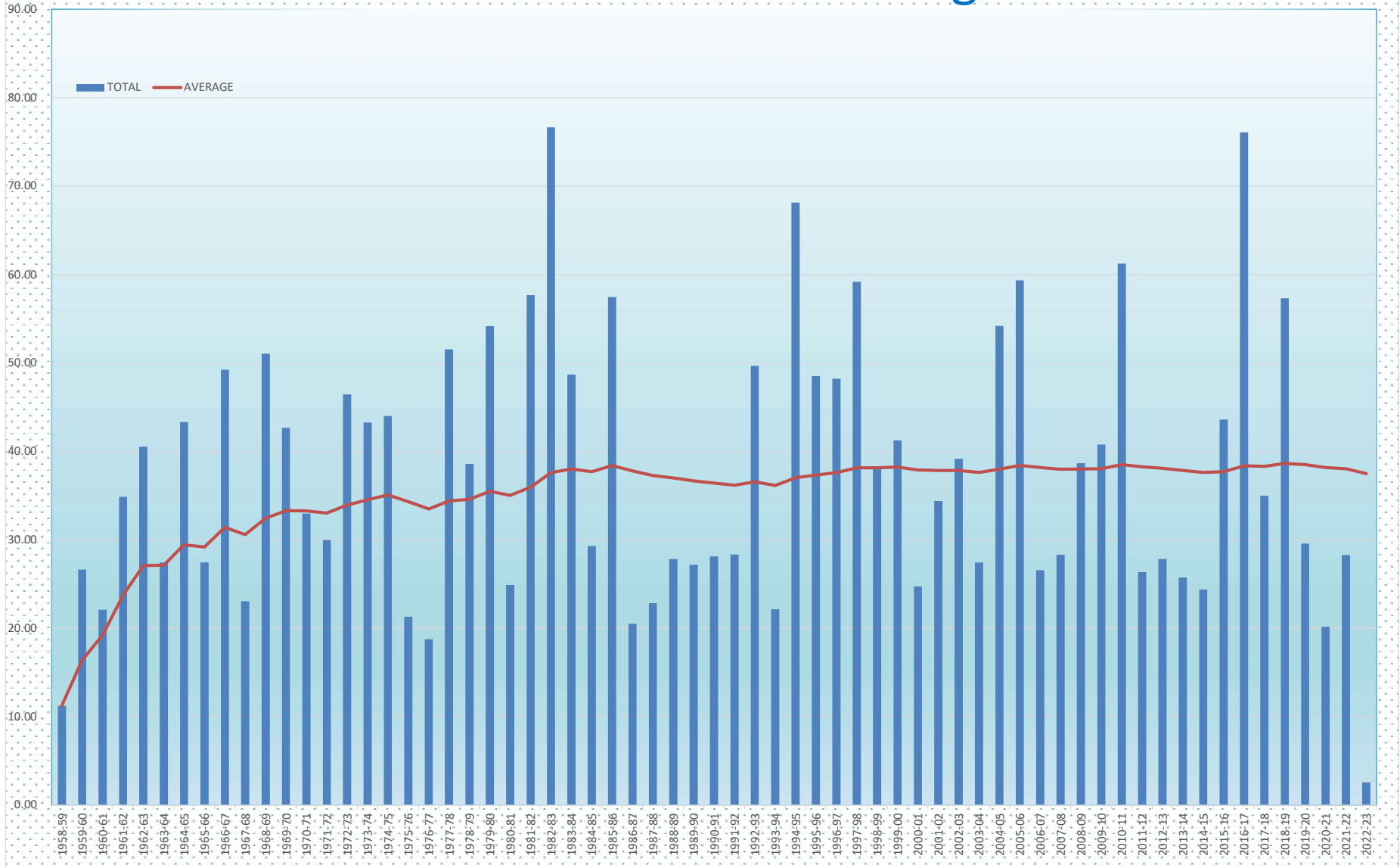
ANNUAL AVERAGE **37.90**

INCHES +/- ANNUAL AVERAGE **(35.34)**

PERCENT OF ANNUAL AVERAGE **7%**

Updated as of 3-Oct-22

Historical Rain VS Average



REGULATORY AFFAIRS BOARD REPORT

Susan Larson
October 20, 2022

FERC Compliance

- Work continues at the Day Use Recreation Site; however, the project is not complete. The contractor has completed most of the “punch list” corrections from August/September. The security system is now operational, with both cameras installed and functional. Installation of the offsite water line is not complete, nor have the required County inspections been requested nor performed.
- Hells Half Acre and Tulloch Spillway Road. Following the Board’s approval of the P&P Engineering PSA, the initial kick off meeting will be on October 26, 2022 for both projects. As explained in last month’s staff report, Hells Half Acre is at the final design stage and this work effort should be very straightforward. Work on the Tulloch Spillway Road is at the initial Phase 1, thus the kickoff meeting will provide all of the framework discussion issues presented in the P&P proposal discussed in September. Mindful of the Board’s comments in September about ensuring that there is proper oversight and checks/balances, staff is working to implement a peer review process for the Board’s review and consent.
- Annual Cultural Resources Monitoring. Tri-Dam’s FERC licenses for Donnells/Beardsley and Tulloch contain requirements for annual monitoring of sites at Beardsley and Tulloch pursuant to the adopted HPMP (Historic Properties Management Plan). PAR Environmental has completed monitoring at Beardsley and will be at Tulloch in October/November.
- Beardsley MOA for the Data Recovery Project. This project has spanned several years, and involves the transfer of ongoing monitoring, construction of a road way through the forest and installation of rip-rap to cover the cultural resources in this zone to a data recovery effort, documentation of all resources, three (3) years of monitoring and installation of signage. This work is now in the final stages, has been accepted by USFS and SHPO, and is expected to be fully complete by December 2022.
- Coordination of license requirements for all licenses for inspection provisions within the D2SI (San Francisco Regional Office), and DHAC (Washington DC), to ensure proper coordination of pending requirements for gate inspections, shoreline erosion and other dam safety follow up, including Part 12 D follow up.
- Dam safety filing in on September 28, 2022 in response to FERC letter dated August 31, 2022 regarding observations during FERC’s 2022 inspections.

Permit and Other Assignments

- Work on permits, site reviews and compliance questions for various properties at Tulloch. Respond to daily inquiries from the public, and coordination with Calaveras and Tuolumne Marine Safety Units. Permits, inspections and file documentation.
- Tulloch compliance matters, as required, using the data compiled during the shoreline audit.
- Working on pending litigation matters, as required.



