

**REGULAR MEETING  
OF  
CACHUMA OPERATION AND MAINTENANCE BOARD**

**3301 Laurel Canyon Road  
Santa Barbara, CA 93105**

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**Monday, August 26, 2013**

**2:00 P.M.**

**AGENDA**

- 1. CALL TO ORDER, ROLL CALL**
- 2. PUBLIC COMMENT** (Public may address the Board on any subject matter not on the agenda and within the Board's jurisdiction. See "Notice to the Public" below. Please make your comments from the podium once acknowledged by the President of the Board.)
- 3. CONSENT AGENDA** (All items on the Consent Agenda are considered to be routine and will be approved or rejected in a single motion. Any item placed on the Consent Agenda may be removed and placed on the Regular Agenda for discussion and possible action upon the request of any Board Member.)  
**Action: Recommend Approval of Consent Agenda**
  - a. Minutes July 22, 2013 Regular Board Meeting and August 8, 2013 Special Board Meeting
  - b. Investment of Funds
    - Financial Reports
    - Investment Reports
  - c. Payment of Claims
- 4. FISCAL YEAR 2013-14 APPOINTMENTS OF CACHUMA OPERATION AND MAINTENANCE BOARD**  
**Action: Appointment by motion and vote of the Board for each appointment**
  - a. Appointment of ACWA/JPIA Representative and Alternate
  - b. Appointment of Secretary of the Board
- 5. VERBAL REPORTS FROM BOARD COMMITTEES**  
**Receive verbal information regarding the following committee meetings:**
  - a. Operations Committee meeting August 19, 2013

6. **FISH PASSAGE IMPROVEMENT ON CROSSING 1, QUIOTA CREEK PROJECT**  
**Action: Recommend Approval by Motion and Vote of the Board**
  - a. Reject all bids received for Construction of the Quiota Creek, Crossing 1 Project
  - b. Authorize the General Manager to re-bid the Construction of the Quiota Creek, Crossing 1 Project
  
7. **ESTABLISHMENT OF A BOARD POLICY REGARDING THE GENERAL MANAGER AUTHORIZING APPROVAL OF EXPENDITURES UP TO A MAXIMUM OF \$10,000**  
**Action: Recommend approval by motion and vote of the Board**
  
8. **AUTHORIZE GENERAL MANAGER TO EXECUTE A PURCHASE ORDER FOR THE FABRICATION AND INSTALLATION OF THE NORTH PORTAL ELEVATOR ENGINEERED INTERIM SOLUTION, NOT TO EXCEED \$15,000 (See Details in General Manager Report)**  
**Action: Recommend approval by motion and vote of the Board**
  
9. **AUTHORIZE GENERAL MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT TO RCB ELEVATOR CONSULTING LLC FOR PHASE II REHABILITATION OF THE NORTH PORTAL ELEVATOR, NOT TO EXCEED \$25,150**  
**Action: Recommend approval by motion and vote of the Board**
  
10. **GENERAL MANAGERS REPORT**  
**Receive information from the General Manager on topics pertaining to COMB, including but not limited to, the following:**
  - North Portal Elevator
  - Crossing 1, Quiota Creek Project
  - Emergency Action Plan
  
11. **PROGRESS REPORT ON CACHUMA LAKE OAK TREE PROGRAM**  
**Receive information regarding the Cachuma Lake Oak Tree Program including but not limited to the following:**
  - Maintenance and Monitoring
  
12. **ENGINEERING/OPERATIONS DIVISION REPORT**
  - Field Mapplet Software (Maintenance Management Software)  
Presentation by Megan Emami**Receive information regarding Engineering and Operations Division, including but not limited to the following:**
  - Cachuma Project Rehabilitation
  - Lake Cachuma Operations
  - US Bureau of Reclamation (USBR)
  - Operation and Maintenance Activities

13. **FISHERIES DIVISION REPORT**  
**Receive information regarding Fisheries Division, including but not limited to the following:**
- LSYR Steelhead Monitoring Elements
  - Tributary Project Updates
  - Surcharge Water Accounting
  - Reporting/Outreach/Training
14. **MONTHLY CACHUMA PROJECT REPORTS**  
**Receive information regarding the Cachuma Project, including but not limited to the following:**
- a. Cachuma Water Reports
  - b. Cachuma Reservoir Current Conditions
15. **DIRECTORS' REQUESTS FOR AGENDA ITEMS FOR NEXT MEETING**
16. **MEETING SCHEDULE**
- September 23, 2013 at 2:00 P.M., COMB Office
  - Board Packages Available on COMB Website  
[www.cachuma-board.org](http://www.cachuma-board.org)
17. **COMB ADJOURNMENT**

#### NOTICE TO PUBLIC

**Posting of Agenda:** This agenda was posted at COMB's offices, located at 3301 Laurel Canyon Road, Santa Barbara, California, 93105 and on COMB's website, in accordance with Government Code Section 54954.2. The agenda contains a brief general description of each item to be considered by the Governing Board. The Board reserves the right to modify the order in which agenda items are heard. Copies of staff reports or other written documents relating to each item of business are on file at the COMB offices and are available for public inspection during normal business hours. A person with a question concerning any of the agenda items may call COMB's General Manager at (805) 687-4011.

**Written materials:** In accordance with Government Code Section 54957.5, written materials relating to an item on this agenda which are distributed to the Governing Board less than 72 hours (for a regular meeting) or 24 hours (for a special meeting) will be made available for public inspection at the COMB offices during normal business hours. The written materials may also be posted on COMB's website subject to staff's ability to post the documents before the scheduled meeting.

**Public Comment:** Any member of the public may address the Board on any subject within the jurisdiction of the Board that is not scheduled for as an agenda item before the Board. The total time for this item will be limited by the President of the Board. The Board is not responsible for the content or accuracy of statements made by members of the public. No action will be taken by the Board on any Public Comment item.

**Americans with Disabilities Act:** in compliance with the Americans with Disabilities Act, if you need special assistance to review agenda materials or participate in this meeting, please contact the Cachuma Operation and Maintenance Board office at (805) 687-4011 at least 48 hours prior to the meeting to enable the Board to make reasonable arrangements.

**Note:** If you challenge in court any of the Board's decisions related to the listed agenda items you may be limited to raising only those issues you or someone else raised at any public hearing described in this notice or in written correspondence to the Governing Board prior to the public hearing.

**MINUTES OF A REGULAR MEETING  
of the  
CACHUMA OPERATION & MAINTENANCE BOARD**

**held at  
3301 Laurel Canyon Road, Santa Barbara, CA  
Monday, July 22, 2013**

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**1. Call to Order, Roll Call**

The meeting was called to order at 2:00 p.m. by President Lauren Hanson who chaired the meeting. Those in attendance were:

**Directors present:**

Lauren Hanson	Goleta Water District
Alonzo Orozco	Carpinteria Valley Water District
Doug Morgan	Montecito Water District
Dennis Beebe	SYR Water Conservation District, ID No. 1
Dale Francisco	City of Santa Barbara

**Others present:**

Janet Gingras	Tony Trembley
Kevin Walsh	Tim Robinson
Rebecca Bjork	Charles Hamilton
Ruth Snodgrass	Phil Walker
Matt Naftaly	Adelle Capponi
Ryan Willard	

**2. Public Comment**

Phil Walker made comments about the drought and the water level of Lake Cachuma.

**3. Consent Agenda**

- a. **Minutes:**  
June 24, 2013 Regular Board Meeting and July 15, 2013 Special Board Meeting
- b. **Investment Funds**  
Financial Report  
Investment Report
- c. **Payment of Claims**

Director Beebe moved to approve the consent agenda as presented, seconded by Director Francisco, passed 7/0/0.

#### **4. Consider Approval of an Employment Agreement for General Manager**

Included in the board packet for the Board's consideration, was the draft Employment Agreement between Cachuma Operation and Maintenance Board and Randall M. Ward as its General Manager. The agreement had been reviewed by legal counsel and was ready for Board approval.

Director Beebe moved to approve the Employment Agreement with Randall M. Ward as COMB's General Manager, seconded by Director Morgan, passed 5/2/0, Director Francisco voted no.

The Board thanked Janet Gingras for stepping up and doing an excellent job as Interim General Manager.

#### **5. Proposed Annual Resolutions**

- a. **Resolution No. 563 Adopting an Annual Statement of Investment Policy**
- b. **Resolution No. 564 Establishing a Supplemental Account Agreement for Telephone Transfers**
- c. **Resolution No. 565 Authorizing Signatories for Revolving Fund Account at Union Bank (formerly Santa Barbara Bank & Trust)**
- d. **Resolution No. 566 Authorizing Investment of Monies in the Local Agency Investment Fund**
- e. **Resolution No. 567 Establishing a Check Signing Policy for General Fund Account for Payment of Claims**
- f. **Resolution No. 568 Authorizing Signatories for General Fund Account at Union Bank (formerly Santa Barbara Bank & Trust)**
- g. **Resolution No. 569 Establishing a Check Signing Policy for Cachuma Project Trust Fund and Master Contract Renewal Fund Accounts for Payment of Claims**
- h. **Resolution No. 570 Authorizing Signatories for Trust Fund and Renewal Fund Accounts at Union Bank (formerly Santa Barbara Bank & Trust)**

Included in the board packet were the annual resolutions regarding bank accounts presented for the Board's consideration. In July of each year, the Board holds its annual organizational meeting. These resolutions equate to reaffirming a check signing policy for established COMB bank accounts and authorizing signatories on those accounts. Janet Gingras, Interim General Manager reported that the resolutions presented at today's Board meeting reflected the addition of "with an EFFECTIVE date of August 1, 2013"; these would replace the resolutions that were in the board packet.

Director Beebe moved to approve Resolutions 563 through 570, seconded by Director Morgan.

Passed by a roll call vote:

Ayes: Beebe, Francisco, Morgan, Orozco, Hanson

Nays: None

Abstain/Absent: None

**6. Reports from Board Committees**

**a. Administrative Committee meeting July 8, 2013**

President Hanson reported on the Administrative Committee meeting held July 8, 2013.

**7. Interim General Manager Report**

Janet Gingras, Interim General Manager, highlighted the report that was included in the board packet.

**8. Progress Report on Cachuma Lake Oak Tree Program**

Tim Robinson highlighted the report that was included in the board packet.

**9. Fisheries Division Report**

Tim Robinson highlighted the report that was included in the board packet.

**10. Monthly Cachuma Project Reports**

**a. Cachuma Water Reports**

The monthly water reports for June were included in the board packet.

**b. Cachuma Reservoir Current Conditions**

The Lake Cachuma Daily Operations report through July 17, 2013 was included in the board packet.

**11. Directors' Requests for Agenda Items for Next Meeting**

There were no requests for agenda items for the next meeting.

**12. [Closed Session]:**

**Conference with Legal Counsel: Anticipated Litigation**

Significant exposure to litigation pursuant to Government Code Section 54956.9 (d)(2): one case [Montecito Water District, et al v. Price, Postel & Parma LLP et al, Santa Barbara Superior Court Case No. 1384682]

Counsel Tony Trembley announced that the Board would adjourn into closed session regarding Item #12 as stated in the agenda.

The Board entered closed session at 2:35 p.m.

**13. Reconvene into Open Session [Government Code Section 54957.7]**

**Disclosure of actions taken in closed session, as applicable  
[Government Code Section 54957.1]**

The Board reconvened into open session at 3:28 p.m. on Item #12 and made the following report of action taken in closed session:

In accordance to Government Code Section 54957.1, the Board has given guidance to counsel with regard to the matter discussed.

**14. Meeting Schedule**

- The next regular Board meeting will be held August 26, 2013 at 2:00 p.m.
- The Agendas and Board Packets are available on the COMB website, [www.cachuma-board.org](http://www.cachuma-board.org)

**15. COMB Adjournment**

There being no further business, the meeting was adjourned at 3:29 p.m.

Respectfully submitted,

\_\_\_\_\_  
Randall Ward, Secretary of the Board

**APPROVED:**

\_\_\_\_\_  
Lauren Hanson, President of the Board

**MINUTES OF A SPECIAL MEETING**  
**of the**  
**CACHUMA OPERATION & MAINTENANCE BOARD**  
**held at**  
3301 Laurel Canyon Road  
Santa Barbara, CA  
**Thursday, August 8, 2013**

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*Note: This is a special meeting of the Governing Board called in accordance with Government Code Section 54956. Other than the listed agenda items, no other business will be conducted by the Governing Board.*

**1. Call to Order, Roll Call**

The meeting was called to order at 3:02 p.m. by President Lauren Hanson, who chaired the meeting. President Hanson welcomed and introduced Randall Ward, COMB's new General Manager. Those in attendance were:

**Directors Present:**

Lauren Hanson	Goleta Water District
Dale Francisco	City of Santa Barbara
Doug Morgan	Montecito Water District
Alonzo Orozco	Carpinteria Valley Water District
Dennis Beebe	SYR Conservation Dist ID#1

**Others present**

Randall Ward	Janet Gingras
Charles Hamilton	Ruth Snodgrass
Kevin Walsh	Tim Robinson
Joel Mulder	Tony Trembley (via Phone)

**2. Public Comment**

There were no comments from the public.

**3. Fish Passage Improvement on Crossing 1, Quiota Creek Project**

Randall Ward, General Manager highlighted the project. Two grants have been received for this project, California Department of Fish and Wildlife (CDFW) grant (\$521,141) and California Wildlife Conservation Board (WCB) grant (\$150,000). The Notice to Proceed (NTP) from WCB has been received and the NTP from CDFW is anticipated upon design approval by NMFS. A Non-Competitively Bid contract



justification was included in the board packet for sole sourcing the arch system purchase to ConTech. Mr. Ward also stated that the construction bid document has been reviewed and approved by COMB's legal counsel. A contractor will be selected through a competitive bidding process, a blind evaluation will be conducted and then a recommendation will be brought to the August 26, 2013 Board meeting. The County Encroachment Permit fee needs to be paid prior to issuance of that permit.

**a. Acceptance of Executed Grant Agreement from California Wildlife Conservation Board**

Director Francisco moved to accept the Wildlife Conservation Board (WCB) executed grant agreement for \$150,000 as written and approved by WCB for the construction of the Quiota Creek Crossing 1 project in the fall of 2013, seconded by Director Morgan, passed 6/1/0, Director Beebe voted no.

**b. Consider Approval for Purchase from ConTech Engineered Solutions, LLC of a Bottomless Arch Culvert**

Director Francisco moved to authorize the General Manager to execute a purchase order for the prefabricated bottomless arched culvert from ConTech Engineered Solutions, LLC for \$179,978, seconded by Director Morgan, passed 6/1/0, Director Beebe voted no.

**c. Consider Approval of Payment of Fees to the County of Santa Barbara for the Encroachment Permits**

Director Francisco moved to authorize the General Manager to make the outstanding payment for the Santa Barbara County Encroachment Permit fee for \$19,445, seconded by Director Orozco, passed 6/1/0, Director Beebe voted no.

**4. COMB Adjournment**

There being no further business, the meeting was adjourned at 3:19 p.m.