Tri-Dam Project Generation & Revenue Report 2022

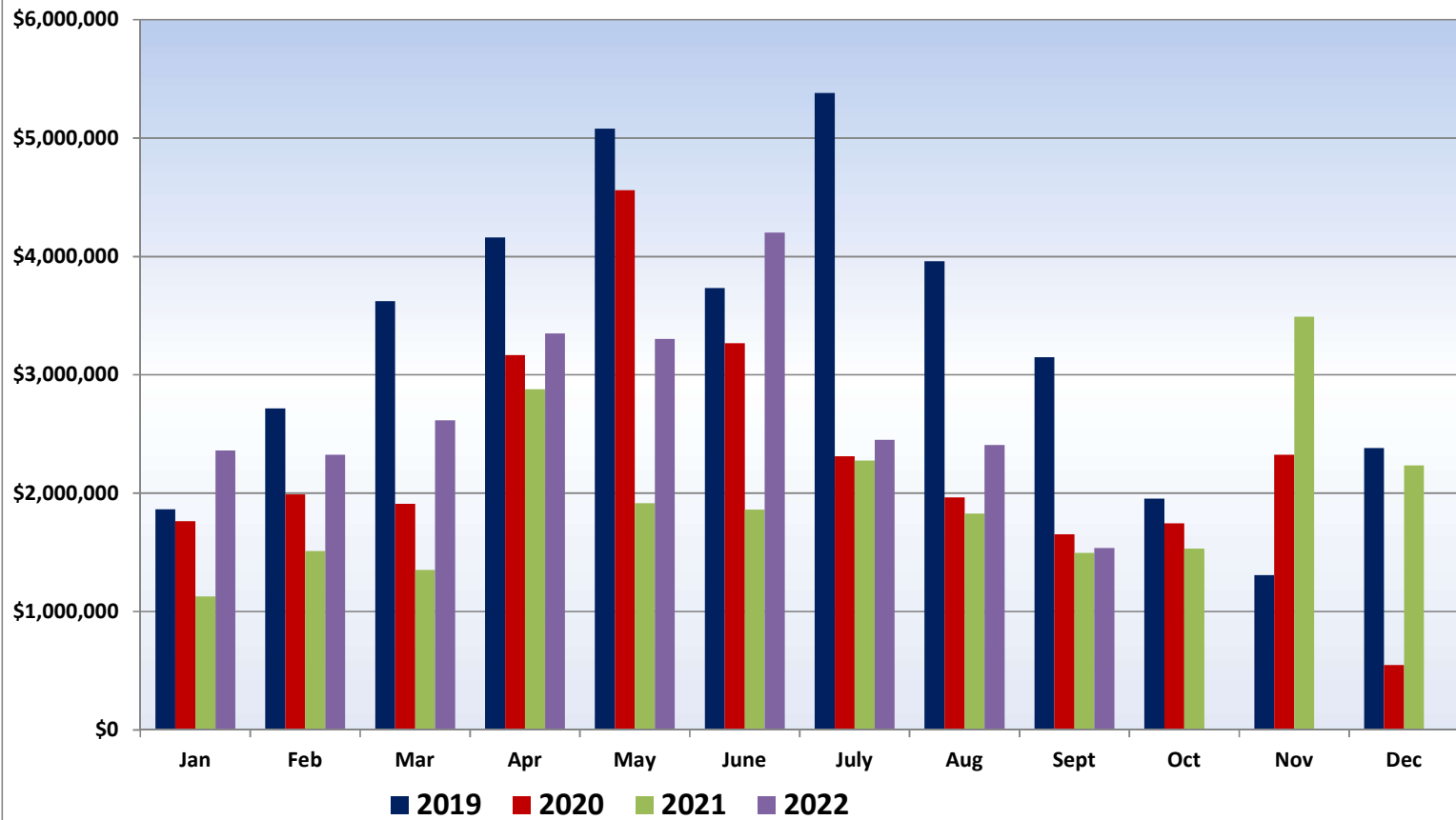
	Donnells				Beardsley			Tulloch			Project Total		
	Average Generation (1958-2018)	2022 Net Generation (kWh)	Avoided Generation (kWh)	2022 Energy Revenue	Average Generation (1958-2018)	2022 Net Generation (kWh)	2022 Energy Revenue	Average Generation (1958-2018)	2022 Net Generation (kWh)	2022 Energy Revenue	Average Generation (1958-2018)	2022 Net Generation (kWh)	2022 Energy Revenue
JAN	17,389,989	22,065,962	-	\$1,765,277	3,150,048	6,346,979	\$507,758	4,271,885	1,105,497	\$88,440	24,811,922	29,518,438	\$2,361,475
FEB	17,229,608	20,356,500	-	\$1,628,520	2,927,753	4,160,159	\$332,813	5,024,913	4,542,830	\$363,426	25,182,274	29,059,489	\$2,324,759
MAR	23,070,659	21,199,698	-	\$1,695,976	3,584,274	712,429	\$56,994	7,580,691	10,794,631	\$863,570	34,235,623	32,706,757	\$2,616,541
APR	31,686,865	25,641,336	-	\$2,051,307	4,717,464	6,239,458	\$499,157	10,811,027	9,993,391	\$799,471	47,215,356	41,874,184	\$3,349,935
MAY	41,216,149	23,096,110	-	\$1,847,689	5,799,593	3,884,238	\$310,739	12,131,040	14,298,993	\$1,143,919	59,146,782	41,279,340	\$3,302,347
JUN	42,555,036	30,939,288	-	\$2,475,143	6,336,073	6,160,441	\$492,835	12,084,818	15,417,779	\$1,233,422	60,975,928	52,517,508	\$4,201,401
JUL	36,444,466	12,729,928	-	\$1,018,394	6,629,514	4,981,005	\$398,480	12,609,174	12,915,743	\$1,033,259	55,683,154	30,626,677	\$2,450,134
AUG	27,568,740	17,237,748	-	\$1,379,020	6,269,748	1,317,251	\$105,380	11,868,293	11,530,563	\$922,445	45,706,781	30,085,561	\$2,406,845
SEP	20,111,167	6,477,711	-	\$518,217	5,223,523	4,704,246	\$376,340	8,577,620	8,026,323	\$642,106	33,912,310	19,208,280	\$1,536,662
OCT	12,743,535	-	-	\$0	3,752,220	-	\$0	4,664,124	-	\$0	21,159,879	-	\$0
NOV	12,042,987	-	-	\$0	2,794,775	-	\$0	2,487,256	-	\$0	17,325,019	-	\$0
DEC	14,354,891	-	-	\$0	3,713,920	-	\$0	3,288,702	-	\$0	21,357,513	-	\$0
Total	296,414,092	179,744,282	-	\$14,379,543	54,898,907	38,506,204	\$3,080,496	95,399,542	88,625,750	\$7,090,060	446,712,540	306,876,235	\$24,550,099

Note: Price per MWh is \$80.00

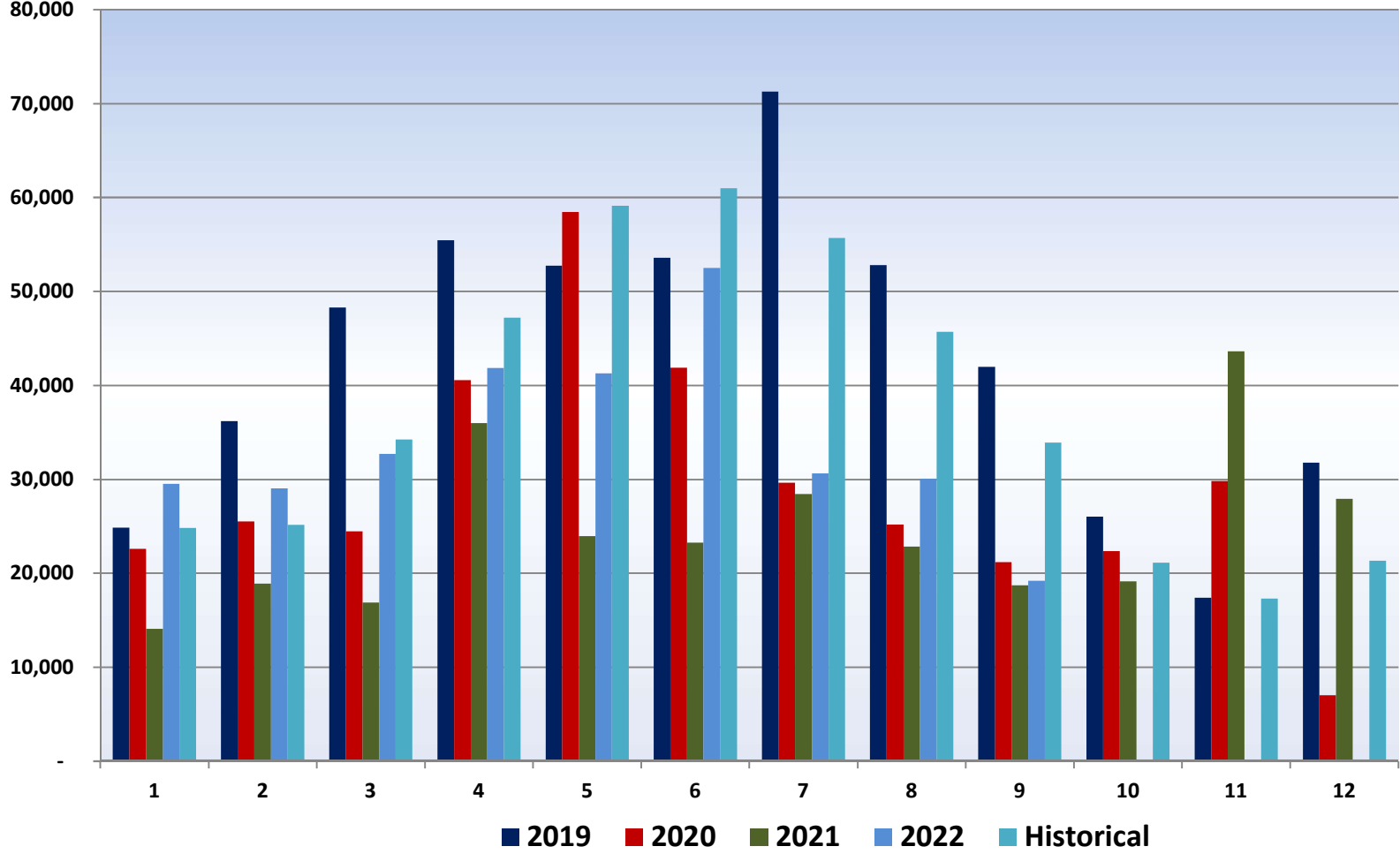
Tri-Dam Power Authority - Sand Bar

	Average Generation (1958-2018)	2022 Net Generation (kWh)	2022 Energy Revenue	PG&E Coordination Payment	Total Revenue
JAN	4,663,654	11,591,430	\$927,314	\$0	\$927,314
FEB	3,946,606	7,422,672	\$593,814	\$0	\$593,814
MAR	5,290,014	-	\$0	\$0	\$0
APR	6,873,822	7,146,240	\$571,699	\$0	\$571,699
MAY	8,065,189	7,151,326	\$572,106	\$0	\$572,106
JUN	8,750,023	8,488,900	\$679,112	\$0	\$679,112
JUL	9,133,101	6,996,309	\$559,705	\$0	\$559,705
AUG	8,560,581	1,083,010	\$86,641	\$0	\$86,641
SEP	6,928,285	6,777,927	\$542,234	\$0	\$542,234
OCT	4,898,944	-	\$0	\$0	\$0
NOV	2,947,604	-	\$0	\$0	\$0
DEC	5,554,123	-	\$0	\$0	\$0
Total	75,611,948	56,657,812	\$4,532,625	\$0	\$4,532,625

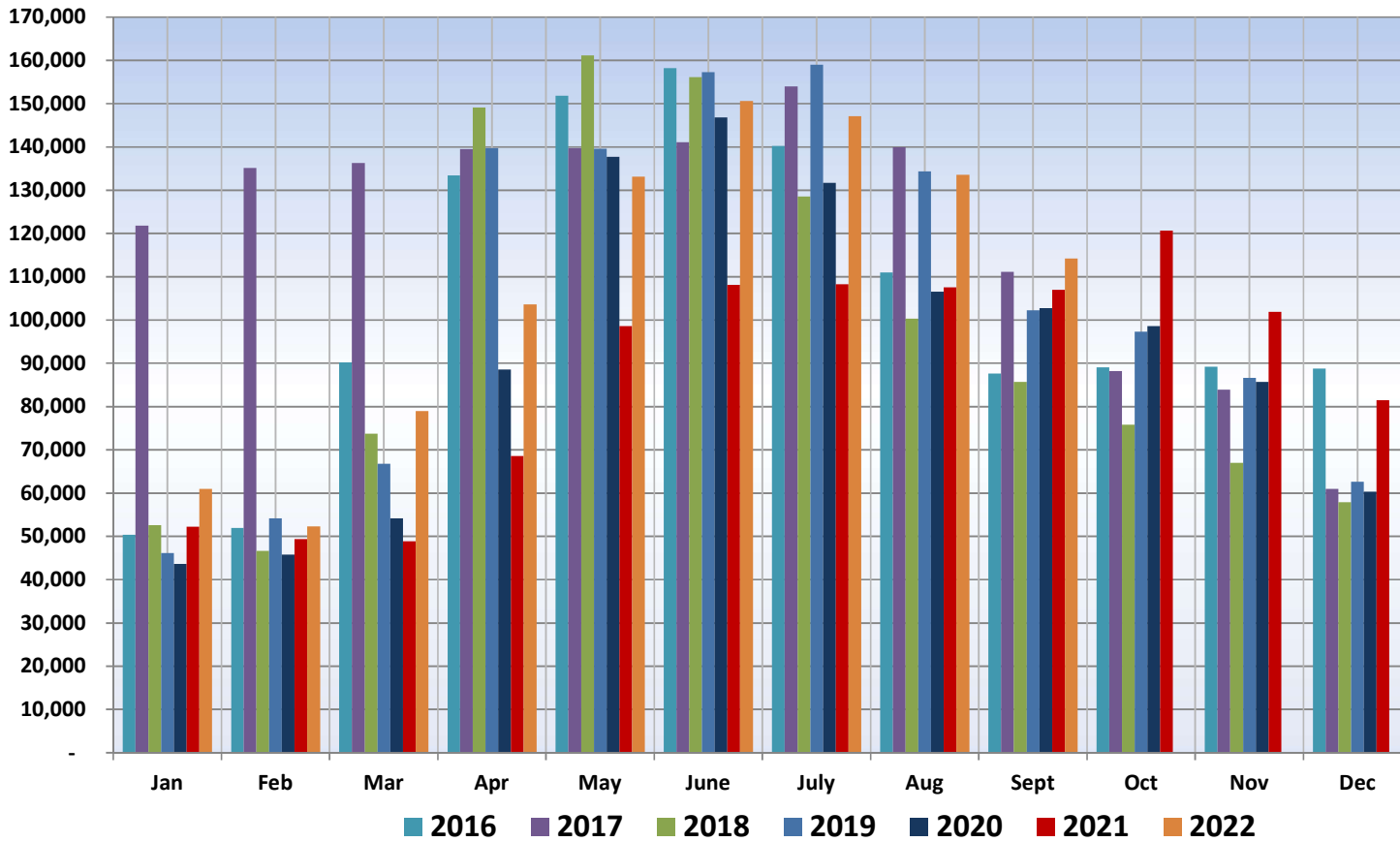
Tri-Dam Project Generation Revenue



Tri-Dam Project Total Generation - MWh



Tri-Dam Project Storage AF - Donnell & Beardsley



WESTERN PRICE SURVEY

[7] Western Energy Prices Lift With Modest Demand Increases, Supply Constraints

A slight demand uptick and some natural gas supply constraints lifted Western power and gas prices, which all gained value across the Sept. 29 to Oct. 6 trading period.

California Independent System Operator grid demand increased by 2,160 MW between Sept. 29 and Oct. 6, when demand reached 34,225 MW.

Peak power values gained between \$3.50 and \$17.45 in trading. North of Path 15 daytime power gained the most, increasing by \$17.45 to \$84.60/MWh by Oct. 6. Daytime prices traded in a range from \$62/MWh at Mid-Columbia to \$85.60/MWh at California-Oregon Border. Off-peak power values also rose, but not sharply. COB nighttime power gained the most, up \$11.50 to \$74/MWh, which was also the highest regional spot price for off-peak power.

Western natural gas values trended higher in trading, up between 6 cents and as much as \$1.75. Eight hubs gained a dollar or more by Oct. 6. SoCal CityGate added the most value, up \$1.75 to \$7.24/MMBtu.

New El Paso Natural Gas pipeline curtailments in the southwestern U.S. occurred in early October. Westbound natural gas flows from the Texas-New Mexico border were reduced by 300 MMcf per day starting Oct. 3 due to maintenance that is expected to be ongoing through Oct. 21, according to the U.S. Energy Information Administration. A force majeure was called on Line 1300 near Gallup, New Mexico, on Oct. 4, restricting flows by 300 MMcf. Maintenance should last through Oct. 24.

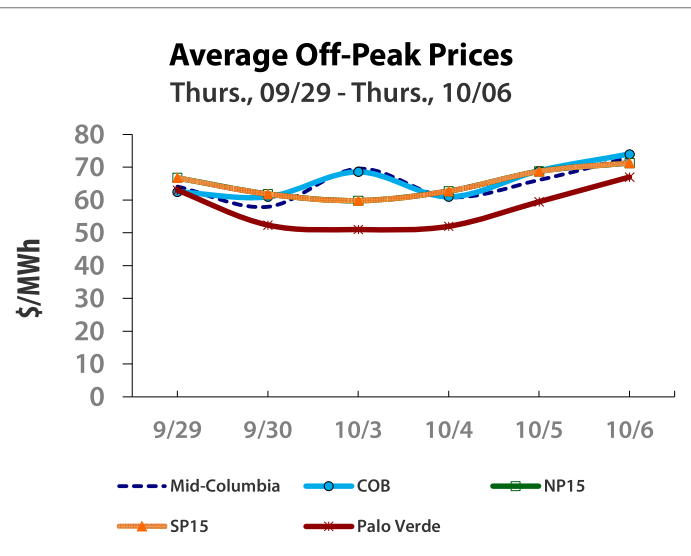
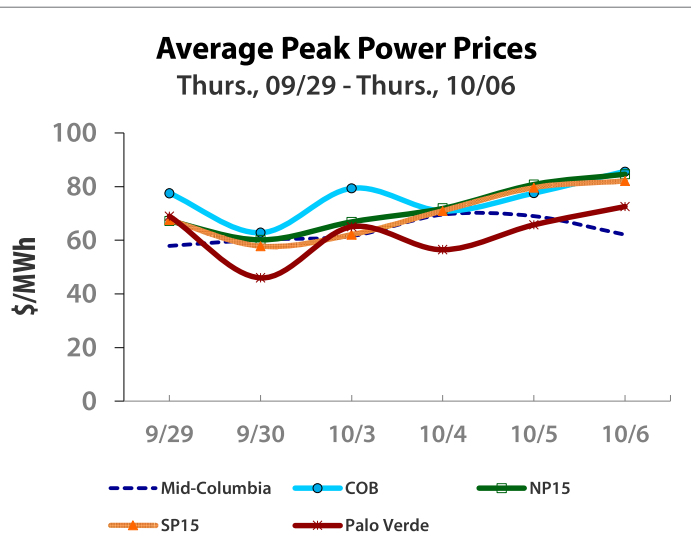
National working natural gas in storage was 3,106 Bcf as of Sept. 30, according to the EIA. This is a net increase of 129 Bcf compared with the previous week. The agency in its weekly report noted that increased additions to storage throughout September improved the storage deficit—triggered by record-high generation throughout the summer—from 11 percent, recorded Sept. 2, to 8 percent on Sept. 30.