Respectfully submitted,

\_\_\_\_\_  
Randall Ward, Secretary of the Board

**APPROVED:**

\_\_\_\_\_  
Lauren Hanson, President of the Board

8/19/2013

Accrual Basis

**COMB**  
**Statement of Net Assets**  
As of July 31, 2013

**ASSETS**

**Current Assets**

**Checking/Savings**

**TRUST FUNDS**

1210 · WARREN ACT TRUST FUND 48,572.01

1220 · RENEWAL FUND 10,162.85

**Total TRUST FUNDS** 58,734.86

1050 · GENERAL FUND 466,807.76

1100 · REVOLVING FUND 70,707.98

**Total Checking/Savings** 596,250.60

**Other Current Assets**

1010 · PETTY CASH 500.00

1200 · LAIF 3,883.72

1303 · Bradbury SOD Act Assmnts Rec 70,212.00

1304 · Lauro Dam SOD Assesmnt Rec 12,640.00

1305 · ACCRUED INTEREST RECEIVABLE 68.44

1400 · PREPAID INSURANCE 15,192.72

**Total Other Current Assets** 102,496.88

**Total Current Assets** 698,747.48

**Fixed Assets**

1500 · VEHICLES 444,890.47

1505 · OFFICE FURN & EQUIPMENT 384,565.63

1510 · MOBILE OFFICES 97,803.34

1515 · FIELD EQUIPMENT 493,184.33

1525 · PAVING 22,350.00

1550 · ACCUMULATED DEPRECIATION -1,199,075.89

**Total Fixed Assets** 243,717.88

**Other Assets**

1910 · LT Bradbury SOD Act Assess Rec 5,487,041.07

1920 · LT Lauro SOD Act Assess Rec 981,823.00

**Total Other Assets** 6,468,864.07

**TOTAL ASSETS** 7,411,329.43

8/19/2013

Accrual Basis

**COMB**  
**Statement of Net Assets**  
As of July 31, 2013

**LIABILITIES & NET ASSETS**

**Liabilities**

**Current Liabilities**

**Accounts Payable**

2200 · ACCOUNTS PAYABLE

65,962.24

**Total Accounts Payable**

65,962.24

**Other Current Liabilities**

Payroll-DepPrm Admin

100.00

Payroll-DepPrm FD

2.31

Payroll-DepPrm Ops

59.24

2550 · VACATION/SICK

92,114.04

2561 · BRADBURY DAM SOD ACT

70,212.62

2563 · LAURO DAM SOD ACT

12,640.00

2565 · ACCRUED INTEREST SOD ACT

87,008.00

2590 · DEFERRED REVENUE

58,734.86

**Total Other Current Liabilities**

320,870.97

**Total Current Liabilities**

386,833.21

**Long Term Liabilities**

2602 · LT SOD Act Liability-Bradbury

5,487,041.07

2603 · LT SOD Act Liability - Lauro

981,823.00

2604 · OPEB LT Liability

252,648.00

**Total Long Term Liabilities**

6,721,512.07

**Total Liabilities**

7,108,345.28

**NET ASSETS**

3901 · Retained Net Assets

514,600.20

Net Income

-211,616.05

**Total Net Assets**

302,984.15

**TOTAL LIABILITIES & NET ASSETS**

7,411,329.43

**Cachuma Operation & Maintenance Board**  
**Statement of Revenues and Expenditures**  
 Budget vs. Actuals - July 2012-Jun 2013

4:04 PM  
 08/20/13  
 Accrual Basis

	Fisheries			Operations			TOTAL		
	Jul 13	Budget	% of Budget	Jul 13	Budget	% of Budget	Jul 13	Budget	% of Budget
<b>Income</b>									
3000 REVENUE									
3007 - O&M Budget (Qty Assessments)	0.00	1,054,799.00	0.0%	0.00	2,358,123.00	0.0%	0.00	3,422,922.00	0.0%
3006 - Warren Act	0.00	16,555.00	0.0%	0.00			0.00	16,555.00	0.0%
3007 - Renewal Fund	0.00	242,912.00	0.0%	0.00			0.00	242,912.00	0.0%
3010 - Interest Income	0.00			33.59			33.59		100.0%
3026 - Quiota Crk X1-CW Cons Brd	0.00	150,000.00	0.0%	0.00			0.00	150,000.00	0.0%
3027 - Quiota Crk X1-CDFG Grant	0.00	521,141.00	0.0%	0.00			0.00	521,141.00	0.0%
3035 - Cachuma Project Betterment Fund	0.00	90,000.00	0.0%	0.00			0.00	90,000.00	0.0%
<b>Total 3000 REVENUE</b>	<b>0.00</b>	<b>2,085,407.00</b>	<b>0.0%</b>	<b>33.59</b>	<b>2,358,123.00</b>	<b>0.0%</b>	<b>33.59</b>	<b>4,443,530.00</b>	<b>0.0%</b>
<b>Total Income</b>	<b>0.00</b>	<b>2,085,407.00</b>	<b>0.0%</b>	<b>33.59</b>	<b>2,358,123.00</b>	<b>0.0%</b>	<b>33.59</b>	<b>4,443,530.00</b>	<b>0.0%</b>
<b>Gross Profit</b>	<b>0.00</b>	<b>2,085,407.00</b>	<b>0.0%</b>	<b>33.59</b>	<b>2,358,123.00</b>	<b>0.0%</b>	<b>33.59</b>	<b>4,443,530.00</b>	<b>0.0%</b>
<b>Expense</b>									
<b>PAYROLL</b>									
Gross	0.00			-0.01			-0.01		100.0%
Gross-FD	0.01			0.00			0.01		100.0%
<b>Total PAYROLL</b>	<b>0.01</b>			<b>-0.01</b>			<b>0.00</b>		<b>0.0%</b>
<b>3100 - LABOR - OPERATIONS</b>									
3101-E - Engineer	0.00			8,209.74			8,209.74		100.0%
3101-H - Holiday Leave	0.00			1,550.52			1,550.52		100.0%
3101-S - Sick Leave	0.00			1,077.44			1,077.44		100.0%
3101-V - Vacation Leave	0.00			2,112.04			2,112.04		100.0%
3102 - Meter Reading	0.00			468.35			468.35		100.0%
3103 - SCC Ops	0.00			7,481.91			7,481.91		100.0%
3104 - Veh & Equip Mice	0.00			196.86			196.86		100.0%
3105 - SCADA	0.00			941.46			941.46		100.0%
3106 - Recdent Bait	0.00			255.76			255.76		100.0%
3107 - NORTH PORTAL									
3107-1 - NP INTAKE TOWER									
3107-1a - Maintenance	0.00			1,149.93			1,149.93		100.0%
3107-1i - Engineering	0.00			61.92			61.92		100.0%
<b>Total 3107-1 - NP INTAKE TOWER</b>	<b>0.00</b>			<b>1,211.85</b>			<b>1,211.85</b>		<b>100.0%</b>
3107-2 - NP CONTROL STATION									
3107-2a - Maintenance	0.00			3,071.68			3,071.68		100.0%
3107-2i - Engineering	0.00			526.32			526.32		100.0%
<b>Total 3107-2 - NP CONTROL STATION</b>	<b>0.00</b>			<b>3,598.00</b>			<b>3,598.00</b>		<b>100.0%</b>
<b>Total 3107 - NORTH PORTAL</b>	<b>0.00</b>			<b>4,809.85</b>			<b>4,809.85</b>		<b>100.0%</b>
<b>3108 - GLEN ANNE</b>									
3108-2 - GA RESERVOIR									
3108-2h - Inspection	0.00			31.23			31.23		100.0%
<b>Total 3108-2 - GA RESERVOIR</b>	<b>0.00</b>			<b>31.23</b>			<b>31.23</b>		<b>100.0%</b>
<b>Total 3108 - GLEN ANNE</b>	<b>0.00</b>			<b>31.23</b>			<b>31.23</b>		<b>100.0%</b>
<b>3110 - LAURO</b>									
3110-1 - YARD									
3110-1a - Maintenance	0.00			1,125.01			1,125.01		100.0%
3110-1b - Cleaning	0.00			805.76			805.76		100.0%
3110-1e - Landscaping	0.00			98.37			98.37		100.0%
<b>Total 3110-1 - YARD</b>	<b>0.00</b>			<b>2,029.14</b>			<b>2,029.14</b>		<b>100.0%</b>
3110-3 - RESERVOIR									
3110-3a - Landscaping	0.00			94.24			94.24		100.0%
3110-3h - Inspection	0.00			31.23			31.23		100.0%

Cachuma Operation & Maintenance Board  
Statement of Revenues and Expenditures

Budget vs. Actuals - July 2012-Jun 2013

	Fisheseries			Operations			TOTAL			
	Jul 13	Budget	% of Budget	Jul 13	Budget	% of Budget	Jul 13	Budget	% of Budget	
Total 3110-3 · RESERVOIR	0.00			125.47			125.47	0.00	125.47	100.0%
Total 3110 · LAURO	0.00			2,154.61			2,154.61	0.00	2,154.61	100.0%
3112 · SHEFFIELD										
3112-2 · TUNNEL	0.00			434.24			434.24	0.00	434.24	100.0%
3112-2b · Cleaning	0.00			3,626.99			3,626.99	0.00	3,626.99	100.0%
3112-2h · Inspection	0.00			4,061.23			4,061.23	0.00	4,061.23	100.0%
Total 3112-2 · TUNNEL	0.00			4,061.23			4,061.23	0.00	4,061.23	100.0%
Total 3112 · SHEFFIELD	0.00			4,061.23			4,061.23	0.00	4,061.23	100.0%
3113 · ORTEGA										
3113-2 · RESERVOIR	0.00			65.58			65.58	0.00	65.58	100.0%
3113-2f · Operations	0.00			26.60			26.60	0.00	26.60	100.0%
3113-2h · Inspection	0.00			92.18			92.18	0.00	92.18	100.0%
Total 3113-2 · RESERVOIR	0.00			92.18			92.18	0.00	92.18	100.0%
Total 3113 · ORTEGA	0.00			92.18			92.18	0.00	92.18	100.0%
3114 · BOUNDARY METER										
3114-1 · VAULT	0.00			65.58			65.58	0.00	65.58	100.0%
3114-1a · Maintenance	0.00			232.40			232.40	0.00	232.40	100.0%
3114-1f · Operations	0.00			123.84			123.84	0.00	123.84	100.0%
3114-1h · Inspection	0.00			421.82			421.82	0.00	421.82	100.0%
Total 3114-1 · VAULT	0.00			421.82			421.82	0.00	421.82	100.0%
Total 3114 · BOUNDARY METER	0.00			421.82			421.82	0.00	421.82	100.0%
3115 · CARPINTERIA										
3115-2 · RESERVOIR	0.00			26.60			26.60	0.00	26.60	100.0%
3115-2h · Inspection	0.00			26.60			26.60	0.00	26.60	100.0%
Total 3115-2 · RESERVOIR	0.00			26.60			26.60	0.00	26.60	100.0%
Total 3115 · CARPINTERIA	0.00			26.60			26.60	0.00	26.60	100.0%
3116 · GOLETA REACH										
3116-1 · STRUCTURES	0.00			1,981.03			1,981.03	0.00	1,981.03	100.0%
3116-1a · Maintenance	0.00			1,981.03			1,981.03	0.00	1,981.03	100.0%
Total 3116-1 · STRUCTURES	0.00			1,981.03			1,981.03	0.00	1,981.03	100.0%
3116-2 · LATERAL METERS	0.00			192.32			192.32	0.00	192.32	100.0%
3116-2a · Maintenance	0.00			192.32			192.32	0.00	192.32	100.0%
Total 3116-2 · LATERAL METERS	0.00			192.32			192.32	0.00	192.32	100.0%
Total 3116 · GOLETA REACH	0.00			2,173.35			2,173.35	0.00	2,173.35	100.0%
3117 · CARPINTERIA REACH										
3117-1 · STRUCTURES	0.00			1,036.68			1,036.68	0.00	1,036.68	100.0%
3117-1a · Maintenance	0.00			804.96			804.96	0.00	804.96	100.0%
3117-1f · Engineering	0.00			1,841.64			1,841.64	0.00	1,841.64	100.0%
Total 3117-1 · STRUCTURES	0.00			1,841.64			1,841.64	0.00	1,841.64	100.0%
Total 3117 · CARPINTERIA REACH	0.00			1,841.64			1,841.64	0.00	1,841.64	100.0%
3150 · Health & Workers Comp	0.00			26,784.75		13.6%	26,784.75	196,657.00	-169,872.25	13.6%
3155 · PENS	0.00			6,919.08		7.7%	6,919.08	90,035.00	-83,115.92	7.7%
3160 · Ops Co FICA	0.00			2,568.20		8.3%	2,568.20	30,828.00	-28,259.80	8.3%
3165 · Ops Co Medicare	0.00			600.63		8.3%	600.63	7,209.00	-6,608.37	8.3%
3100 · LABOR - OPERATIONS - Other	0.00			0.00		0.0%	0.00	497,218.00	-497,218.00	0.0%
Total 3100 · LABOR - OPERATIONS	0.00			74,779.25		9.1%	74,779.25	821,947.00	-747,167.75	9.1%