The amount of natural gas in storage in the Pacific region increased by 4 Bcf, bringing stocks to 247 Bcf, the same level as a year ago.

“Trends in temperatures and possible storms in October will play key roles in determining end-of-season working gas levels,” the EIA said. “For the past two years, October has had above-normal temperatures leading to more injections into storage.” Forecasts now call for warmer-than-normal weather across the U.S. in October, which would dampen demand.

In September, the average high peak price at Henry Hub was \$9.25/MMBtu, \$3.32 more than in 2021 (see “Price Trends,” next page). SoCal Border and Malin natural gas hub prices rose year over year, led by SoCal Border, which increased by \$6.20 to \$13.63/MMBtu. PG&E CityGate gas dropped \$6.71 year over year to \$10.27/MMBtu.

Average Western peak power prices for September were generally greater compared with the year prior thanks to extreme heat across the region early in the month. Palo Verde added the most year over year, up \$615.40 to \$925/MWh. **—Linda Dailey Paulson**



Average Natural Gas Prices (\$/MMBtu)

	Thurs. 09/29	Tues. 10/04	Thurs. 10/06
Henry Hub	6.59	5.41	6.91
Sumas	4.71	5.01	6.17
Alberta	4.80	5.31	5.04
Malin	5.33	N/A	6.56
Opal/Kern	5.06	5.04	6.27
Stanfield	5.08	5.03	6.11
PG&E CityGate	6.74	7.51	7.74
SoCal Border	5.37	6.19	6.84
SoCal CityGate	5.49	7.23	7.24
EP-Permian	4.00	3.26	4.06
EP-San Juan	4.93	5.14	6.17

Power/gas prices courtesy Enerfax

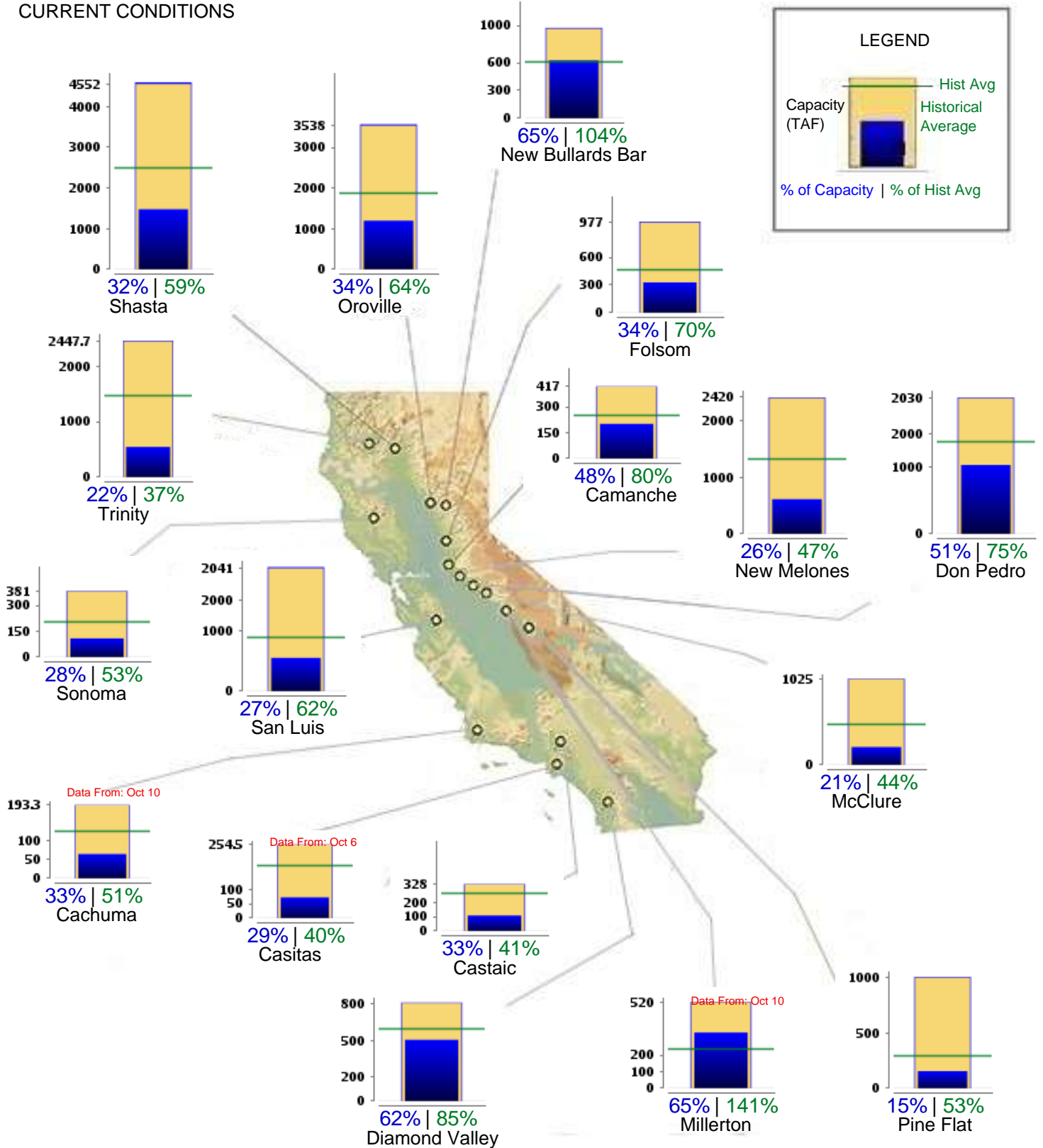


CURRENT RESERVOIR CONDITIONS

CALIFORNIA MAJOR WATER SUPPLY RESERVOIRS

Midnight - October 11, 2022

CURRENT CONDITIONS





1617 S. Yosemite Avenue • Oakdale, CA 95361 • Phone: (209) 847-6300 • Fax: (209) 847-1925

October 10, 2022

Tri Dam Project
Jeff Shields
P.O. Box 1158
Pinecrest, CA 95364

Re: September 2022 Invoices

Dear Mr. Shields:

Enclosed are invoices for consulting services provided by FISHBIO during September. Services provided for each project are summarized below.

Lifecycle monitoring

During September the annual summer *O. mykiss* census was completed. Similar surveys were also conducted elsewhere in the San Joaquin Basin as described in the enclosed field report. Thermographs were also downloaded to update water temperature records for analyses.

Publications

During September manuscripts characterizing predator diets and striped bass occupancy patterns were submitted to be considered for publication. Both are papers based primarily on the results on the non-native predator stud which is the first multi-year assessment of predator abundance, distribution, and diets in the San Joaquin Basin.

Non-Native Investigation/ Predator Study

Analysis of predator catch data continued and data were compiled into necessary forms for required reporting in compliance with study permits. Applications were submitted to renew permits. Work continues on chapters of the multi-year synthesis report providing results of the study and contributing to the base of knowledge to inform management actions to improve salmon survival.



Budget Summary

2022	<i>Life-cycle Monitoring</i>	<i>Publications</i>	<i>Consulting</i>	<i>Non-natives</i>	TOTAL
<i>Jan</i>	\$ 14,420.93	\$ -	\$ -	\$ 41,998.79	\$ 56,419.72
<i>Feb</i>	\$ 29,685.33	\$ 19,297.50	\$ -	\$ 80,925.68	\$ 129,908.51
<i>Mar</i>	\$ 21,981.66	\$ 4,302.50	\$ -	\$ 86,368.95	\$ 112,653.11
<i>Apr</i>	\$ 22,586.65	\$ 3,945.00	\$ 150.00	\$ 76,074.51	\$ 102,756.16
<i>May</i>	\$ 10,853.61	\$ 2,885.00	\$ -	\$ 61,864.22	\$ 75,602.83
<i>Jun</i>	\$ 4,303.43	\$ 9,870.00	\$ -	\$ 38,622.22	\$ 52,795.65
<i>Jul</i>	\$ 3,905.00	\$ 9,290.00	\$ 450.00	\$ 21,687.04	\$ 35,332.04
<i>Aug</i>	\$ 36,350.64	\$ 13,402.50	\$ -	\$ 34,471.54	\$ 84,224.68
<i>Sep</i>	\$ 11,272.30	\$ 10,402.50	\$ -	\$ 28,421.88	\$ 50,096.68
TOTAL	\$ 155,359.55	\$ 73,395.00	\$ 600.00	\$ 470,434.83	\$ 699,789.38
<i>Estimated 2022</i>	\$ 150,000.00	\$125,000.00	\$ 25,000.00	\$ 475,000.00	\$ 775,000.00
<i>Remaining</i>	\$ (5,359.55)	\$ 51,605.00	\$ 24,400.00	\$ 4,565.17	\$ 75,210.62

Sincerely,

Andrea Fuller

SJB September Field Report

Fall-run Adult Migration Monitoring

The 2022 adult fall-run Chinook migration monitoring season is underway on the Stanislaus River. The weir was installed on September 14-15 and began operating immediately following installation (Figure 1). Only two Chinook salmon passed upstream of the weir during the month, which is the lowest number of Chinook salmon passages on record at the Stanislaus River weir during September. However, September passages were low in 2015 (n=5) and total escapement for that season was ranked 2nd highest (12,622 salmon) since the weir began monitoring in 2003 (Figure 2). Zero *O. mykiss* were observed during September.



Figure 1. Stanislaus River weir following installation.

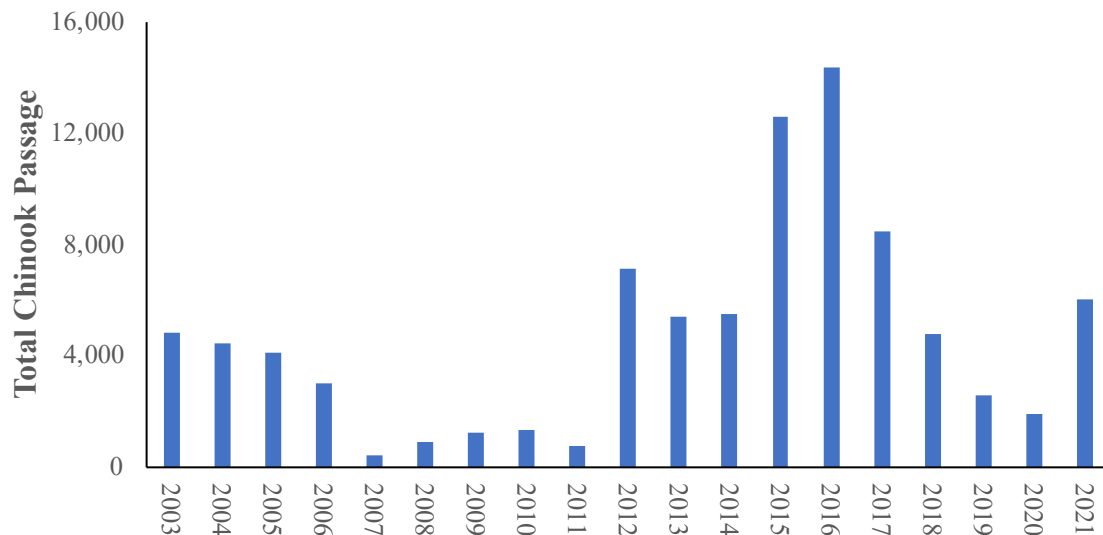


Figure 2. Annual Chinook salmon escapement at the Stanislaus River weir, 2003-2021.

The Tuolumne River weir was installed on September 29-30 and began operating immediately following installation (Figure 3). No passages have been observed at the Tuolumne River weir. Heavy mats of water hyacinth cover the river both upstream and downstream of the weir (Figure 4).

Chinook salmon redd surveys on the Tuolumne River begin the week of October 10 and will continue bi-weekly through the majority of the spawning period but will increase to weekly during peak spawning. Similar to 2021, CDFW observed early spawning in the Tuolumne River near the dam in late September. These fish passed the weir prior to installation and are likely spring-run from the San Joaquin River Restoration Program.



Figure 3. Tuolumne River weir following installation.



Figure 4. Water hyacinth in the Tuolumne River near the weir.

This fall, the pulse flow on the Stanislaus River is scheduled to begin October 12 and will continue through the month. The pulse will consist of three peaks of 1,200 cfs, and the flows will increase once per week over the next three weeks (Figure 5). The shape of this year’s fall pulse will allow CDFW to conduct carcass surveys on Monday and Tuesdays of each week when flows are reduced to levels feasible for the surveys. Base flows of 200 cfs will resume following the pulse period and will continue for remainder of the year.

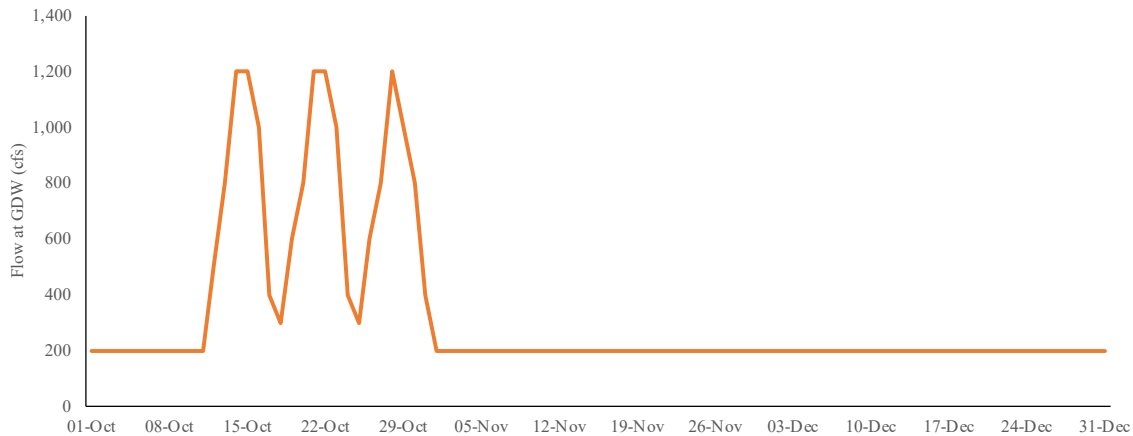


Figure 5. Stanislaus River fall pulse flow schedule, 2022.

The Tuolumne River pulse will begin five days later than the Stanislaus River and will consist of two peaks. The first peak will occur on October 19 (1,300 cfs) followed by a slightly smaller peak (1,200 cfs) a week later (Figure 6). Base flows of 150 cfs will resume following the pulse period and will continue for remainder of the year.

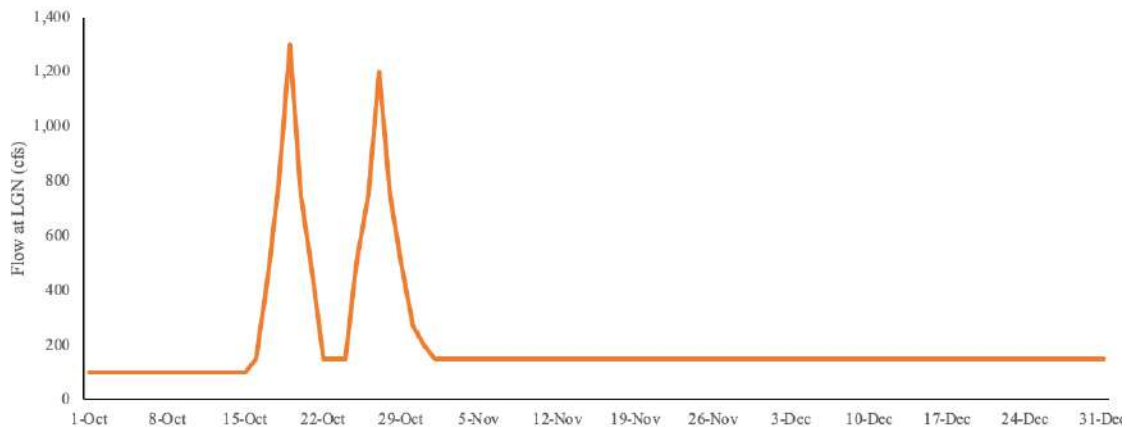


Figure 6. Tuolumne River fall pulse flow schedule, 2022.

Summer Snorkel Surveys

O. mykiss summer snorkel surveys in the Calaveras, Stanislaus and Tuolumne rivers were completed and data is currently being analyzed.

TRI-DAM

POWER

AUTHORITY

**REGULAR BOARD MEETING
AGENDA
TRI-DAM POWER AUTHORITY
of THE OAKDALE IRRIGATION DISTRICT and
THE SOUTH SAN JOAQUIN IRRIGATION DISTRICT
OCTOBER 20, 2022**

Start time is immediately following the Tri-Dam Project meeting
which begins at 9:00 AM

**South San Joaquin Irrigation District
11011 Highway 120
Manteca, CA 95336**

*** SEE BELOW FOR INSTRUCTIONS REGARDING PUBLIC
COMMENT AND PARTICIPATION**

NOTICE: Coronavirus (COVID-19)

A COMPLETE COPY OF THE AGENDA PACKET WILL BE AVAILABLE ON THE OAKDALE IRRIGATION DISTRICT WEB SITE (www.oakdaleirrigation.com) ON MONDAY, OCTOBER 17, 2022 AT 9:00 A.M. ALL WRITINGS THAT ARE PUBLIC RECORDS AND RELATE TO AN AGENDA ITEM WHICH ARE DISTRIBUTED TO A MAJORITY OF THE BOARD OF DIRECTORS LESS THAN 72 HOURS PRIOR TO THE MEETING NOTICED ABOVE WILL BE MADE AVAILABLE ON THE OAKDALE IRRIGATION DISTRICT WEB SITE (www.oakdaleirrigation.com).