**Cachuma Operation & Maintenance Board**  
**Statement of Revenues and Expenditures**

Budget vs. Actuals - July 2012-Jun 2013

4:04 PM  
08/20/13  
Accrual Basis

	Fisheries		Operations		TOTAL		% of Budget
	Jul 13	% of Budget	Jul 13	% of Budget	Budget	\$ Over Budget	
<b>3200 VEH &amp; EQUIPMENT</b>							
3201 - Vehicle/Equip Mice	0.00		1,491.19	5.0%	30,000.00	-28,508.81	5.0%
3202 - Fixed Capital	0.00		0.00	0.0%	15,000.00	-15,000.00	0.0%
3203 - Equipment Rental	0.00		637.86	12.8%	5,000.00	-4,362.34	12.8%
3204 - Miscellaneous	0.00		373.34	7.5%	5,000.00	-4,626.66	7.5%
<b>Total 3200 VEH &amp; EQUIPMENT</b>	<b>0.00</b>		<b>2,502.19</b>	<b>4.5%</b>	<b>55,000.00</b>	<b>-52,487.81</b>	<b>4.5%</b>
<b>3300 - CONTRACT LABOR</b>							
3301 - Conduit, Meter, Valve & Misc	0.00		1,685.00	8.4%	20,000.00	-18,315.00	8.4%
3302 - Buildings & Roads	0.00		976.89	4.9%	20,000.00	-19,023.11	4.9%
3303 - Reservoirs	0.00		0.00	0.0%	10,000.00	-10,000.00	0.0%
3304 - Engineering, Misc Services	0.00		0.00	0.0%	10,000.00	-10,000.00	0.0%
<b>Total 3300 - CONTRACT LABOR</b>	<b>0.00</b>		<b>2,661.89</b>	<b>4.4%</b>	<b>60,000.00</b>	<b>-57,338.11</b>	<b>4.4%</b>
<b>3400 - MATERIALS &amp; SUPPLIES</b>							
3401 - Conduit, Meter, Valve & Misc	0.00		535.37	2.1%	25,000.00	-24,464.63	2.1%
3402 - Buildings & Roads	0.00		198.96	1.3%	15,000.00	-14,801.04	1.3%
3403 - Reservoirs	0.00		0.00	0.0%	10,000.00	-10,000.00	0.0%
<b>Total 3400 - MATERIALS &amp; SUPPLIES</b>	<b>0.00</b>		<b>734.33</b>	<b>1.5%</b>	<b>50,000.00</b>	<b>-49,265.67</b>	<b>1.5%</b>
<b>3500 - OTHER EXPENSES</b>							
3501 - Utilities	0.00		589.77	8.4%	7,000.00	-6,410.23	8.4%
3502 - Uniforms	0.00		0.00	0.0%	6,000.00	-6,000.00	0.0%
3503 - Communications	0.00		1,353.22	7.5%	18,000.00	-16,646.78	7.5%
3504 - USA & Other Services	0.00		162.00	4.1%	4,000.00	-3,838.00	4.1%
3505 - Miscellaneous	0.00		969.40	12.1%	8,000.00	-7,030.60	12.1%
3506 - Training	0.00		490.00	16.3%	3,000.00	-2,510.00	16.3%
<b>Total 3500 - OTHER EXPENSES</b>	<b>0.00</b>		<b>3,564.39</b>	<b>7.7%</b>	<b>46,000.00</b>	<b>-42,435.61</b>	<b>7.7%</b>
<b>4100 - LABOR - FISHERIES</b>							
4101 - Senior Resource Scientist	7,254.80	6.9%	0.00		105,057.00	-97,802.20	6.9%
4102 - Project Biologist	7,046.52	7.4%	0.00		94,842.00	-87,795.48	7.4%
4103 - Biologist	5,782.68	7.5%	0.00		76,859.00	-71,076.32	7.5%
4104 - Oak Tree Program	2,447.97		0.00		0.00	2,447.97	100.0%
4114 - Seasonal Aide - JG	0.00	0.0%	0.00		13,920.00	-13,920.00	0.0%
4115 - Seasonal Aide - RK	116.00	0.8%	0.00		13,804.00	-13,688.00	0.8%
4116 - Seasonal Aide - DR	290.00	2.1%	0.00		13,630.00	-13,340.00	2.1%
4117 - Seasonal Aide - BJ	58.00	0.4%	0.00		13,862.00	-13,804.00	0.4%
4118 - Seasonal Aide -	0.00	0.0%	0.00		13,920.00	-13,920.00	0.0%
4119 - Seasonal Aide -	0.00	0.0%	0.00		13,920.00	-13,920.00	0.0%
4150 - FD Health & WC	8,655.55	9.4%	0.00		92,102.00	-83,446.45	9.4%
4151 - FD PERS	3,912.20	7.2%	0.00		53,968.00	-50,055.80	7.2%
4152 - FD Co FICA	1,560.23	7.0%	0.00		22,337.00	-20,776.77	7.0%
4153 - FD Co Medicare	364.88	7.0%	0.00		5,224.00	-4,859.12	7.0%
<b>Total 4100 - LABOR - FISHERIES</b>	<b>37,488.83</b>	<b>7.0%</b>	<b>0.00</b>		<b>533,909.00</b>	<b>-496,420.17</b>	<b>7.0%</b>
<b>4200 - VEHICLES &amp; EQUIP - FISHERIES</b>							
4270 - Vehicle/Equip Mice	877.37	6.7%	0.00		13,000.00	-12,122.63	6.7%
4280 - Fixed Capital	6,739.00	12.9%	0.00		52,300.00	-45,561.00	12.9%
4290 - Miscellaneous	143.00	5.7%	0.00		2,500.00	-2,357.00	5.7%
<b>Total 4200 - VEHICLES &amp; EQUIP - FISHERIES</b>	<b>7,759.37</b>	<b>11.4%</b>	<b>0.00</b>		<b>67,800.00</b>	<b>-60,040.63</b>	<b>11.4%</b>
<b>4220 - CONTRACT LABOR - FISHERIES</b>							
4221 - Meters & Valves	0.00	0.0%	0.00		3,000.00	-3,000.00	0.0%
4222 - Fish Projects Maintenance	0.00	0.0%	0.00		13,000.00	-13,000.00	0.0%
<b>Total 4220 - CONTRACT LABOR - FISHERIES</b>	<b>0.00</b>	<b>0.0%</b>	<b>0.00</b>		<b>16,000.00</b>	<b>-16,000.00</b>	<b>0.0%</b>
<b>Total 4300 - MATERIALS/SUPPLIES - FISHERIES</b>	<b>196.34</b>	<b>1.3%</b>	<b>0.00</b>		<b>15,350.00</b>	<b>-15,153.66</b>	<b>1.3%</b>
<b>Total 4300 - MATERIALS/SUPPLIES - FISHERIES</b>	<b>196.34</b>	<b>1.3%</b>	<b>0.00</b>		<b>15,350.00</b>	<b>-15,153.66</b>	<b>1.3%</b>
<b>4500 - OTHER EXPENSES - FISHERIES</b>							

Cachuma Operation & Maintenance Board  
Statement of Revenues and Expenditures

Budget vs. Actuals - July 2012-Jun 2013

	Fisheries			Operations			TOTAL		
	Jul 13	Budget	% of Budget	Jul 13	Budget	% of Budget	Jul 13	Budget	% of Budget
4502 - Uniforms	0.00	2,500.00	0.0%	0.00	2,000.00	0.0%	0.00	2,500.00	0.0%
Total 4500 - OTHER EXPENSES - FISHERIES	0.00	2,500.00	0.0%	0.00	11,000.00	0.0%	0.00	2,500.00	0.0%
4999 - GENERAL & ADMINISTRATIVE	0.00	2,500.00	0.0%	0.00	13,000.00	8.4%	1,089.59	13,000.00	8.4%
5000 - Director Fees	0.00	2,500.00	0.0%	91.19	2,000.00	4.6%	91.19	2,000.00	4.6%
5001 - Director Mileage	0.00	2,500.00	0.0%	998.40	11,000.00	9.1%	998.40	11,000.00	9.1%
5000 - Director Fees - Other	0.00	2,500.00	0.0%	1,089.59	13,000.00	8.4%	1,089.59	13,000.00	8.4%
Total 5000 - Director Fees	0.00	2,500.00	0.0%	1,089.59	13,000.00	8.4%	1,089.59	13,000.00	8.4%
5100 - Legal	0.00	100,000.00	0.0%	0.00	100,000.00	0.0%	0.00	100,000.00	0.0%
5101-1 - Audit	0.00	11,700.00	0.0%	0.00	11,700.00	0.0%	0.00	11,700.00	0.0%
5150 - Unemployment Tax	0.00	25,000.00	0.0%	0.00	25,000.00	0.0%	0.00	25,000.00	0.0%
5200 - Liability Insurance	0.00	42,705.00	0.0%	0.00	42,705.00	0.0%	0.00	42,705.00	0.0%
5201 - Health & Workers Comp	0.00	178,241.00	7.6%	13,554.20	178,241.00	7.6%	13,554.20	178,241.00	7.6%
5250 - PERS	0.00	59,642.00	5.0%	2,996.77	59,642.00	5.0%	2,996.77	59,642.00	5.0%
5260 - Company FICA Admin	0.00	18,963.00	6.0%	1,142.89	18,963.00	6.0%	1,142.89	18,963.00	6.0%
5265 - Company MCARE Admin	0.00	4,435.00	0.0%	267.31	4,435.00	6.0%	267.31	4,435.00	6.0%
5300 - Manager Salary	0.00	117,000.00	0.0%	0.00	117,000.00	0.0%	0.00	117,000.00	0.0%
5301 - Manager Salary	0.00	71,770.00	0.0%	6,218.88	71,770.00	8.7%	6,218.88	71,770.00	8.7%
5304 - Administrative Manager	0.00	37,447.00	7.8%	2,934.82	37,447.00	7.8%	2,934.82	37,447.00	7.8%
5306 - Administrative Assistant	0.00	40,302.00	8.5%	3,441.50	40,302.00	8.5%	3,441.50	40,302.00	8.5%
5307 - Water Resources Technician	0.00	39,338.00	7.8%	3,061.24	39,338.00	7.8%	3,061.24	39,338.00	7.8%
5310 - Postage/Office Exp	0.00	9,100.00	3.4%	307.83	9,100.00	3.4%	307.83	9,100.00	3.4%
5311 - Office Equip/Leases	0.00	9,691.00	7.6%	734.12	9,691.00	7.6%	734.12	9,691.00	7.6%
5312 - Misc Admin Expenses	0.00	10,790.00	3.0%	325.00	10,790.00	3.0%	325.00	10,790.00	3.0%
5314 - Communications	0.00	7,995.00	18.1%	1,444.20	7,995.00	18.1%	1,444.20	7,995.00	18.1%
5315 - Utilities	0.00	9,737.00	0.0%	0.66	9,737.00	0.0%	0.66	9,737.00	0.0%
5316 - Admin Fixed Assets	0.00	6,425.00	0.0%	0.00	6,425.00	0.0%	0.00	6,425.00	0.0%
5318 - Computer Consultant	0.00	4,000.00	0.0%	0.00	4,000.00	0.0%	0.00	4,000.00	0.0%
5325 - Emp Training/Subscriptions	0.00	16,625.00	9.7%	1,620.01	16,625.00	9.7%	1,620.01	16,625.00	9.7%
5330 - Admin Travel/Conferences	0.00	2,000.00	4.2%	83.85	2,000.00	4.2%	83.85	2,000.00	4.2%
5331 - Public Information	0.00	2,000.00	18.7%	373.21	2,000.00	18.7%	373.21	2,000.00	18.7%
Total 4999 - GENERAL & ADMINISTRATIVE	0.00	839,906.00	4.7%	39,821.98	839,906.00	4.7%	39,821.98	839,906.00	4.7%
5400 - GENERAL & ADMIN - FISHERIES	3,492.58	44,671.00	7.8%	0.00	44,671.00	7.8%	3,492.58	44,671.00	7.8%
5401 - Health & Workers Comp	1,613.74	32,115.00	5.0%	0.00	32,115.00	5.0%	1,613.74	32,115.00	5.0%
5403 - Company Fica	615.42	10,210.00	6.0%	0.00	10,210.00	6.0%	615.42	10,210.00	6.0%
5404 - Admin Secretary	1,560.28	20,163.00	7.8%	0.00	20,163.00	7.8%	1,560.28	20,163.00	7.8%
5405 - GM Salary	0.00	63,000.00	0.0%	0.00	63,000.00	0.0%	0.00	63,000.00	0.0%
5406 - Company MCare	143.93	2,389.00	6.0%	0.00	2,389.00	6.0%	143.93	2,389.00	6.0%
5407 - Legal - FD	0.00	25,000.00	0.0%	0.00	25,000.00	0.0%	0.00	25,000.00	0.0%
5408 - Administrative Manager	3,348.64	38,646.00	8.7%	0.00	38,646.00	8.7%	3,348.64	38,646.00	8.7%
5409 - Administrative Assistant	1,853.11	21,701.00	6.5%	0.00	21,701.00	6.5%	1,853.11	21,701.00	6.5%
5410 - Postage / Office Supplies	172.04	4,900.00	3.5%	0.00	4,900.00	3.5%	172.04	4,900.00	3.5%
5411 - Office Equipment / Leases	395.29	5,218.00	7.5%	0.00	5,218.00	7.5%	395.29	5,218.00	7.5%
5412 - Misc. Admin Expense	378.00	5,810.00	6.5%	0.00	5,810.00	6.5%	378.00	5,810.00	6.5%
5413 - Communications	810.15	4,305.00	18.8%	0.00	4,305.00	18.8%	810.15	4,305.00	18.8%
5414 - Utilities	0.36	5,243.00	0.0%	0.00	5,243.00	0.0%	0.36	5,243.00	0.0%
5415 - Membership Dues	0.00	2,900.00	0.0%	0.00	2,900.00	0.0%	0.00	2,900.00	0.0%
5416 - Admin Fixed Assets	0.00	4,000.00	0.0%	0.00	4,000.00	0.0%	0.00	4,000.00	0.0%
5418 - Computer Consultant	872.31	9,000.00	9.7%	0.00	9,000.00	9.7%	872.31	9,000.00	9.7%
5425 - Employee Education/Subscription	45.15	2,500.00	1.8%	0.00	2,500.00	1.8%	45.15	2,500.00	1.8%
5426 - Director Fees	537.60	6,000.00	9.0%	0.00	6,000.00	9.0%	537.60	6,000.00	9.0%
5427 - Director Mileage	49.10	1,000.00	4.9%	0.00	1,000.00	4.9%	49.10	1,000.00	4.9%
5430 - Travel	200.96	2,500.00	8.0%	0.00	2,500.00	8.0%	200.96	2,500.00	8.0%
5431 - Public Information	121.64	1,500.00	8.1%	0.00	1,500.00	8.1%	121.64	1,500.00	8.1%
5441 - Audit	0.00	6,300.00	0.0%	0.00	6,300.00	0.0%	0.00	6,300.00	0.0%
5443 - Liab & Property Ins	0.00	21,595.00	0.0%	0.00	21,595.00	0.0%	0.00	21,595.00	0.0%
5450 - Water Resources Technician	1,648.36	21,182.00	7.8%	0.00	21,182.00	7.8%	1,648.36	21,182.00	7.8%

Cachuma Operation & Maintenance Board  
Statement of Revenues and Expenditures

Budget vs. Actuals - July 2012-Jun 2013

	Fisheries			Operations			TOTAL		
	Jul 13	Budget	% of Budget	Jul 13	Budget	% of Budget	Jul 13	Budget	% of Budget
Total 5400 - GENERAL & ADMIN - FISHERIES	17,878.66	361,848.00	4.9%	0.00	5,000.00	0.0%	17,878.66	361,848.00	4.9%
5510 - Integrated Reg. Water Mgt Plan	0.00			0.00	-5,000.00	0.0%	0.00	5,000.00	0.0%
6000 - SPECIAL PROJECTS									
6062 - SCADA	0.00			0.00	30,000.00	0.0%	0.00	30,000.00	0.0%
6090 - COMB Office Building	0.00			858.61	20,000.00	4.3%	858.61	20,000.00	4.3%
6096 - SCC Structure Rehabilitation	0.00			0.00	111,270.00	0.0%	0.00	111,270.00	0.0%
6097 - GIS and Mapping	0.00			1,387.19	10,000.00	13.9%	1,387.19	10,000.00	13.9%
6105 - ROW Management Program	0.00			0.00	10,000.00	0.0%	0.00	10,000.00	0.0%
6107 - North Portal Elevator Rehab	0.00			0.00	300,000.00	0.0%	0.00	300,000.00	0.0%
Total 6000 - SPECIAL PROJECTS	0.00			2,245.80	481,270.00	0.5%	2,245.80	481,270.00	0.5%
6200 - FISHERIES ACTIVITIES									
6201 - FMP Implementation	0.00	105,000.00	0.0%	0.00			0.00	105,000.00	0.0%
6202 - GIS and Mapping	1,484.43	10,000.00	14.8%	0.00			1,484.43	10,000.00	14.8%
6203 - Grants Technical Support	0.00	10,000.00	0.0%	0.00			0.00	10,000.00	0.0%
6204 - SYR Hydrology Technical Support	0.00	10,000.00	0.0%	0.00			0.00	10,000.00	0.0%
6205 - USGS Stream Gauge Program	18,537.50	75,000.00	24.7%	0.00			18,537.50	75,000.00	24.7%
6206 - Tri County Fish Team Funding	0.00	5,000.00	0.0%	0.00			0.00	5,000.00	0.0%
6207 - Oak Tree Restoration Program	90.65	25,000.00	0.4%	0.00			90.65	25,000.00	0.4%
6211 - SYR RiverWare Model Use	0.00	5,000.00	0.0%	0.00			0.00	5,000.00	0.0%
Total 6200 - FISHERIES ACTIVITIES	20,112.58	245,000.00	8.2%	0.00			20,112.58	245,000.00	8.2%
6300 - HABITAT ENHANCEMENT									
6303 - Tributary Projects Support	0.00	3,000.00	0.0%	0.00			0.00	3,000.00	0.0%
6304 - Engineering Designs - QC	0.00	70,000.00	0.0%	0.00			0.00	70,000.00	0.0%
6309 - Quieta Creek Crossing #1	1,904.00	770,000.00	0.2%	0.00			1,904.00	770,000.00	0.2%
Total 6300 - HABITAT ENHANCEMENT	1,904.00	843,000.00	0.2%	0.00			1,904.00	843,000.00	0.2%
Total Expense	85,339.79	2,085,407.00	4.1%	126,309.82	2,358,123.00	5.4%	211,649.61	4,443,530.00	4.8%
Net Income	-85,339.79	0.00	100.0%	-126,276.23	0.00	100.0%	-211,616.02	0.00	100.0%





**Local Agency Investment Fund**  
**P.O. Box 942809**  
**Sacramento, CA 94209-0001**  
**(916) 653-3001**

[www.treasurer.ca.gov/pmia-laif](http://www.treasurer.ca.gov/pmia-laif)  
 August 01, 2013

CACHUMA OPERATION AND MAINTENANCE BOARD

GENERAL MANAGER  
 3301 LAUREL CANYON ROAD  
 SANTA BARBARA, CA 93105-2017

PMIA Average Monthly Yields

Tran Type Definitions

July 2013

Effective Date	Transaction Date	Tran Type	Confirm Number	Authorized Caller	Amount
7/15/2013	7/12/2013	QRD	1403436	SYSTEM	2.36

Account Summary

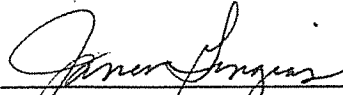
Total Deposit:	2.36	Beginning Balance:	3,881.36
Total Withdrawal:	0.00	Ending Balance:	3,883.72

**MEMO TO:** Board of Directors  
 Cachuma Operation & Maintenance Board

**FROM:** Janet L. Gingras, Treasurer/Auditor-Controller

**SUBJECT:** COMB INVESTMENT POLICY

The above statement of investment activity for the month of July, 2013, complies with legal requirements for investment policy of government agencies, AB 1073. I hereby certify that it constitutes a complete and accurate summary of all Union Bank investments of this agency for the period indicated.

  
 \_\_\_\_\_  
 Treasurer/Auditor-Controller



**STATEMENT OF ACCOUNTS**

UNION BANK  
LOCAL GOVERNMENT CENTRAL COAST 0986  
PO BOX 513840  
LOS ANGELES CA 90051-3840

Page 1 of 1  
CACHUMA OPERATION & MAINTENANC  
Statement Number: 0102335072  
6/29/13-7/31/13

Customer Inquiries  
800-798-6466

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since 1982

CY30 MZ0 B 0000 0093959-121661 350110  
CACHUMA OPERATION & MAINTENANCE BOARD  
MASTER CONTRACT RENEWAL FUND  
3301 LAUREL CANYON RD  
SANTA BARBARA CA 93105-2017

**BUSINESS ESSENTIALS INTEREST CHK SUMMARY**

Days in statement period: 33

Beginning balance on 6/29	\$		10,174.79	Interest		
Total Credits			0.46	Paid this period	\$	0.46
Other credits and adjustments ( 1 )		0.46		Paid year-to-date	\$	13.83
Total Debits			-12.40	Interest Rates		
Other debits, fees and adjustments ( 1 )		-12.40		6/29/13-7/31/13		0.05 %
Ending Balance on 7/31	\$		10,162.85			

**C R E D I T S**

Other credits and adjustments

Date	Description	Reference	Amount
7/31	INTEREST PAYMENT		\$ 0.46

**D E B I T S**

Other debits, fees and adjustments

Date	Description	Reference	Amount
7/25	ANALYSIS DEFICIT JUN 2 013	90252741	\$ 12.40

**DAILY LEDGER BALANCE**

Date	Ledger Balance	Date	Ledger Balance	Date	Ledger Balance
6/29-7/24	\$ 10,174.79	7/25-7/30	\$ 10,162.39	7/31	\$ 10,162.85

**MEMO TO:** Board of Directors  
Cachuma Operation & Maintenance Board

**FROM:** Janet L. Gingras, Treasurer/Auditor-Controller

**SUBJECT:** COMB INVESTMENT POLICY

The above statement of investment activity for the month of July, 2013, complies with legal requirements for investment policy of government agencies, AB 1073. I hereby certify that it constitutes a complete and accurate summary of all Union Bank investments of this agency for the period indicated.

Treasurer/Auditor-Controller



STATEMENT OF ACCOUNTS

UNION BANK
LOCAL GOVERNMENT CENTRAL COAST 0986
PO BOX 513840
LOS ANGELES CA 90051-3840

Page 1 of 1
CACHUMA OPERATION & MAINTENANC
Statement Number: 0102335080
6/29/13 - 7/31/13

Customer Inquiries
800-798-6466

Thank you for banking with us
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CY30 MZO B 0000 0093960-121662 350110
CACHUMA OPERATION & MAINTENANCE BOARD
CACHUMA PROJECT TRUST FUND
3301 LAUREL CANYON RD
SANTA BARBARA CA 93105-2017

BUSINESS MONEYMARKET ACCOUNT SUMMARY

Table with columns for account summary items: Beginning balance on 6/29, Total Credits, Deposits, Other credits and adjustments, Total Debits, Ending Balance on 7/31, Interest, Paid this period, Paid year-to-date, Interest Rates.

CREDITS

Deposits

Table for Deposits with columns: including check and cash credits, Date, Description, Reference, Amount.

Other credits and adjustments

Table for Other credits and adjustments with columns: Date, Description, Reference, Amount.

DAILY LEDGER BALANCE

Table for Daily Ledger Balance with columns: Date, Ledger Balance, Date, Ledger Balance, Date, Ledger Balance.

MEMO TO: Board of Directors
Cachuma Operation & Maintenance Board

FROM: Janet L. Gingras, Treasurer/Auditor-Controller

SUBJECT: COMB INVESTMENT POLICY

The above statement of investment activity for the month of July, 2013, complies with legal requirements for investment policy of government agencies, AB 1073.4 hereby certify that it constitutes a complete and accurate summary of all Union Bank investments of this agency for the period indicated.

Signature of Janet L. Gingras
Treasurer/Auditor-Controller

9:35 AM  
08/16/13  
Accrual Basis

comb2  
**Payment of Claims**  
As of July 31, 2013

Date	Num	Name	Memo	Amount
<b>1050 - GENERAL FUND</b>				
07/15/2013	21970	ACWA-Joint Powers Insurance Authority	Workers Comp Program 4/1-6/30/13	-6,128.00
07/15/2013	21971	Alonzo Orozco	Jun mtg fees	-143.98
07/15/2013	21972	Aqua-Flo Supply	Bushing/adapter/PVC	-18.22
07/15/2013	21973	AT&T	Jun statement	-421.07
07/15/2013	21974	C. Philip Brittain	Install circuit/timer for oxygen pump-Encantado	-720.00
07/15/2013	21975	Cardno ENTRIX	BO Compliance task/supp/AMC-CC Participation-tech supp/Fisheries monitoring program	-5,495.57
07/15/2013	21976	CIO Solutions, LP	Set up printers & copier for Ops	-189.00
07/15/2013	21977	City of Santa-Barbara	Refuse/recycle 5/30-6/27/13	-182.14
07/15/2013	21978	Coastal Copy, LP	Mtce agmts-copiers	-321.40
07/15/2013	21979	Dale Francisco	Jun mtg fees	-132.68
07/15/2013	21980	Dennis E. Beebe	Jun mtg fees	-160.04
07/15/2013	21981	Famcon Pipe & Supply	Flap valves/nuts/bolts/gaskets/flanges	-3,628.80
07/15/2013	21982	Fluidigm Corporation	BioMark Dynamic Array chip-Genotyping	-15,027.50
07/15/2013	21983	Frazee Paint	Paint materials & supplies	-47.54
07/15/2013	21984	GE Capital	Copier lease agmt	-133.92
07/15/2013	21985	Grainger	Round sling/jack chain PO#9214	-126.17
07/15/2013	21986	Harrison Hardware	Ext cords/zip ties/plastic pails	-233.75
07/15/2013	21987	Iraj Vatankhah	Reimb-Grade D2 Dist certificate	-60.00
07/15/2013	21988	J&C Services	Office cleaning services 5/31, 6/7, 14, 24	-600.00
07/15/2013	21989	Joe Gonzalez Welding	NP intake tower fish screens repair	-10,091.00
07/15/2013	21990	Lauren W. Hanson	Jun mtg fees	-133.65
07/15/2013	21991	MarBorg Industries	Portable toilets-outlying stations	-328.37
07/15/2013	21992	Milpas Rental	Blower	-219.39
07/15/2013	21993	Musick, Peeler & Garrett LLP	General Counsel-May	-10,211.80
07/15/2013	21994	Nextel Communications	Cellular-Ops field crew/on-call	-509.14
07/15/2013	21995	O'Reilly Automotive, Inc.	Key battery for Highlander/adapters/jack	-229.68
07/15/2013	21996	Orchard Commercial Services	Tape/wet-dry vac filters/pressure washer	-271.35
07/15/2013	21997	Paychex, Inc.	6/7, 21 payroll/taxes/deliveries	-293.40
07/15/2013	21998	PG&E	NP/Tecolote tunnel	-435.04
07/15/2013	21999	Praxair Distribution, Inc	Cylinder rental-acetylene for welder	-63.94
07/15/2013	22000	Premiere Global Services	Conf. calls Jun	-34.41
07/15/2013	22001	Prudential Overall Supply	Mats/scrapers for offices	-149.22
07/15/2013	22002	Quinn Company	Annual load bank eval-Lauro yard/NP	-2,251.84
07/15/2013	22003	RCB Elevator Consulting, LLC	NP Elevator design/engineering services	-6,550.00
07/15/2013	22004	Santa Ynez River Water Cons. Dist. ID#1	Stetson-BO/FMP Implementation/tech supp/SYR Hydrology support Hanson Env-Review fisheries monitoring	-14,221.73
07/15/2013	22005	Southern California Edison	Main ofc/outlying stations	-1,665.47
07/15/2013	22006	Specialty Tool, LTD	Dry moly lube	-54.43
07/15/2013	22007	Staples Contract and Commercial, Inc.	Office supplies	-2,638.67
07/15/2013	22008	Tim Robinson	Reimb-fuel containment vessel	-107.99
07/15/2013	22009	Tri-Co Reprographics	Copies-Quiota Crk Xng 1	-15.89
07/15/2013	22010	Verizon California	Main ofc/outlying stations	-417.54
07/15/2013	22011	Verizon Wireless	Modems-Boundary & Ortega/Cellular-Eng & Fisheries	-355.53
07/15/2013	22012	W. Douglas Morgan	Jun mtg fees	-139.31
07/15/2013	22013	Wright Express Fleet Services	Fleet fuel	-2,099.31
07/15/2013	22014	Association of Ca Water Agencies/JPIA	July & August coverage	-46,055.28
07/15/2013	22015	Cashier, DPR	QAC application & exam fee-Sept-Santa Maria (DF)	-140.00
07/15/2013	22016	CIO Solutions, LP	Mtce services-Maintain IT/Anti-spam & virus/MO ofc	-2,492.32
07/15/2013	22017	COMB - Revolving Fund	Jul 19 & Aug 2 payrolls/taxes	-109,095.69
07/15/2013	22018	Cox Communications	Business internet Jul	-195.00
07/15/2013	22019	Culligan Water	RO system Jul	-24.95
07/15/2013	22020	Draganchuk Alarm Systems	Alarm monitoring 7/1-9/30/13	-82.50
07/15/2013	22021	ECHO Communications	Answering service	-67.32
07/15/2013	22022	MGB Industrial Supply	Parts for compressor	-82.62
07/15/2013	22023	Pitney Bowes Global Financial Services LL	Postage meter lease 7/10-10/10/13	-443.89
07/15/2013	22024	Republic Elevator Co.	Scheduled mtce-NP elevator	-278.12
07/15/2013	22025	Southern California Edison	Outlying stations	-82.56
07/15/2013	22026	Underground Service Alert of So. Calif.	New ticket charges-53	-79.50
07/15/2013	22027	Verizon California	SCADA	-505.17
07/15/2013	22028	COMB-Petty Cash	Replenish petty cash	-323.81
07/29/2013	22029	AMI Pipe and Supply, Inc.	Confined space entry training PO#9218	-945.00

9:35 AM  
08/16/13  
Accrual Basis

comb2  
**Payment of Claims**  
As of July 31, 2013

<u>Date</u>	<u>Num</u>	<u>Name</u>	<u>Memo</u>	<u>Amount</u>
07/29/2013	22030	Business Card	Oxygen loggers/calibration solution/mtce supp/web hosting/satellite fee/Dist Cert Grade 3 prep/Sheffield tunnel walk supplies	-8,096.08
07/29/2013	22031	Calif Regional Wtr Quality Control Board	Additional amt for 401 cert fee-QC Xng 1	-203.00
07/29/2013	22032	GE Capital	Copier lease agmt	-355.32
07/29/2013	22033	Laser Cartridge Co.	Cartridge recharge	-151.19
07/29/2013	22034	Megan Emami	Reimb-ESRI conf hotel/meals/travel	-1,262.19
07/29/2013	22035	PG&E	NP/Tecolote tunnel	-372.52
07/29/2013	22036	Randall Ward	Reimb-hotel	-574.17
07/29/2013	22037	Scott Engblom	Reimb-aerators-fish rescues/batteries	-156.25
07/29/2013	22038	The Gas Company	Main ofc	-1.02
07/29/2013	22039	Tim Robinson	Reimb-ESRI conf hotel/meals/travel	-1,359.43
Total 1050 - GENERAL FUND				<u>-260,682.78</u>
<b>TOTAL</b>				<u><u>-260,682.78</u></u>

# CACHUMA OPERATION & MAINTENANCE BOARD

## BOARD MEMORANDUM

Date:	August 26, 2013
Submitted by:	Randall Ward

---

**SUBJECT:** Fiscal Year 2013-14 Appointments of Positions to serve the Cachuma Operation and Maintenance Board

---

**SUMMARY:**

Each year in July, the Board conducts the annual election of new officers and votes on appointed positions to serve the Board for the upcoming fiscal year. Due to the August 1, 2013 start date of the new General Manager, the following appointments were postponed until the August Board meeting.

These appointments will become effective immediately and will remain in effect until June 30, 2014. The list below outlines the appointments to be considered at this time.

- a. Appointment of ACWA/JPIA Representative and Alternate  
Currently Doug Morgan
- b. Appointment of Secretary of the Board

**FISCAL IMPACTS:**

N/A

**LEGAL CONCURRENCE:**

N/A

**ENVIRONMENTAL COMPLIANCE:**

N/A

**COMMITTEE STATUS:**

N/A

**RECOMMENDATION:**

The Board shall make each appointment by a motion and vote of the Board.