**INFORMATION FOR MEETING DURING CONTINUED PROCLAIMED STATE OF
EMERGENCY**

(Effective 3/27/2020 – until further notice):

Pursuant to California Governor Gavin Newsom's Executive Order N-29-20, a local legislative body is authorized to hold public meetings via teleconferencing and to make public meetings accessible telephonically or otherwise electronically to all members of the public who wish to participate and to provide public comment to the local legislative body during the current health emergency. The Tri-Dam Project and Tri-Dam Power Authority Board of Directors (Tri-Dam Directors) will adhere to and implement the provisions of the Governor's Executive Order related to the Brown Act and the utilization of technology to facilitate participation.

*The location of the Tri-Dam meeting will be at the office of the South San Joaquin Irrigation District, 11011 Highway 120, Manteca. This facility is open to the public for meeting attendance, but seating is limited to maintain social distancing.

Members of the public who wish to participate, listen to, and provide comment on the agenda items remotely can do so by clicking
<https://ssjid.zoom.us/j/98120276218?pwd=ZzZ0dkxhMGN4TFd2d2poZGhJemVvdz09>
or by calling (669) 900-9128, then entering Meeting ID: 981-2027-6218, password 700546.
All speakers commenting on Agenda Items are limited to five (5) minutes.

Members of the public may also submit public comments in advance by e-mailing dbarney@ssjid.com by 4:30 p.m., Wednesday, October 19, 2022.

In addition to the conditions set forth above, the Tri-Dam Directors will use sound discretion and make reasonable efforts to adhere as closely as reasonably possible to the provisions of the Brown Act, and other applicable local laws regulating the conduct of public meetings.

In compliance with the Americans with Disabilities Act, a person requiring an accommodation, auxiliary aid, or service to participate in this meeting should contact the Executive Assistant at (209) 249-4623, as far in advance as possible but no later than 24 hours before the scheduled event. Best efforts will be made to fulfill the request.

CALL TO ORDER

ROLL CALL: John Holbrook, Bob Holmes, Dave Kamper, Glenn Spyksma, Mike Weststeyn Brad DeBoer, Herman Doornenbal, Tom Orvis, Linda Santos, Ed Tobias

PUBLIC COMMENT

CONSENT CALENDAR

ITEMS 1 – 4

Matters listed under the consent calendar are considered routine and will be acted upon under one motion. There will be no discussion of these items unless a request is made to the Board President by a Director or member of the public. Those items will be considered at the end of the consent items.

1. Approve the regular board meeting minutes of September 15, 2022.
2. Approve the September statement of obligations.
3. Approve the Financial Statements for the seven months ending July 31, 2022.
4. Approve the Financial Statements for the eight months ending August 31, 2022.

ADJOURNMENT

ITEMS 5 - 6

5. Commissioner Comments.
6. Adjourn to the next regularly scheduled meeting.

BOARD AGENDA REPORT

Date: 10/20/2022
Staff: Nichole Fiez

SUBJECT: Tri-Dam Power Authority September 2022 Minutes

RECOMMENDED ACTION: Review and possible approval of September 15, 2022 Minutes

BACKGROUND AND/OR HISTORY:

Draft minutes attached.

FISCAL IMPACT: None

ATTACHMENTS: Draft minutes attached.

Board Motion:

Motion by: _____ **Second by:** _____

VOTE:

OID: DeBoer (Yes/No) Doornenbal (Yes/No) Orvis (Yes/No) Santos (Yes/No) Tobias (Yes/No)

SSJID: Holbrook (Yes/No) Holmes (Yes/No) Kamper (Yes/No) Spyksma (Yes/No) Weststeyn (Yes/No)

**TRI-DAM POWER AUTHORITY
MINUTES OF THE JOINT BOARD
OF COMMISSIONERS REGULAR MEETING**

September 15, 2022
Oakdale, California

The Commissioners of the Tri-Dam Power Authority met at the office of the Oakdale Irrigation District in Oakdale, California, on the above date for the purpose of conducting business of the Tri-Dam Power Authority, pursuant to the resolution adopted by each of the respective Districts on October 14, 1984.

Vice President Spyksma called the meeting to order at 9:28 a.m.

OID COMMISSIONERS

SSJID COMMISSIONERS

COMMISSIONERS PRESENT:

BRAD DeBOER
ED TOBIAS
LINDA SANTOS
TOM ORVIS

JOHN HOLBROOK
BOB HOLMES
MIKE WESTSTEYN
GLENN SPYKSMA

Also, Present:

Jeff Shields, Interim General Manager; Scot A. Moody, General Manager, Oakdale Irrigation District; Peter Rietkerk, General Manager, South San Joaquin Irrigation District; Sharon Cisneros, Chief Financial Officer, Oakdale Irrigation District; Susan Larson, License Compliance Coordinator, Tri-Dam Project; Chris Tuggle, Operations and Maintenance Manager, Tri-Dam Project; Chris Brown, Fedak & Brown, LLP; Tim O'Laughlin, Counsel, via zoom.

PUBLIC COMMENT

No public comment.

CONSENT CALENDAR

Commissioner Weststeyn requested Item Number 1 be pulled from the Consent Calendar to be discussed.

ITEM #2 Approve the regular board meeting minutes of August 25, 2022.

ITEM #3 Approve the June, July, August statement of obligations.

Commissioner Tobias moved to approve items two and three on the consent calendar. Commissioner Weststeyn seconded the motion.

The motion passed by the following roll call vote:

AYES: Orvis, DeBoer, Santos, Tobias, Holbrook, Holmes, Spyksma, Weststeyn

NOES: None

ABSTAINING: None

ABSENT: Doornenbal, Kamper

PULLED CONSENT CALENDAR

ITEM #1 Discuss and consider adoption of Resolution TDP 2022-13 to implement teleconferencing requirements during a proclaimed state of emergency.

Commissioner Holmes moved to approve item one on the consent calendar. Commissioner Santos seconded the motion.

The motion failed by the following roll call vote:
AYES: Orvis, DeBoer, Santos, Tobias, Holbrook, Holmes
NOES: Weststeyn, Spyksma
ABSTAINING: None
ABSENT: Doornenbal, Kamper

ACTION CALENDAR

ITEM #4 Consider approval of the 2021 Audited Financial Statements – Presentation by Fedak & Brown LLP.

Chris Brown from Fedak & Brown LLP presented the 2021 Audited Financial Statements.

Commissioner DeBoer moved to approve as presented. Commissioner Weststeyn seconded the motion.

The motion passed by the following roll call vote:
AYES: Orvis, DeBoer, Tobias, Holbrook, Holmes, Spyksma, Weststeyn
NOES: None
ABSTAINING: None
ABSENT: Doornenbal, Kamper

ITEM #5 Review and take possible action to approve the Financial Statements for the six months ending June 30, 2022.

Commissioner Orvis moved to approve the Financial Statements for the six months ending June 30 2022. Commissioner Weststeyn seconded the motion.

The motion passed by the following roll call vote:
AYES: Orvis, DeBoer, Santos, Tobias, Holbrook, Holmes, Spyksma, Weststeyn
NOES: None
ABSTAINING: None
ABSENT: Doornenbal, Kamper

Communications

ITEM #6 Commissioner Comments

None.

ADJOURNMENT

Vice President Spyksma adjourned the meeting at 9:47 a.m.

The next Board of Commissioners meeting is scheduled for October 20, 2022, at the offices of South San Joaquin Irrigation District beginning at 9:00 a.m.

ATTEST:

Jeff Shields, Interim Secretary
Tri-Dam Project

BOARD AGENDA REPORT

Date: 10/20/2022
Staff: Genna Modrell

SUBJECT: Tri-Dam Power Authority September Statement of Obligations

RECOMMENDED ACTION: Recommend Approval of the September Statement of Obligations

BACKGROUND AND/OR HISTORY:

Submitted for approval is the September Statement of Obligations for Tri-Dam Power Authority.