**LIST OF EXHIBITS:**

N/A

**CACHUMA OPERATION & MAINTENANCE BOARD  
Operations Committee Meeting**

3301 Laurel Canyon Road  
Santa Barbara, CA 93105

**Monday, August 19, 2013  
1:00 p.m.**

**AGENDA**

1. Call to Order
2. Public Comment (Public may address the Board on any subject matter not on the agenda and within the Board's jurisdiction)
3. RCB Elevator Consulting, LLC Proposal – North Portal Elevator Phase II
4. Adjournment

[This Agenda was Posted at 3301 Laurel Canyon Road,  
Santa Barbara, CA. and Notices and Delivered in  
Accordance with Section 54954.1 and .2 of the  
Government Code.]

# CACHUMA OPERATION & MAINTENANCE BOARD

## BOARD MEMORANDUM

Date:	August 26, 2013
Submitted by:	Tim Robinson
Approved by:	Randall Ward

---

**SUBJECT:** Quiota Creek Crossing 1 Fish Passage Improvement Project

---

**SUMMARY:**

A 60-foot prefabricated bottomless arched culvert with four wing walls and one rock riffle for grade-control are planned to replace the current concrete low flow crossing at Quiota Creek Crossing 1. Pending final design approval by the National Marine Fisheries Service (NMFS) and Santa Barbara County (County), the project will begin in September and be completed in December of 2013. All funding for this project has been secured from a California Department of Fish and Wildlife (CDFW) grant (\$521,141), a grant from the California Wildlife Conservation Board (WCB) (\$150,000), and a COMB construction match (\$50,000). The Notice to Proceed (NTP) from WCB has been received and the NTP from CDFW is anticipated upon design approval by NMFS. Final drawings have been submitted to NMFS and the County. With design approval and payment of their Encroachment Permit Fee, the final County Encroachment Permit will be issued. COMB's resident engineer has been approved by the County to be the project's resident engineer. The temporary construction Right of Entry agreement from the landowner within the project boundary has been received. The project requires separate Board approval for the prefabricated bottomless arched culvert from construction and installation of the prefabricated structure. The Board previously approved acquisition of the prefabricated structure on August 8, 2013.

COMB advertised the construction cost proposal on August 8, 2013, with bids due on August 20, 2013. One site visit was required of a perspective bidder on one of two optional dates provided in the bid request. Following the opening of the two bids received, the bids were reviewed independently by staff representatives of the Montecito and Goleta Water Districts. That review concluded neither of the two construction contract proposals met the criteria necessary for approval by the Board. The low bidder was deemed unresponsive and the second bidder's proposed bid significantly exceeded the budgeted amount available. Based on the foregoing, Staff recommends the Board reject all bids received and authorize the General Manager to re-bid the Construction of Quiota Creek, Crossing 1 Project.

**FINANCIAL IMPACT:**

A summary of the financial impacts from this construction contract as well as for the entire construction of the project are provided in Table 1.



**Table 1:** Financial summary of the costs of the Quiota Creek Crossing 1 project.

	<b>Amount</b>
<b>Revenues:</b>	
CDFW grant	\$521,141
WCB grant	\$150,000
COMB match	<u>\$98,859</u>
<b>Total:</b>	<b><u>\$770,000</u></b>

Revenues will cover the costs to purchase the ConTech arch system, construction of the project, and operating expenses.

**LEGAL CONCURRENCE:**

All documents have been reviewed by COMB legal counsel.

**ENVIRONMENTAL COMPLIANCE:**

All conditions outlined in the permits for the project will be followed.

**COMMITTEE STATUS:**

The Fisheries Committee has approved this project.

**RECOMMENDATION:**

- a. Reject all bids received for construction of the Quiota Creek, Crossing 1 Project
- b. Authorize the General Manager to re-bid the Construction of the Quiota Creek, Crossing 1 Project

**LIST OF EXHIBITS:**

# CACHUMA OPERATION & MAINTENANCE BOARD

## BOARD MEMORANDUM

Date:	8/26/2013
Submitted by:	Janet Gingras
Approved by:	Randy Ward

---

**SUBJECT:** Establishment of Board Policy Regarding the General Manager Authorizing Approval of Expenditures up to a Maximum of \$10,000

---

**SUMMARY:**

Under the policy direction of the Board of Directors, the General Manager provides the day-to-day management of all functions, services and activities of the Cachuma Operation and Maintenance Board. Various contracts with vendors during the course of the fiscal year for the services of consultants and licensed professionals are to be executed as the need and necessity arise.

Submitted for Board consideration is a Policy defining the authority level for which the General Manager is authorized to enter into the aforementioned contracts.

**FISCAL IMPACTS:**

N/A

**LEGAL CONCURRENCE:**

N/A

**ENVIRONMENTAL COMPLIANCE:**

N/A

**COMMITTEE STATUS:**

N/A

**RECOMMENDATION:**

Approve Board Policy No. 1.36 (R) which defines the expenditure limits for the General Manager position.

**LIST OF EXHIBITS:**

1. Board Policy No. 1.36 (R)



**POLICY AND PROCEDURE  
CACHUMA OPERATION & MAINTENANCE BOARD**

Approval Date: 8/26/2013	<b>POLICY TITLE</b>	Policy No.: 1.36 (R)
	<b>BOARD POLICY</b>	

The purpose of this policy is to establish the General Manager's level of authority for approval of expenditures.

The General Manager shall have the authority to approve expenditures up to a maximum of \$10,000 made for official Agency business, provided such expenditures are within the appropriations contained within the budget as adopted by the Agency. Purchases of equipment, services, or supplies exceeding \$10,000 shall be submitted to the Board of Directors for their review and approval. This expenditure limitation policy does not apply to routine, recurring operational items approved in the Board's annual operating budget including salaries, benefits and legal services.

Splitting or separating purchases into smaller work units for the purpose of evading the provisions of this policy is prohibited.

Emergency expenditures shall be subject to approval by the Board President and notification to the Board will be within 30 days of an emergency expenditure.

# CACHUMA OPERATION & MAINTENANCE BOARD

## BOARD MEMORANDUM

Date:	August 26, 2013
Submitted by:	Janet Gingras
Approved by:	Randall Ward

---

**SUBJECT:** Authorize General Manager to execute a Purchase Order for the Fabrication and Installation of the North Portal Elevator Engineered Interim Solution, not to exceed \$15,000

---

**SUMMARY:**

The Operating Committee met on Monday, August 19<sup>th</sup> to discuss the proposal for Phase II of the North Portal Elevator Rehabilitation Project. As I detailed under the General Manager's Report and prior to the Operating Committee meeting, I had discussions with Richard Blaska, RCB Elevator LLC (RCB) regarding the operational safety of the North Portal elevator. These discussions produced an interim solution proffered by Mr. Blaska which involves stabilizing the counter weights that are attributable to the most immediate safety issue. Based on those discussions, I have contracted with RCB to engineer/design a short term solution that, when fabricated and installed, will allow use of the elevator solely for the purpose of providing maintenance to the flow control valve. RCB has provided an acceptable level of assurance this solution will allow the safe use of the elevator for limited maintenance purposes. Based on the foregoing, I formalized a purchase order in the amount of \$3,850 to cause the development of the outlined short term solution. Submitted for Board approval is the authorization to proceed with contracting for the fabrication and installation of the counterweight assembly interim solution in an amount not to exceed \$15,000.

**FISCAL IMPACT:**

Board approved line item in FY 2013-14 Adopted Budget

**LEGAL CONCURRENCE:**

N/A

**ENVIRONMENTAL COMPLIANCE:**

N/A

**COMMITTEE STATUS:**

The Operations Committee discussed Phase II of the North Portal Elevator Rehabilitation Project at a scheduled meeting on August 19, 2013. Following that discussion I updated the Committee on the interim solution detailed in the above Summary.

**RECOMMENDATION:**

Authorize General Manager, with approval of the Chair, to execute a Purchase Order for the construction and installation of an interim engineered solution to allow safe operation of the North Portal Elevator, in an amount not to exceed \$15,000.

**LIST OF EXHIBITS:**

N/A

# CACHUMA OPERATION & MAINTENANCE BOARD

## BOARD MEMORANDUM

Date:	August 26, 2013
Submitted by:	Janet Gingras
Approved by:	Randall Ward

---

**SUBJECT:** Authorize General Manager to Execute a Professional Services Agreement with RCB Elevator Consulting LLC for Phase II Rehabilitation of the North Portal Elevator, not to exceed \$25,150

---

**SUMMARY:**

Following the review of information provided by the Bureau of Reclamation and Republic Elevator Company, the General Manager has determined the North Portal Elevator is unsafe for use under any circumstance. The North Portal Elevator is the only access to the thirty-inch regulating Jet Flow Valve. This valve is the primary flow control of the water into the South Coast Conduit (SCC) based on daily demand. Standing Operating Procedures, as specified by the Bureau of Reclamation, require regular service and maintenance of this valve. Maintenance has been curtailed due to the unsafe condition of the elevator. The inability to access this valve for service and maintenance risks damage to an asset valued in excess of \$200k. It was originally anticipated this contract for services work would be brought before the Board for approval during October or November of this year. The current unsafe condition of the elevator and the resulting necessity to perform maintenance and service activities on the jet flow valve require the proposed expedited process.

**FISCAL IMPACT:**

The amount requested is derived from the past fiscal year carry-over amount and is included in the 2013-14 budget for this specific project (Phase II) in the amount of \$25,150.

**LEGAL CONCURRENCE:**

N/A

**ENVIRONMENTAL COMPLIANCE:**

This engineering and design services contract does not require environmental compliance.

**COMMITTEE STATUS:**

The Operations Committee was briefed and recommends the process brought before the Board for approval.

**RECOMMENDATION:**

Authorize the General Manager to execute a Professional Services Agreement with RCB Elevator Consulting, LLC for a not-to-exceed amount of \$25,150 to produce Phase II engineering and design plans for the major alteration of the North Portal Elevator.

**LIST OF EXHIBITS:**

1. RCB Elevator Consulting, LLC, proposal for Phase II services
2. Non-Competitive Bid Justification (NCB)
3. Phase I Report
4. North Portal Elevator Background Addendum

**RCB ELEVATOR CONSULTING, LLC**

2117 BUSH STREET  
 SAN FRANCISCO, CA 94115-3103  
 415.819-5744 FAX: 415.354.3454

**Proposal**

DATE	PROPOSAL NO.
7/22/2013	727

NAME / ADDRESS
Cachuma Operation and Maintenance Board 3301 Laurel Canyon Road Santa Barbara, CA 93105

TERMS	FOB	PROJECT NAME	PROJECT ADDRESS
Net 30	Purchaser	COMB Elevator Replacement / ...	Santa Barbara, CA

DESCRIPTION	QTY	COST	TOTAL
<p>Project: Lake Cachuma North Portal Elevator, Cachuma Operation and Maintenance Board (COMB), US, Santa Barbara, CA.</p> <p>Phase II. Provide elevator design &amp; engineering, structural engineering, and drafting services to prepare the combined design, approval, bid, fabrication, work performance, and installation drawings and specifications for the major alteration of the Freight/Special Purpose Personnel Elevator at Lake Cachuma North Portal. The engineering shall conform to the recommendations outlined in the Phase I survey and report dated June 20, 2013. Said engineering and drawings shall suffice as the scope of work to be used by the awarded elevator contractor with the exception of the elevator operating fixture submittal shop drawings, which will remain the responsibility of the contractor and fixture manufacturer. The work of this proposal includes review of such submittal shop drawings.</p> <p>The Phase II engineering will include extensive CAD prepared drawings of the complete elevator system and include extensive details of the specified alterations. Such drawings would include details of the work in the installed state as well as detailed shop-type fabrication drawings of each component or assembly required, including an itemized list of required materials. The engineering will include full structural certification of the elevator alteration work with structural calculations with wet stamp &amp; signatures by a California licensed structural engineer. The engineering work, consisting of drawings, structural calculations and written specifications, may be used as part of a complete bid package that would include schedules, terms &amp; conditions, etc., as provided by purchaser. Assistance will be provided regarding: potential bidders, bid schedule, bid review &amp; analysis, award, pre-construction (material fabrication) lead time, construction duration, work progress, inspections, punch lists, and final acceptance. The engineering provided may also be used as a submittal to all Authorities Having Jurisdiction, including the State of California, DOSH - Elevator Unit, Bureau of Reclamation, etc. The design will be sufficient for COMB to obtain a State of California Department of Industrial Relations, Division of Occupational Safety re-certification of the North Portal elevator, in accordance with California Labor Code Sections 7300-7319 (CCR Title 8 and by reference, ASME A17.1-2004). The final engineering will include additional limited support services for future ongoing preventive maintenance including the preparation of a Preventive Maintenance Form, and minimum maintenance frequency and performance requirements.</p> <p>The drawings and specifications shall include a metric for measuring metal loss and indicating unacceptable degradation of the guide rails from corrosion. Such conditions, if encountered, will indicate the requirement for guiderail section replacement. This work specification condition would be indicated as an extra to the work. A financial budgetary contingency would be required to cover this potential.</p>	1	18,650.00	18,650.00
To proceed with work, authorize and return this proposal.	<b>TOTAL</b>		

**RCB ELEVATOR CONSULTING, LLC**

2117 BUSH STREET  
 SAN FRANCISCO, CA 94115-3103  
 415.819-5744 FAX: 415.354.3454

**Proposal**

DATE	PROPOSAL NO.
7/22/2013	727

NAME / ADDRESS
Cachuma Operation and Maintenance Board 3301 Laurel Canyon Road Santa Barbara, CA 93105

TERMS	FOB	PROJECT NAME	PROJECT ADDRESS
Net 30	Purchaser	COMB Elevator Replacement / ...	Santa Barbara, CA

DESCRIPTION	QTY	COST	TOTAL
<p>The base proposal above does not include any additional site visits beyond that performed in our initial survey completed for Phase I. Should it become necessary or requested by COMB to perform additional site visits for whatever reason, including contractor bid visits, work performance review, unforeseen conditions, work completion inspection, punch lists, etc., such one-day site visits shall be extra to the base proposal and billable at a fixed rate of \$2,000 each for RCB Elevator Consulting, LLC consultant, Richard C. Blaska and \$2,500 each for Eddington Engineering, Inc. structural engineer, Ronald B. Eddington. Such additional site visits are subject to availability of each party, schedules to be negotiated, and are severable (one or both parties).</p> <p>An estimate of the cost of construction for the work proposed by the Phase II engineering would be approximately \$250,000. However, it is very difficult to accurately estimate the cost of construction as there may be a problem obtaining a quantity of bids due to the type of work, location of the project and type of ownership. Due to these factors, bids may vary significantly and some bids may not be representative of the work (unnecessarily high margin bids). Included in this subject work will be efforts to obtain pre-bid budget estimates from qualified elevator contractors for the elevator alteration work proposed.</p> <p>Clarifications &amp; Qualifications:                      1.) This proposal is based on the work completed and recommendations made in Phase I Report, dated June 20, 2013.                      2.) The potential elevator and structural engineering services as defined above as Phase II may also require the purchaser to retain the services of other building design professionals, such as architectural, electrical, mechanical, structural (beyond the elevator scope), etc.                      3.) Final inspections, inspection of record, and additional site visits (see above) are not included in this base proposal.                      4.) Lead time is approximately six (6) weeks from receipt of order, conditioned upon current work load of RCB and Eddington Engineering. Actual Lead time to be negotiated at time of award.                      5.) Project will be invoiced progressively for work completed and final upon delivery of final engineering. Payment terms are net 30.                      6.) See sheet 3 of 3 for additional terms and conditions.</p>			
To proceed with work, authorize and return this proposal.		TOTAL	\$18,650.00

**COMB Non-Competitive Bid Request and Justification**

Emergency contracts: The work or service is for the immediate preservation of the public health, welfare, safety, or protection of COMB property.

This justification document consists of two (2) pages. All information must be provided and all questions must be answered. The "Required Approvals" section must include a date for each signature, as appropriate for the transaction.

Requesting Division Information		
<b>Cachuma Operation and Maintenance Board</b>	<b>Division:</b> Engineering/Operations	
Division Contact Information		
<b>Contact Name:</b> David Baum	<b>Street Address:</b> Cachuma Operations and Maintenance Board 3301 Laurel Canyon Road Santa Barbara, California	
<b>Telephone:</b> (805) 687-4011		
<b>FAX:</b> (805) 569-5825	<b>Mailing Address:</b> Cachuma Operations and Maintenance Board 3301 Laurel Canyon Road Santa Barbara, California 93105-2017	
<b>E-Mail:</b> dbaum@cachuma-board.org		
Contract Category Information		
<b>Contractor Name:</b> RCB Elevator Consulting, LLC 2117 Bush Street San Francisco, CA 94115		
<b>Name of Category:</b> Engineering Design		
<b>Describe types of purchases contemplated:</b> Elevator Alteration Engineering Design and Specifications		
Non-reoccurring Contract: Not-To-Exceed \$25,150		
Work to be performed in 2013		
<b>Contract/transaction Type:</b> Select One: <input type="checkbox"/> Non-IT Goods <input type="checkbox"/> IT Goods <input type="checkbox"/> IT Service <input type="checkbox"/> IT Goods & Services <input checked="" type="checkbox"/> Non-IT Service		
Provide a description of the goods or services to be acquired:		
Provide elevator design & engineering, structural engineering, and drafting services to prepare the combined design, approval, bid, fabrication, performance and installation drawings and specifications for the major alteration of the Freight/Special Purpose Personnel Elevator at the North Portal, Cachuma Lake, California		
Required Approvals		
<b>Division</b> <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied  <hr/> David Baum Eng./Ops. Division Manager	<b>General Manager</b> <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied  <hr/> Signature of General Manager/Date  <hr/> Type Name of General Manager	<b>COMB Board Action</b> <input type="checkbox"/> Approved <input type="checkbox"/> Denied  <hr/> Signature of Board Chair or Designee  <hr/> Type Name of Director or Designee



**Complete responses must be provided for all of the following items.**

**A. WHY IS THIS CATEGORICAL EXEMPTION NECESSARY?**

**1. Why can't the acquisition category be competitively bid?**

Following review of available information, the General Manager has determined the elevator is unsafe for use under any circumstance. Prior to contracting for alteration/correction of North Portal Elevator deficiencies this contracted service for engineering and design must be completed.

The North Portal Elevator is the only access the Thirty-Inch Regulating Jet Flow Valve. This valve is the primary flow control of the water into the South Coast Conduit (SCC) based on daily demand. Standing Operating Procedures, as specified by the Bureau of Reclamation, require regular service and maintenance of this valve. Maintenance is currently not being performed due to the unsafe circumstance solely attributable to the unsafe condition of the elevator. Therefore, extending the time necessary to competitively bid the proposed engineering and design service places at risk the operation of the valve and protection of an asset with an estimated value of in excess of \$200k.

**2. Provide the background of events leading to this request.**

May 28, 2013, United States Bureau of Reclamation (USBR) issued a 2012 Special Inspection Report containing a Category 1 Recommendation involving the correction of severe deficiencies where immediate and responsive action is required to ensure structural safety, operational integrity of a facility, or operating personnel/public safety.

Recommendation was: "Perform, or facilitate the performance of, all required repairs necessary to address all deficiencies and remediate the widespread corrosion and bring the elevator and appurtenant equipment to current code and/or standards to assure safe and reliable operation." And; "In the interim, use of the North Portal elevator is to be restricted to emergency and to absolutely necessary use."

**3. Describe the uniqueness of the acquisition**

RCB Elevator Consulting, LLC, is uniquely qualified to perform the second phase of planned work because they had been previously selected by COMB to provide their services to evaluate and prepare a report on the feasibility of retaining & altering or replacing an existing service elevator and appurtenances (Phase I). The intent of this work is to determine a best course action for an outcome to provide a robust, reliable, serviceable, safe, code & standards compliant, seismically compliant & survivable service elevator.

The Phase I Report prepared has been reviewed by the Member Units and USBR.

**4. What are the consequences of not purchasing the good and/or service for the proposed category?**

As previously described, the expeditious preparation of engineering and design will allow COMB to seek a responsible contractor to make necessary alterations to the elevator thereby allowing service and maintenance protection to the most important single component of the South Coast Conduit water delivery system.

**5. What market research was conducted to substantiate whether there is competition available for this category, including evaluation of whether other (substitute) items were considered?**

The four firms that submitted proposals to conduct the Phase I effort would potentially be capable of conducting the proposed Phase II work.

**B. PRICE ANALYSIS**

COMB internal engineering analysis has concluded the proposed expenditure of approximately \$25k is reasonable and likely within the range that would have been expected through a competitive bid process. Further, this is the identical amount carried over from the 2012-13, budget for Phase II of this project.

## **RGB ELEVATOR CONSULTING, LLC**

*Elevator Shop Drawings Preparation  
Elevator Structural Engineering  
Elevator Design Consulting*

August 2, 2013

David Baum, Engineering-Operations Division Manager  
Cachuma Operation and Maintenance Board  
3301 Laurel Canyon Road  
Santa Barbara, CA 93015-2017

Project: **Lake Cachuma North Portal**

Subject: Phase I – Lake Cachuma North Portal Elevator Engineering Services Evaluation, Rev. B

Reference: P.O. #12-13-10, April 24, 2013

Dear Mr. Baum,

On June 13, 2013, Mr. Ronald B Eddington, S.E, California license #S3375, and this author performed an onsite survey and engineering inspection of the existing freight elevator at the facility, Lake Cachuma North Portal, Santa Barbara, California. That survey / inspection and this report shall serve as the work in conformance of your purchase order #12-13-10, dated April 24, 2013, work entitled, Phase I – Lake Cachuma North Portal Elevator Engineering Services Evaluation. Included with this report is our proposal for Phase II – Lake Cachuma North Portal Elevator Engineering Services, Alteration of Elevator and Hoistway.

### **Outline of Report, Findings and Recommendations**

- A. Applicable Jurisdiction & Code
- B. Outline of Equipment
- C. Survey Photography
- D. Elevator History
- E. Elevator Usage
- F. Facility Access & Emergency Egress
- G. Corrosion Correction & Mitigation
- H. Seismic Retrofit & Compliance
- I. Operational & Safety Upgrades & Compliance
- J. Preventive Maintenance
- K. Phase II Engineering

### **Report, Findings and Recommendations**

- A. **Applicable Jurisdiction & Code:** To our understanding, the Lake Cachuma North Portal facility is owned by the United States Bureau of Reclamation (USBR). As such, technically, the elevator would fall under U.S. Federal jurisdiction and not the State of California. However, the administration of the facility is performed under contract by the USBR with the Cachuma Operation and Maintenance Board (COMB), a California Joint Powers Agency. As a California entity, jurisdiction over the elevator would reside with Cal/OSHA – Elevator Unit. This is evidenced by the existence of a valid State of California operating permit, conveyance number 031411.

The applicable elevator code would be CCR Title 8, Division 1, Chapter 4, Subchapter 6. Elevator Safety Orders, Group I & II. Alterations to the existing elevator would fall under Group I section 3000(h), section 3141.2 in Group IV, and by reference ASME A17.1-2004, Section 5.7 Special Purpose Personnel Elevators, Section 8.7 Alterations, and Section 8.4 Seismic.

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2117 Bush Street  
San Francisco, CA 94115

phone: 415-819-5744 fax: 415-354-3454  
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Item #9  
Page 6

B. Outline of Equipment:

- Date of Installation: 1952-4
- California Permit: #031411
- Manufacturer: Kimball Bros. Co., Council Bluffs, IA
- Alterations – Company & Date: Republic Elevator - 2005 (new controls)
- Elevator Type: Overhead Geared Traction
- Classification: Freight, Class A (Special Purpose Personnel Elevator)
- Rated Load (Capacity): 6,000 lbs.
- Platform Size: 5'-4" W x 5'-8" D
- Electrical Power: 220 VAC
- Motor Size / Amperes: 25 HP / 78 FLA
- Controls: MCE #VFAC-1000, S/N 3119020, Job 2005049127
- Operation: Selective Collective Automatic
- Speed: 100 FPM
- Rise: 129'-8 1/2" (below grade)
- Stops / Openings: 3 / 3, in line
- Floor Designations & Elevations: "3" = El. 658.30, "2" = El. 667.30 & "\*1" = El. 788.00 (Rev. A)
- Car Gate: Single-Section Rising Screen Gate
- Entrances: Swing Screen Gate
- Car Slings & Platform: Structural Steel

C. Survey Photography: One hundred eighty (180) digital photographs were taken of the complete elevator system and related facility. The photographs may be viewed or downloaded (individually or collectively) from our website: [http://www.blaska.com/Client\\_Access/RCB/COMB/Cachuma.htm](http://www.blaska.com/Client_Access/RCB/COMB/Cachuma.htm). These photographs are helpful to document the existing equipment, the equipment condition and the relationship of the equipment to the facility.

D. Elevator History: The elevator system was installed at the time of the facility construction, from 1952 to 1954. The manufacturer of the elevator system would appear to be Kimball Bros. Co., Council Bluffs, IA as evidenced by the data plate on the major piece of equipment, the geared drive machine. The installing company is not known but may have been the manufacturer, Kimball Bros. Co. Typically, and as required by code, elevators are to contain a Data Plate mounted to the elevator car frame crosshead. Such data plates are to contain the equipment manufacturer or installer along with basic system information including the capacity, empty car weight, hoist rope quantity and strength. The Data Plate is missing and presumed lost.

The original elevator system has been modernized (altered) around the year 2005 to include the installation of new, solid state MCE VFMC-1000 controls, operating fixtures, hoistway wiring and switches. A Hollister-Whitney model #205 overspeed governor and tension weight were installed. The hoist and governor ropes were replaced. The system includes a single-axis seismic switch, which may also have been added at that time.

E. Elevator Usage: The elevator is an essential system for the Lake Cachuma North Portal operation and maintenance. This single elevator is the only viable means of access to the water control valves and equipment at the base of the facility, approximately 130 feet below the surface, with the exception of a hoistway ladder. The elevator is in relative terms, of very low usage. Access to the water control equipment at the lower levels is required on approximately a weekly basis. As a result, major wear items (not subject to corrosion), such as the drive motor and geared machine, exhibit negligible wear.

F. Alternate Access & Egress: The only alternate means to the base of the facility is via a fixed ladder, which runs the full height of the hoistway, located at the left side of the elevator car and to the rear of the car guide rail. There is an emergency exit at the top of the elevator cab, accessible via a permanent ladder at the rear of the car. Opening the emergency exit activates a switch that opens the elevator safety circuit, preventing the car from moving. The hoistway ladder is easily accessible from the top of the elevator car. There is a separate ladder outside of the elevator hoistway connecting the 2<sup>nd</sup> (El. 667.30) and 3<sup>rd</sup> (El. 658.30 – Rev. A) landings. Therefore, in the event of an elevator shut down, access to the hoistway ladder is possible through the elevator car when it is parked at either the

2<sup>nd</sup> or 3<sup>rd</sup> landing. There is always access to the hoistway ladder for personnel who are in the car should the car shut down anywhere in the hoistway. The problem of entrapment occurs when personnel are located at the lower levels and the elevator car is anywhere in the hoistway above the 2<sup>nd</sup> landing (El. 667.30), including at the top level (El. 788.00). Due to the size of the existing elevator car, it is not possible to pass by the car platform when using the ladder. The existing clearance between the ladder and the car is only a few inches.

This danger of personnel entrapment at the lower levels, due to an inoperable elevator, is an original facility design condition. It amplifies the need for elevator reliability, something which can never be assured to 100%. One potential solution (currently being used) would be to implement rules and systems to assure that the elevator always remains at one of the lower landings when personnel are at these landings. Currently this can be physically accomplished by making certain that the elevator car gate and/or the hoistway swing door are left open while at these landings. Due to the integral car gate switch and hoistway door interlocks, the elevator cannot run if either the gate or door is open.

This elevator is equipped with automatic selective-collective operation, the same as a standard commercial passenger elevator. This means that provided the car gate and hoistway doors are closed, the car is free to respond to calls placed in the car or at any landing. This automatic operation is designed to handle all traffic in a building. When selecting an automatic control system for this facility, it may have been thought that multiple personnel will independently need to come and go to the three landings. A common means to override the automatic selective-collective operation is with Independent Service Operation (ISO). The feature requires control logic and a dedicated key switch in the car operating panel. When the ISO switch is turned on, the operator has commandeered the elevator and has total control over its movement from the car operating panel. The hall station call buttons are rendered inoperable and the car will remain where parked. ISO has become standard on modern commercial elevators and the logic may be present in the existing, modern controller (an inquiry to the manufacturer would be required to confirm – Phase II). If it is, then simply adding the switch in the car operating panel would provide the service.

The existing elevator system may be sufficient to prevent lower landing entrapment provided all personnel are diligent in leaving the hoistway door and/or car gate open when at these landings. Adding an ISO switch and its diligent use might provide further protection. With these protocols, escape through the car emergency exit and up the ladder would always be possible. However, if it were deemed essential that passage by the car via the ladder be made possible, this can be accomplished. A complete new elevator car would be required, including the car sling and platform. A car could be designed and built with the left rear corner notched out to provide sufficient clearance at the front of the ladder. Such an L-shaped platform and car would diminish the functional area and cargo capability of the elevator. It would also greatly complicate access from the elevator car top to the hoistway ladder, as there would be a gap to traverse the size of the clearance. Due to this gap and the potential fall hazard, the code would require a guard rail system, complicating ladder access even more.

Recommendation: It is our recommendation that the car shape not be altered to provide ladder pass-through and that a protocol of retaining the elevator car at the lower landings when personnel are at those landings. The addition of an ISO switch may assist in the function of this protocol. Further, it is important to point out that leaving an elevator car and accessing the open hoistway is not a procedure to be taken lightly. Commercial passenger and freight elevators are required to have the car emergency exit locked and only operable from the top of the elevator car, and only by elevator or emergency personnel (ASME A17.1, 2.14.1.5.1(c)). ASME A17.1-2004, Section 5.7 Special Purpose Personnel Elevators, section 5.7.10.4 does allow the emergency exit to be operable from inside the car. However, great caution must be exercised when exiting the car into the open hoistway. The required emergency exit switch (5.7.10.4.4) must be tested for assurance that the elevator safety circuit is opened, so that if whatever has caused the elevator to become inoperable were to self-correct, the elevator doesn't move with a person in the hoistway. It is imperative that when using the emergency exit that the emergency exit door be left open, so as not to reclose the switch. As a precaution, prior to leaving the car, the car operating panel stop switch should be activated. The car top operating station located at the crosshead also contains a stop switch, which may be activated as an additional precaution.