FISCAL IMPACT: See Attachments

ATTACHMENTS: Tri-Dam Power Authority Statement of Obligations

Board Motion:

Motion by: _____ **Second by:** _____

VOTE:

OID: DeBoer (Yes/No) Doornenbal (Yes/No) Orvis (Yes/No) Santos (Yes/No) Tobias (Yes/No)

SSJID: Holbrook (Yes/No) Holmes (Yes/No) Kamper (Yes/No) Spyksma (Yes/No) Weststeyn (Yes/No)

Tri-Dam Power Authority

Statement of Obligations

September 1, 2022 to September 30, 2022

**TRI-DAM POWER AUTHORITY
STATEMENT OF OBLIGATIONS**

Period Covered
September 1, 2022 to September 30, 2022

Total Obligations: **5** **checks** **in the amount of** **\$862.59**
(See attached Vendor Check Register Report)

CERTIFICATION

OAKDALE IRRIGATION DISTRICT

SOUTH SAN JOAQUIN IRRIGATION DISTRICT

Thomas D. Orvis

John Holbrook

Ed Tobias

Robert A. Holmes

Linda Santos

Dave Kamper

Herman Doornenbal

Glenn Spyksma

Brad DeBoer

Mike Weststeyn

To: Peter Rietkerk, SSJID General Manager:

THE UNDERSIGNED, EACH FOR HIMSELF, CERTIFIES THAT HE IS PRESIDENT OR SECRETARY OF THE TRI-DAM POWER AUTHORITY; THAT THE AMOUNTS DESIGNATED ABOVE HAVE BEEN ACTUALLY, AND NECESSARILY AND PROPERLY EXPENDED OR INCURRED AS AN OBLIGATION OF THE TRI-DAM POWER AUTHORITY FOR WORK PERFORMED OR MATERIALS FURNISHED FOR OPERATIONS AND MAINTENANCE OF THE SAND BAR PROJECT; THAT WARRANTS FOR PAYMENT OF SAID AMOUNTS HAVE BEEN DRAWN ON THE SAND BAR PROJECT O & M CHECKING ACCOUNT AT OAK VALLEY COMMUNITY BANK, SONORA, CALIFORNIA.

TRI-DAM POWER AUTHORITY
PRESIDENT,

TRI-DAM POWER AUTHORITY
SECRETARY,

Herman Doornenbal, President Date

Jeff Shields, Interim Secretary Date

Authority

September Checks by Amount



Check	Vendor No	Vendor	Date	Description	Amount
208284	10215	Custom Fire Protection	09/07/2022		67.50
208285	10320	General Supply Co.	09/07/2022		110.80
208286	10439	McMaster-Carr Supply Co.	09/07/2022		284.89
208287	11343	Tim O'Laughlin, PLC	09/07/2022		90.00
208288	10516	Pacific Gas & Electric Co.	09/22/2022		309.40
Report Total:					\$ 862.59

BOARD AGENDA REPORT

Date: 10/20/2022
Staff: Sharon Cisneros

SUBJECT: Tri-Dam Power Authority Financial Statements for the Seven Months ending July 31, 2022

RECOMMENDED ACTION: Approve the Financial Statements for the Seven Months ending July 31, 2022

BACKGROUND AND/OR HISTORY:

As of the financial statement date of July 31, 2022, the Tri-Dam Power Authority (TDPA) cash and investments increased by \$3.9M over the prior year due to an increase in power sales of \$3.0M compared to July 2021.

TDP has realized 89.9% of its Year to date budgeted operating revenues for 2022, and only utilized 42.9% of its budgeted operating expenses. With the scheduled outage, the revenue for the next couple of months will be reduced and expenses will increase in relation to the annual budget.

Further details are available in the attachments.

FISCAL IMPACT: none

ATTACHMENTS: Financial Statements 7/31/2022 (unaudited)

Board Motion:

Motion by: _____ **Second by:** _____

VOTE:

OID: DeBoer (Yes/No) Doornenbal (Yes/No) Orvis (Yes/No) Santos (Yes/No) Tobias (Yes/No)

SSJID: Holbrook (Yes/No) Holmes (Yes/No) Kamper (Yes/No) Spyksma (Yes/No) Weststeyn (Yes/No)

Tri-Dam Power Authority

Statement of Net Position

July 31, 2022 and 2021

(unaudited)

	<u>July 31, 2022</u>	<u>July 31, 2021</u>
Assets		
Cash	\$ 6,002,540	\$ 2,134,718
Accounts Receivable	584,739	57,695
Prepaid Expenses	283	3,452
Inventory	5,424	5,424
Capital Assets	45,275,608	45,375,609
Accumulated Depreciation	(22,770,100)	(22,215,884)
Intangible Assets	-	-
Other Assets	-	-
Total Assets	<u><u>29,098,494</u></u>	<u><u>25,361,014</u></u>
Liabilities		
Accounts Payable	-	-
Due to Tri-Dam Project	391,434	5,935
Long-Term Liabilities	-	-
Total Liabilities	<u><u>391,434</u></u>	<u><u>5,935</u></u>
Net Position		
Net Position - Beginning of Year	26,363,000	27,642,989
Distributions	(800,000)	(2,505,000)
YTD Net Revenues	3,144,060	217,090
Total Net Position	<u><u>28,707,060</u></u>	<u><u>25,355,079</u></u>
Total Liabilities and Net Position	<u><u>\$ 29,098,494</u></u>	<u><u>\$ 25,361,014</u></u>



Tri-Dam Power Authority
Statement of Revenues and Expenses
 Period Ending July 31, 2022

	MTD Budget	MTD Actual	MTD Budget Variance	Budget Variance %	Prior Year MTD Actual	Prior Year MTD Var	Prior Year Variance %	2022 Budget
Operating Revenues								
Power Sales	\$ 361,969	\$ 559,705	\$ 197,736	54.6%	\$ 57,696	\$ 502,009	870.1%	\$ 4,343,626
Other Operating Revenue	-	-	-	-	-	-	-	-
Total Operating Revenues	<u>361,969</u>	<u>559,705</u>	<u>197,736</u>	<u>54.6%</u>	<u>57,696</u>	<u>502,009</u>	<u>870.1%</u>	<u>4,343,626</u>
Operating Expenses								
Salaries and Wages	29,754	26,689	(3,065)	-10.3%	17,058	9,631	56.5%	357,049
Benefits and Overhead	19,864	5,463	(14,401)	-72.5%	6,229	(766)	-12.3%	238,370
Operations	1,861	619	(1,242)	-66.7%	407	212	52.1%	22,330
Maintenance	9,958	544	(9,414)	-94.5%	165	379	229.7%	119,500
General & Administrative	28,259	24,008	(4,251)	-15.0%	17,807	6,201	34.8%	339,112
Depreciation & Amortization	41,017	40,974	(43)	-0.1%	40,812	162	0.4%	492,198
Total Operating Expenses	<u>130,713</u>	<u>98,297</u>	<u>(32,416)</u>	<u>-24.8%</u>	<u>82,478</u>	<u>15,819</u>	<u>19.2%</u>	<u>1,568,559</u>
Net Income From Operations	231,256	461,408	230,152	99.5%	(24,782)	486,190	-1961.9%	2,775,067
Nonoperating Revenues (Expenses)								
Investment Earnings	833	24	(809)	-97.1%	1,298	(1,274)	-98.2%	10,000
Interest Expense	-	(626)	(626)	-	-	(626)	0.0%	-
Total Nonoperating Revenues (Expenses)	<u>833</u>	<u>(602)</u>	<u>(1,435)</u>	<u>-172.2%</u>	<u>1,298</u>	<u>(1,900)</u>	<u>-146.4%</u>	<u>10,000</u>
Net Revenues	<u>\$ 232,089</u>	<u>\$ 460,806</u>	<u>\$ 228,717</u>	<u>98.5%</u>	<u>\$ (23,484)</u>	<u>\$ 484,290</u>	<u>-2062.2%</u>	<u>\$ 2,785,067</u>
Memo:								
Capital Expenditures	<u>\$ 38,000</u>	<u>\$ -</u>	<u>\$ (38,000)</u>					<u>\$ 456,000</u>



Tri-Dam Power Authority
Statement of Revenues and Expenses
 Period Ending July 31, 2022