- G. Corrosion Correction & Mitigation: Various systems and components of the elevator are corroded. The most severe corrosion occurs below the lake water line, which occurs at approximate elevation 752.20:

1. Elevator Car, Sling & Platform: The elevator car, though original, exhibits relatively little corrosion. There is some minor surface rust but nothing of a structural nature. The car has been spared the extensive corrosion of other hoistway components due to it typically being parked at the top landing, well above the waterline.  
Recommendation: Repair all damaged materials, remove all rust, grease, dirt, etc. Prime and finish paint with an approved rust preventing paint, such as Rust-Oleum, Steel-Tech® High-Build Epoxy Mastic.
2. Entrance Doors: The galvanized hoistway doors are in relatively good condition with the exception of the door latch hardware and electrical interlocks.  
Recommendation: Replace rusting swinging door latch hardware with new stainless steel swinging door latch hardware (National Hardware #N303-131). Attach with stainless steel fasteners. Replace drip shields with new stainless steel shields. Replace door interlocks with GAL water resistant interlocks. Clean and lubricate as required. Remove rust where occurs and re-finish with ZRC - ZRC Galvillite Galvanizing Repair Compound, Rust-Oleum 7000 System <500 VOC Cold Galvanizing Compound, or equal.
3. Counterweight: The extensive corroding of the counterweight (cwt.) frame is the most serious and potentially hazardous of the elevator corrosion problem. The cwt. frame is comprised of structural members connected only by welded joints. The welds exhibit extensive corrosion to the extent that the structural integrity of the frame assembly has been compromised and is approaching structurally deficient. With continued corrosion, the cwt. frame will eventually fail. Inspections alone are not sufficient to determine the level of degradation.  
Recommendation: The complete counterweight assembly must be replaced. The new assembly should be comprised of hot-dipped galvanized structural members connected with stainless steel fasteners, including the tie rods. The filler weights shall also be hot-dipped galvanized. Include Hollister-Whitney model #376 iron slide guides with top lubricators and with seismic retainer plates. Static balance the counterweight and empty car plus 40% of rated load.
4. Car & Counterweight Guide Rails: There is extensive surface corrosion of the car and counterweight guide rail flanges (backs) and the fishplates (splice plates) & fasteners. The guide rail blades (milled running surfaces) and the webs (center) are largely spared from major corrosion due to the heavy, automatic lubrication of the rails by the car top slide guides.  
Recommendation: It is our assessment that the loss of metal due to corrosion amounts to an approximate 10% loss of actual guide rail strength. Due to the proposed seismic upgrade with new guide rail bracket installation (see seismic section below), the strength loss is acceptable and can be accommodated with shorter bracket spans. The existing rust shall be removed to clean steel (90% rust removal) with the use of manual and/or power tools. The cleaned guide rails with new seismic fishplates and fasteners (see seismic section below) shall be fully coated with SEM Products Inc., 2.8 Rust-Shield™, color "black."

We would also recommend that the Phase II engineering include a metric for a defined methodology for measurement of the guide rails and the establishment of minimum acceptable, final steel dimensional criteria for retention of the existing guide rails. Those guide rails that fail this metric, should they exist, are to be replaced in kind with new sections of guide rails. Such replacement guide rails shall be cleaned and coated as recommended for the existing retained rails, as will be defined in the Phase II engineering.

5. Guide Rail Fishplates: The guide rail fishplates (splice plates) and fasteners are excessively rusted.  
Recommendation: Due to the corrosion and the upgrade to seismic compliance, all car and counterweight guide rail fishplates and their fasteners shall be replaced with new, T-section type seismic fishplates. The new fishplate fasteners shall be A307 galvanized hex bolts and nuts. The new installed fishplates and fasteners shall be cleaned of all grease and fully coated with SEM Products Inc., 2.8 Rust-Shield™, color "black."
6. Guide Brackets: The brackets for both the car and counterweight guide rails that connect the rails to the structure located below the waterline are excessively rusted, many to the point of structural deficiency. The bracket fastening to the concrete structure vary and include some original attachments consisting of drilled and poured lead studs and many replacement attachments consisting of drilled lead inset nuts. These concrete fastenings do not meet the seismic load criteria and may be subject to failure under seismic loads.  
Recommendation: Leave existing car and counterweight brackets in place, remove rust and fully coated with

SEM Products Inc., 2.8 Rust-Shield™, color "black." Where rust cannot be removed, coat with SEM Products Inc., 6950 Rust-Mort™. Install new car and counterweight brackets comprised of hot-dipped galvanized members, fastened to the concrete structure with stainless steel Hilti KB-TZ wedge anchors. Multi-piece brackets are to be interconnected with stainless steel bolts through adjustment slots and securely pinned with stainless steel roll pins. All rail span and re-bracketing design shall show compliance with 2004, ASME A17.1 seismic requirements. Drawings and calculations shall be performed by a Structural Engineer registered in the State to perform such services. See Phase II engineering for design, fabrication and installation details and certification.

7. Hoist & Governor Ropes: The existing six (6) 1/2" diameter hoist and the one (1) 3/8" diameter governor steel wire ropes and their end connection shackles are corroded. Standard steel elevator wire ropes are very sensitive to moisture and degrade quickly when exposed to water.  
Recommend: Replace the hoist and governor ropes with new 1/2" diameter 8x19 Seale, natural fiber core, galvanized steel traction wire ropes, equal to Gustav Wolf #80-002G or Bethlehem Wire Rope Works Inc. 8x19 Seale Traction Galvanized. Note operational section regarding replacing the elevator governor. Due to galvanized wire rope not typically stocked, minimum quantity length purchase may require supplying twice the amount of rope required for the hoist and governor rope installation. The excess galvanized wire rope should be properly crated, delivered, stored and inventoried by COMB for use in a future re-roping as required. Provide new shackles, fully coated with SEM Products Inc., 2.8 Rust-Shield™, color "black." Provide stainless steel cable and clamps for anti-rotation.
8. Governor Tension Weight: The existing Hollister-Whitney #191 (12" diameter) tension weight is excessively corroded, with apparent operational degradation.  
Recommendation: Install a new Hollister-Whitney #192 (16" diameter), 0.5" diameter rope tension weight. The new tension weight assembly shall include a factory applied special epoxy (or equal) water repellent, anti-rust coating. All fasteners and hardware shall be stainless steel. Include guard.
9. Car & Counterweight Buffers: The existing car and counterweight buffers and stands are heavily corroded and likely non-functioning.  
Recommendation: Install new car and counterweight spring buffers with engineered supports (raised for car). The complete assemblies shall be hot-dipped galvanized and all fasteners & hardware shall be stainless steel. Install new hot-dipped galvanized bearing plates with stainless steel fasteners to car bolster channels per Phase II engineering. Provide two (2) buffers springs on a single, spread pattern bearing plate for the counterweight designed to accommodate a single compensation chain (see operational section). Anchor buffer supports to concrete with stainless steel Hilti KB-TZ wedge anchors, per Phase II engineering. Remove and discard existing counterweight guard.
10. Landing System Vanes: The existing Motion Control Engineering landing system vanes, support channels & fastenings below the water line are heavily corroded.  
Recommendation: Install new hot-dipped galvanized (ferrous) landing system vanes with new stainless steel channel systems, brackets & fasteners (Unistrut SS series or equal). Adjust for proper floor landing accuracy.
11. Hoistway Ladder: Most of the galvanized hoistway ladder is in good condition with some surface corrosion. The brackets and fastenings to the concrete hoistway, however, are heavily corroded and are structurally suspect.  
Recommendation: Leave existing ladder brackets in place. Remove rust where occurs and re-finish with ZRC - ZRC Galvillite Galvanizing Repair Compound, Rust-Oleum 7000 System <500 VOC Cold Galvanizing Compound, or equal. Where rust cannot be removed, coat with SEM Products Inc., 6950 Rust-Mort™. Install new hot-dipped galvanized brackets located mid-span of the existing brackets, fastened to the concrete structure with stainless steel Hilti KB-TZ wedge anchors and to the existing ladder with stainless steel bolts. See Phase II engineering for design, fabrication and installation details and certification.
12. Wire Mesh Screening: The galvanized wire mesh screening at the front of the hoistway is in good condition with some surface corrosion. The brackets and fastenings to the concrete hoistway are heavily corroded and are structurally suspect.  
Recommendation: Leave existing wire mesh screen and brackets in place. Remove rust where occurs and re-

finish with ZRC - ZRC Galvillite Galvanizing Repair Compound, Rust-Oleum 7000 System <500 VOC Cold Galvanizing Compound, or equal. Where rust cannot be removed, coat with SEM Products Inc., 6950 Rust-Mort™. Install new hot-dipped galvanized brackets located approximately 4" above each section top brackets and 4" below each section bottom brackets, fastened to the concrete structure with stainless steel Hilti KB-TZ wedge anchors. See Phase II engineering for design, fabrication and installation details and certification.

13. **Electrical Conduits:** There are original metallic conduits and utilities that exhibit considerable corrosion. There are newer PVC conduits that have heavily corroded support straps, clamps and hangers. There are locations of excessive span between conduit supports.

**Recommendation:** Remove all decommissioned (not in current use) elevator and non-elevator related electrical conduits, plumbing and utilities. Replace all corroding conduit connectors, support straps, clamps and hangers with approved PVC or stainless steel connectors, support straps, clamps and hangers (Gibson Stainless & Specialty Inc. or equal), including stainless steel fasteners and anchors. Provide additional conduit supports where vertical spans exceed 10 feet, consisting of stainless steel channel systems, brackets & fasteners (Unistrut SS series or equal).

- H. **Seismic Retrofit & Compliance:** The existing elevator does not comply with current seismic standards, having been installed several decades before the implementation of the seismic code. The facility is located in the USGS Seismic Zone 4 (as still referred to by ASME A17.1) and is near several known, active earthquake fault lines. The Santa Barbara County "2011 Multi-Jurisdictional Hazard Mitigation Plan" lists earthquake hazards as a "significant" planning consideration. The potential for damage to the elevator system during a moderate seismic event is high. Most forms of earthquake damage would render the elevator unsafe and/or unusable until repairs could be made. The duration of lack of service prior to repairs would likely be compounded by the number of other elevator systems also damaged by the quake and the limited resources of technicians and materials that can be readily deployed to make repairs. There exists a potential of personnel entrapment caused by earthquake damage to the elevator system (see discussion of limited egress above). The common types of earthquake damage to elevator systems include equipment overturning, hoist ropes leaving the sheaves, car and (especially) counterweight guide rail displacement, car and (especially) counterweight dislocation from the guide rails, and traveling cable entanglement with hoistway equipment.

1. **Equipment Anchorage:** The existing controller enclosure anchorage to the machine room floor appears deficient. **Recommendation:** Perform structural calculations to investigate the adequacy of existing anchorage and possibly add an additional anchor on each side to fill all of the provided anchor holes
2. **Hoist Rope Retainers:** The geared machine drive sheave and the deflector sheave do not have rope retainers. **Recommendation:** Install engineered compliant rope retainers with 3/16" gap to ropes onto the drive machine and the deflector sheave. See Phase II engineering for design, fabrication and installation details and certification.
3. **Car & Counterweight Guide Rail Retainers:** Guide rail retainers are structural members (typically plates) that surround the complete three milled surfaces of the guide rail, with a running clearance of 3/16". Their function is to better retain the car and counterweight guidance onto the guide rails and prevent derailment. The existing car and counterweight do not have the code required guide rail retainers. **Recommendation:** Add guide rail retainer plates to the existing car and to the new counterweight. These plates shall be hot-dipped galvanized and fastened with stainless steel fasteners. See Phase II engineering for design, fabrication and installation details and certification.
4. **Guide Rails & Brackets:** The existing guide rails as currently bracketed are deficient to withstand the seismic forces as prescribed by code (ASME A17.1-2004, Section 8.4). In a moderate seismic event, it is possible (even probable) that the guide rails may become dislodged, deformed, or separated from the structure. Such an occurrence may also cause the car and/or counterweight to become derailed. The conditions are especially severe due to the excessive corrosion of the guide rail bracketing (see corrosion section). **Recommendation:** Install reinforcement to the overhead car and counterweight guide rail bracket assemblies and install new, compliant car and counterweight guide rail brackets throughout the hoistway. The new brackets shall be hot-dipped galvanized and with stainless steel fasteners and locking roll pins (see corrosion section). See

Phase II engineering for design, fabrication and installation details and certification.

5. Guide Rail Fishplates: The existing guide rail fishplates (splice plates) do not meet the required seismic strength standards, full section modulus of the guide rails. They present weak point in the guide rail stacks where structural failure can occur in a seismic event. Seismic fishplates help transfer loading to rail sections beyond the immediate brackets for increased strength and reduced deflection. The existing fishplates and fasteners are heavily corroded, causing further weakness.  
Recommendation: Install new car and counterweight T-section seismic fishplates onto the cleaned guide rails (see corrosion section).
6. Traveling Cable Snap Guards: In the absence of snag guards, the traveling cable can swing in the hoistway during a seismic event and become entangled (snagged) onto adjacent hardware and equipment in the hoistway.  
Recommendation: Install approved snag guards to prevent traveling cable entanglement. All materials, hardware and fasteners shall be either galvanized steel or stainless steel.
- I. Operational & Safety Upgrades & Compliance: Although the elevator had been partially modernized in 2005, there are a number of elevator systems that are deficient, potentially faulty or non-compliant. Some assemblies require repair or replacement and some new assemblies should be installed to improve safety and reliability.
  1. Car Overspeed Safeties: The original Kimball overspeed safeties at the base of the elevator car are of an age and design where reliability and safety cannot be assured. The criticality of the overspeed safety system is such that unless there is complete confidence in the system, it is prudent to replace the safeties with a modern, proven system.  
Recommendation: Install a new Hollister-Whitney (H-W) model #540 Type-A, instantaneous safety set. Include the water-resistant NEMA 4 micro-switch in lieu of the standard GAL gate-type switch. Provide ample lubrication to components to prevent corrosion. Include seismic guide rail retainers. Fasten to existing car frame bolsters with a hot-dipped galvanized adapter plate, if required, and stainless steel fasteners. Due to the deep pit, install without the H-W Governor Rod Assembly kit and instead connect the governor rope loop directly to the safety actuator arm with approved shackles. Include H-W model #371 iron slide guides. See Phase II engineering for design, fabrication and installation details and certification.
  2. Overspeed Governor: The existing overspeed governor is a Hollister-Whitney model #205 (12" diameter) with an overspeed switch and 0.375" wire rope. This governor was installed during the modernization in 2005 and is in good condition.  
Recommendation: Install a new Hollister-Whitney model #201 (16" diameter) with an overspeed switch and 0.5" galvanized wire rope. The new governor is required to work with the larger galvanized wire rope and for the different pull-through force required by the new H-W #540 safeties. The new governor shall be shop calibrated for the slightly reduced coefficient of friction of the new galvanized hoist rope and for the pull-through force required by the new H-W #540 safeties. Core a new hole through the machine room floor as required for the 16" rope centers. Install the new governor to the machine room floor slab using a hot-dipped galvanized adapter plate and four (4) Hilti KB-TZ 3/8" stainless steel wedge anchors. See Phase II engineering for design, fabrication and installation details and certification.
  3. Ascending Car Overspeed and Unintended Car Movement: The elevator overspeed safeties mounted on the car only function in the down direction. A counterweighted traction elevator is actually more inclined to overspeed (run away) in the up direction due to the counterweight weighing more than the elevator car and its typical light load of one or two persons. There is also the danger of the elevator car leaving the landing with the gate and door open. The elevator code has been upgraded (ASME A17.1-2000, Section 2.19) to require an additional emergency brake to prevent ascending car overspeed and unintended car movement (ACO-UCM) for all new installations. There are five (5) elevator alteration triggers that would require the installation of this additional safety device, none of which apply to what we are recommending in this alteration.  
Recommendation: Although ACO-UCM would not be required by code, this additional safety feature may be voluntarily added. We recommend that ACO-UCM be installed for this elevator due to the more unique safety and service considerations involved. The most common means of adding ACO-UCM is to install a Hollister-Whitney



*Rope Gripper™*, rope brake. This will require adding a structural mounting frame to the exposed machine beams in the elevator machine room. It will also require additional electrical circuitry, which is available from:

- Motion Control Engineering, Inc. (the existing controller manufacturer), Rope Gripper™ Overlay
- G.A.L. Manufacturing Corp., Model FMG-1
- Electrodyn Systems Ltd., Model UMDC

See Phase II engineering for design, fabrication and installation details and certification.