	YTD Budget	YTD Actual	YTD Budget Variance	Budget Variance %	Prior Year Actual	Prior Year Variance	Prior Year Variance %	2022 Budget
Operating Revenues								
Power Sales	\$ 2,533,782	\$ 3,903,750	\$ 1,369,968	54.1%	\$ 892,477	\$ 3,011,273	337.4%	\$ 4,343,626
Other Revenue	-	-	-	-	-	-	-	-
Total Operating Revenues	<u>2,533,782</u>	<u>3,903,750</u>	<u>1,369,968</u>	<u>54.1%</u>	<u>892,477</u>	<u>3,011,273</u>	<u>337%</u>	<u>4,343,626</u>
Operating Expenses								
Salaries and Wages	208,279	161,644	(46,635)	-22.4%	145,461	16,183	11.1%	357,049
Benefits and Overhead	139,049	58,542	(80,507)	-57.9%	63,327	(4,785)	-7.6%	238,370
Operations	13,026	1,824	(11,202)	-86.0%	4,158	(2,334)	-56.1%	22,330
Maintenance	69,708	6,482	(63,226)	-90.7%	14,577	(8,095)	-55.5%	119,500
General & Administrative	197,815	154,036	(43,779)	-22.1%	160,530	(6,494)	-4.0%	339,112
Depreciation & Amortization	287,116	289,737	2,622	0.9%	285,687	4,050	1.4%	492,198
Total Operating Expenses	<u>914,993</u>	<u>672,265</u>	<u>(242,728)</u>	<u>-26.5%</u>	<u>673,740</u>	<u>(1,475)</u>	<u>-0.2%</u>	<u>1,568,559</u>
Net Income From Operations	1,618,789	3,231,485	1,612,696	99.6%	218,737	3,012,748	1377.3%	2,775,067
Nonoperating Revenues (Expenses)								
Investment Earnings	5,833	160	(5,673)	-97.3%	4,366	(4,206)	-96.3%	10,000
Interest Expense	-	(626)	(626)	-	-	(626)	0.0%	-
Total Nonoperating Revenues (Expenses)	<u>5,833</u>	<u>(466)</u>	<u>(6,299)</u>	<u>-108.0%</u>	<u>4,366</u>	<u>(4,832)</u>	<u>-110.7%</u>	<u>10,000</u>
Net Revenues	<u>\$ 1,624,622</u>	<u>\$ 3,231,019</u>	<u>\$ 1,606,396</u>	<u>98.9%</u>	<u>\$ 223,103</u>	<u>\$ 3,007,916</u>	<u>1348.2%</u>	<u>\$ 2,785,067</u>
Memo:								
Capital Expenditures	<u>\$ 266,000</u>	<u>\$ 86,959</u>	<u>\$ (179,041)</u>					<u>\$ 456,000</u>

BOARD AGENDA REPORT

Date: 10/20/2022
Staff: Sharon Cisneros

SUBJECT: Tri-Dam Power Authority Financial Statements for the Eight Months ending August 31, 2022

RECOMMENDED ACTION: Approve the Financial Statements for the Eight Months ending August 31, 2022

BACKGROUND AND/OR HISTORY:

As of the financial statement date of August 31, 2022, the Tri-Dam Power Authority (TDPA) cash increased by \$3.9M over the prior year due primarily to an increase in power sales of \$3.0M compared to August 2021. Reserve funds in investments total just under \$1.1M.

TDP has realized 91.9% of its Year to date budgeted operating revenues for 2022, and only utilized 48.8% of its budgeted operating expenses. With the scheduled outage, the revenue for the next couple of months will be reduced and expenses will increase in relation to the annual budget.

Further details are available in the attachments.

FISCAL IMPACT: none

ATTACHMENTS: Financial Statements 8/31/2022 (unaudited)

Board Motion:

Motion by: _____ **Second by:** _____

VOTE:

OID: DeBoer (Yes/No) Doornenbal (Yes/No) Orvis (Yes/No) Santos (Yes/No) Tobias (Yes/No)

SSJID: Holbrook (Yes/No) Holmes (Yes/No) Kamper (Yes/No) Spyksma (Yes/No) Weststeyn (Yes/No)

Tri-Dam Power Authority

Statement of Net Position

August 31, 2022 and 2021

(unaudited)

	<u>August 31, 2022</u>	<u>August 31, 2021</u>
Assets		
Cash	\$ 5,054,869	\$ 1,079,105
Investments	1,086,803	1,088,491
Accounts Receivable	86,641	5,168
Prepaid Expenses	25,034	139,613
Inventory	5,424	5,424
Capital Assets	45,275,608	45,375,609
Accumulated Depreciation	(22,810,980)	(22,413,539)
Total Assets	<u><u>28,723,399</u></u>	<u><u>25,279,871</u></u>
Liabilities		
Accounts Payable	-	-
Due to Tri-Dam Project	23,121	64,099
Total Liabilities	<u>23,121</u>	<u>64,099</u>
Net Position		
Net Position - Beginning of Year	26,363,000	27,642,989
Distributions	(800,000)	(2,505,000)
YTD Net Revenues	3,137,278	77,783
Total Net Position	<u>28,700,278</u>	<u>25,215,772</u>
Total Liabilities and Net Position	<u><u>\$ 28,723,399</u></u>	<u><u>\$ 25,279,871</u></u>



Tri-Dam Power Authority
Statement of Revenues and Expenses
 Period Ending August 31, 2022

	MTD Budget	MTD Actual	MTD Budget Variance	Budget Variance %	Prior Year MTD Actual	Prior Year MTD Var	Prior Year Variance %	2022 Budget
Operating Revenues								
1	\$ 361,969	\$ 86,641	\$ (275,328)	-76.1%	\$ -	\$ 86,641	#DIV/0!	\$ 4,343,626
2	-	-	-	-	-	-	-	-
3	361,969	86,641	(275,328)	-76.1%	-	86,641	#DIV/0!	4,343,626
Operating Expenses								
5	29,754	17,320	(12,434)	-41.8%	38,395	(21,075)	-54.9%	357,049
6	19,864	5,803	(14,061)	-70.8%	19,769	(13,966)	-70.6%	238,370
7	1,861	309	(1,552)	-83.4%		309	0.0%	22,330
8	9,958	3,844	(6,114)	-61.4%	1,426	2,418	169.6%	119,500
9	28,259	25,273	(2,986)	-10.6%	39,263	(13,990)	-35.6%	339,112
10	41,017	40,880	(137)	-0.3%	40,812	68	0.2%	492,198
11	130,713	93,429	(37,284)	-28.5%	139,665	(46,236)	-33.1%	1,568,559
12	231,256	(6,788)	(238,044)	-102.9%	(139,665)	132,877	-95.1%	2,775,067
Nonoperating Revenues (Expenses)								
14	833	5	(828)	-99.4%	358	(353)	-98.6%	10,000
15	-	-	-	-	-	-	0.0%	-
18	833	5	(828)	-99.4%	358	(353)	-98.6%	10,000
19	\$ 232,089	\$ (6,783)	\$ (238,872)	-102.9%	\$ (139,307)	\$ 132,524	-95.1%	\$ 2,785,067
Memo:								
20	\$ 38,000	\$ -	\$ (38,000)					\$ 456,000



Tri-Dam Power Authority
Statement of Revenues and Expenses
 Period Ending August 31, 2022

	YTD Budget	YTD Actual	YTD Budget Variance	Budget Variance %	Prior Year Actual	Prior Year Variance	Prior Year Variance %	2022 Budget
1 Operating Revenues								
2 Power Sales	\$ 2,895,751	\$ 3,990,391	\$ 1,094,640	37.8%	\$ 892,477	\$ 3,097,914	347.1%	\$ 4,343,626
3 Other Revenue	-	-	-	-	-	-	-	-
4 Total Operating Revenues	<u>2,895,751</u>	<u>3,990,391</u>	<u>1,094,640</u>	<u>37.8%</u>	<u>892,477</u>	<u>3,097,914</u>	<u>347%</u>	<u>4,343,626</u>
5								
6 Operating Expenses								
7 Salaries and Wages	238,033	178,963	(59,070)	-24.8%	187,385	(8,422)	-4.5%	357,049
8 Benefits and Overhead	158,913	64,346	(94,567)	-59.5%	85,581	(21,235)	-24.8%	238,370
9 Operations	14,887	2,133	(12,754)	-85.7%	4,158	(2,025)	-48.7%	22,330
10 Maintenance	79,667	10,326	(69,341)	-87.0%	16,003	(5,677)	-35.5%	119,500
11 General & Administrative	226,075	179,309	(46,766)	-20.7%	199,793	(20,484)	-10.3%	339,112
12 Depreciation & Amortization	328,132	330,615	2,483	0.8%	326,499	4,116	1.3%	492,198
13 Total Operating Expenses	<u>1,045,706</u>	<u>765,692</u>	<u>(280,014)</u>	<u>-26.8%</u>	<u>819,419</u>	<u>(53,727)</u>	<u>-6.6%</u>	<u>1,568,559</u>
14								
15 Net Income From Operations	1,850,045	3,224,699	1,374,654	74.3%	73,058	3,151,641	4313.9%	2,775,067
16								
17 Nonoperating Revenues (Expenses)								
18 Investment Earnings	6,667	165	(6,502)	-97.5%	4,724	(4,559)	-96.5%	10,000
19 Interest Expense	-	(627)	(627)	-	-	(627)	0.0%	-
22 Total Nonoperating Revenues (Expenses)	<u>6,667</u>	<u>(462)</u>	<u>(7,129)</u>	<u>-106.9%</u>	<u>4,724</u>	<u>(5,186)</u>	<u>-109.8%</u>	<u>10,000</u>
23								
24 Net Revenues	<u>\$ 1,856,711</u>	<u>\$ 3,224,237</u>	<u>\$ 1,367,525</u>	<u>73.7%</u>	<u>\$ 77,782</u>	<u>\$ 3,146,455</u>	<u>4045.2%</u>	<u>\$ 2,785,067</u>
25								
26								
27 Memo:								
28 Capital Expenditures	<u>\$ 304,000</u>	<u>\$ 86,959</u>	<u>\$ (217,041)</u>					<u>\$ 456,000</u>