4. Car Frame Design: The existing car frame design and component member sizes are structurally suspect for the rated load (capacity) of 6,000 lbs. In particular, the car frame base bolster safety channels, two (2) C5x6.7, are far lighter than typically supplied for the elevator size, type and capacity. The provision of new overspeed safeties will require certifying that the bolsters to which they are attached are sufficient for the load. Also, the existing hitch plate for the hoist rope shackles is located above the crosshead channels, with their bolts in tension, which is not allowed by code.  
Recommendation: Perform Phase II engineering to structurally analyze the existing car frame. Should any part of the car frame, such as the safety bolsters, prove deficient, engineer a solution to field correct or replace the deficient components. Provide engineering to relocate the rope hitch plate to be located beneath the crosshead channels. Certify the compliance of the redesigned car frame, as required. See Phase II engineering for design, fabrication and installation details and certification.
5. Rope Weight Compensation: Traction elevators with a total rise (travel) of 120 feet or more should include rope weight compensation to offset the imbalance in the system at the ends of the travel, due to the weight of the wire ropes. Rope weight compensation improves (assures) proper drive sheave-to-rope traction and improved the elevator control, drive stability and performance. The existing elevator does not have rope weight compensation.  
Recommendation: Install rope weight compensation in the form of a Whisperflex (or equal) encapsulated chain nominally of equal weight to the combined hoist ropes. Installation of compensation removes the requirement to have a counterweight guard in the pit; therefore, it shall be removed. Provide galvanized or stainless steel fasteners and hardware. See Phase II engineering for design, fabrication and installation details and certification.
6. Car Platform Apron: The existing elevator has a car platform apron of approximately 18" in height. The current elevator code requires an apron of 48", provided there is sufficient pit depth. The 8 foot pit depth is ample for the prescribed apron. The purpose of the 48" apron is to prevent entrapped elevator passengers from falling down the elevator hoistway if exiting a stuck, above floor level car is attempted – a common cause of elevator fatalities.  
Recommendation: Install a new, hot-dipped galvanized 14 GA steel platform apron with a 48" vertical surface and an 8" high 30 degree lower bevel, for the width of the car platform. The apron shall be diagonally braced for structural integrity. See Phase II engineering for design.
7. Door Control Equipment: The most common source of elevator malfunction is with the elevator car gate and hoistway door control equipment. When an elevator system is exposed to excessive moisture or water, the standard door control equipment becomes especially vulnerable. It is our understanding that the door control equipment of this elevator has caused elevator shutdowns.  
Recommendation: Replace all door control equipment with new water resistant models from G.A.L. Manufacturing Corp. including:
  - Model #GW Gate Switch
  - Model #WP Interlocks
  - Water Resistant Retiring CamInstall new stainless steel drip aprons over gate switch and interlocks. Install with stainless steel fasteners and hardware. Install new wiring with water-tight conduit and connectors.
8. Operating Fixtures: Another source of elevator malfunction that can be amplified by moisture are the operating fixtures, which include the hall stations, car stations, operating switches, etc. We understand that these components may also have contributed to past elevator problems. Although the existing fixtures were intended as water resistant, there are considerable differences in equipment quality available regarding water resistance. The existing push buttons and key switches are not of the highest quality in this regard.  
Recommendation: Install all new high quality water resistant fixtures, including the car operating panel, hall

stations, car top station, pit switch, etc. Key switches, push buttons and devices shall be NEMA 4/4X (IP67) certified, industrial application type (not typical elevator switches and buttons). Provide the NEMA Enclosure series by PTL Equipment: <http://www.ptlequipment.com/web-content/NEMAenclosures.html>. Install with stainless steel fasteners, hardware, and water-tight conduit & connectors. Our recommendation to add an Independent Service Operation key switch to the car operating panel (see access) would be better accomplished with a new panel.

9. Hatch Limit Switches: The existing C.J. Anderson limit switches, mounting brackets and piping located below the water line are corroded. The switch mounting may eventually fail and the operation can become faulty due to the corrosion. Either event would cause the elevator to malfunction.  
Recommendation: Replace all limit switches with new C.J. Anderson & Co., Water/Dust Resistant NEMA 4/12 limit switches with new stainless steel mounting channels, fasteners & hardware, and water-tight conduit & connectors.
  10. GFCI Service Outlets: The current elevator and electrical codes require all electrical service outlets to be ground fault circuit interrupt to prevent electrical shock. This is especially important in a wet environment.  
Recommendation: Convert all 120V service outlets in the machine room and hoistway/pit to GFCI.
  11. Crosshead Data Plate: Elevators are required by code to have a crosshead data plate with the prescribed basic elevator information. The original crosshead data plate has been removed and is presumed lost.  
Recommendation: Install a new crosshead data plate with the prescribed information. The information includes the deadweight (empty weight) of the suspended elevator car. Once the alteration work is completed, the elevator shall be weighed with a certified dynamometer and the weight added to the new data plate.
- J. Preventive Maintenance: The existing elevator service and preventive maintenance of the elevator system is substandard and in need of improvement. Current elevator code requires performance of a Maintenance Control Program (MCP) that is specific to the elevator system. A Maintenance Control Program differs considerably from a "Check Chart" or "Maintenance Log", commonly used by service companies when performing routine and periodic elevator service, repair, testing and adjustment. The spiral notebook and Fire Service Testing Record documents found onsite are insufficient and non-compliant.

The condition of the equipment, especially the very heavy corrosion which in many cases jeopardizes the structural and operational integrity of the elevator system, should never be allowed to occur and degrade the elevator to its present state. Routine maintenance, cleaning and lubricating can help prevent some of this type of degradation. For more extensive prevention and restoration, such as major cleaning, painting, coating application, replacement in kind, upgrades, etc., the maintenance contractor should present proposals to the owner on a timely, periodic basis. Such proactive notification of the need for work should occur long before the equipment exhibits the type of degradation as seen at this facility.

Recommendation: Engage a qualified elevator contractor, who is a California Certified Qualified Conveyance Company (CQCC), to perform the work outlined herein (after the completion of the Phase II engineering). This same or a different CQCC contractor shall provide monthly (not "periodic") preventive maintenance. This maintenance contractor must prepare and maintain a comprehensive and compliant Maintenance Control Program with the necessary documentation left onsite. They shall also agree to notify the owner of all necessary additional work needed to maintain the elevator system in proper working order.

- K. Phase II Engineering: See enclosed our proposal for the Phase II Engineering as outlined in this report. Much of the work proposed herein will require formal engineering, including drawings, performance specifications, equipment specifications, installation & fabrication details, calculations, structural certifications, etc. The purpose of this engineering is to pre-design the work to be performed. The engineering will help to quantify the work more clearly for the bidding contractors. Typically this will yield more accurate, price competitive bids by the contractors as it will remove much of the guesswork in their estimating process. It will alleviate the need for the contractor to prepare and submit shop drawings as the engineering will serve as the "blueprint" for the work, down to the fine detail. An exception to the foregoing will be the elevator operating fixtures, which will require detailed manufacturer shop

drawings for review, approval, manufacturing and installation.

Lead time for the Phase II Engineering will be approximately six (6) weeks from acceptance of the proposal and is subject to existing and intervening workloads.

The Phase II Engineering proposal includes a separate amount to furnish one or more additional site visits as may be requested or necessary. Such additional visits may include a bidder site walk, problem resolution, progress inspection, final inspection, punch lists, etc. Such added work will be optional and subject to availability.

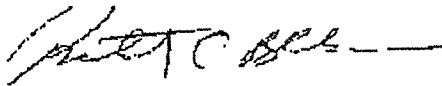
Also included with Phase II will be a list of recommended elevator contractors who might bid the necessary alteration work and perform the ongoing preventive maintenance.

**Conclusion**

From our initial observations and analysis, our conclusion is that the subject elevator is currently operating in a safety compromised condition, due to the heavy corrosion and poor condition of some of the essential components. Chief among our concerns is the condition of the elevator counterweight frame and the loss of critical welded connections between structural components.

Thank you for the opportunity to be of service. Please feel free to contact the authors if you have any questions or if we can be of additional service.

Regards,



Richard C. Blaska  
Principal Consultant  
RCB Elevator Consulting, LLC



Ronald B. Eddington  
Structural Engineer  
Eddington Engineering, Inc.



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encl.

## **Addendum to North Portal Elevator item**

The North Portal Elevator (NPE) was constructed in 1956 under the direction of the USBR. The NPE provides access to the Tecolote Tunnel and three separate valves: 1) A Thirty inch flow control valve, 2) A thirty inch gate valve and, 3) a bypass valve. The 30 inch flow control valve is the primary valve used to regulate the flow of water into the Cachuma Project conveyance system. This primary valve requires regular service pursuant to the Standing Operating Procedures of the USBR. The operation of the NPE is pivotal to providing service and maintenance of these valves. The following information provides a short history of the NPE:

- Structure of the NPE is essentially the same as originally constructed in 1956. While it cannot be stated with certainty, it appears the structural components of the NPE appear to be unchanged since construction (concrete structure of the building, shaft and car).
- Records of maintenance prior to 2000 either do not exist or in the archives.
- From 2000 to the present service and numerous repairs have been conducted primarily by Republic.
- Republic has provided contractual service of the NPE for approximately 27 years.
- It long been recognized the NPE does not meet current seismic structural standards.
- In May 2012, two COMB staff were stranded at the bottom of the shaft and had to exit the car through the ceiling and climb the stairs to the top of the shaft. This event, along with other known problems and recent failures precipitated USBR review of the NPE as part of their special inspection.
- USBR disclosed their findings verbally in December 2012, and in writing in a draft report in February 2013, a subsequent draft report in April 2013, and a final report in May of 2013. Those findings specifically noted safety concerns with the NPE.
- The NPE elevator is permitted to operate by the State of California. The current permit has expired. Republic provided communication stated in early January of 2013, the State of California's responsible agency is "short of manpower and they will send an elevator inspector as soon as possible". As of today, no known State of California inspection has occurred.
- Pursuant to a request for a comprehensive review from COMB, In February 2013, Republic accomplished the review and noted NPE equipment that needed immediate attention and provided a proposal in response.
- RCB Elevator Consulting noted, among numerous other issues, in their April 24, 2013, Phase 1 evaluation of the NPE, "extensive corroding of the counterweight frame is the most serious and potentially hazardous of the elevator corrosion problem".
- During June of 2013, based on comments in the USBR report, safety procedures were instituted for use of the NPE.
- Following the review of existing documents and various discussions, Randall Ward, during his first week as General Manager, determined he had no basis for continuing to allow COMB staff or any other individual to use the NPE.

A summary of maintenance and repair activity from 2000 – 2013 is available for review.



Mission Statement:

*"To provide a reliable source of water  
to our member agencies in an efficient and cost effective  
manner for the betterment of life in our communities."*

DATE: August 26, 2013

**General Manager Report**

First month endeavors have included meeting with each Director, each water agency manager and general manager in an effort to learn your and their thoughts regarding COMB operation and policy. Without exception, each Director has spoken with candor and is without question engaged in COMB activities. I have been impressed with each of your manager's interest in COMB and their dedication to the public interest. I have met with each COMB division manager and each COMB staff member. It would be neglectful of me not to provide the Board my perception that COMB retains a capable staff that evidences a serious interest in the importance of COMB activities to the well-being of the people residing in the water districts we serve. Additionally, I have nearly completed a tour of the project system. The ongoing process of becoming familiar with the policies of your districts and COMB issues will require your continued comments, suggestions and guidance.

- **North Portal Elevator:** Because of safety concerns, I have stopped the use of the elevator under any circumstance. At risk, due to the inability to provide maintenance and service, is a flow control valve pivotal to the operation of the project. Discussions with RCB have produced an interim solution that involves stabilizing the counter weights that are attributable to the most immediate safety issue. Based on those discussions I have contracted with RCB to engineer a short term solution that will allow use of the elevator solely for the purpose of providing maintenance to the flow control valve. RCB has provided an acceptable level of assurance this solution will allow the safe use of the elevator for limited maintenance purposes. The cost of producing the engineering design for this solution is \$ 3,850. The cost of fabricating and installing this engineered solution is unknown. I will continue to keep the Board apprised and involved as information becomes available.
- **Crossing 1, Quiota Creek Project:** The construction and bridge installation segment of this project was competitively bid. Bid packages were required to be received by August 20, 2013. Two bids were received and screened for being responsive and responsible by a staff member of the Montecito and a staff member of the Goleta Water District. Unfortunately, the low bid was determined to be unresponsive and the second bid significantly exceeded the amount available for the project. It is my intent to re-advertise the contract as soon as possible.
- **Emergency Action Plan:** The Bureau of Reclamation has provided COMB with completed copies of their recently issued "Emergency Action Plan" (EAP) for distribution to COMB member agencies and Santa Barbara County. Prior to release of the plan to COMB member agencies and the County the Bureau requires COMB to provide training on the EAPs structure and, for security purposes, a signed statement of nondisclosure. Training sessions will be conducted during September. The purpose of the plan is to provide a coordinated response to an unusual or emergency situation at one or more project facilities. The EAPs fundamental priorities are:
  1. Life Safety
  2. Incident Stabilization
  3. Preservation of Property and Environment
  4. Recovery/Restoration of Facility Operations

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Randall M. Ward', is written over the text 'Respectfully Submitted,'.

General Manager

# CACHUMA OPERATION & MAINTENANCE BOARD

## BOARD MEMORANDUM

Date:	August 26, 2013
Submitted by:	Tim Robinson and Scott Volan
Approved by:	Randy Ward

**SUBJECT:** Lake Cachuma Oak Tree Restoration Program

**SUMMARY:**

This oak tree memorandum reflects maintenance completed since the beginning of this Fiscal Year (7/1/13); tasks completed in June were included for reference (Table 1). Labor and expenses for the entire fiscal year (July 2013 - June 2014) as well as water usage will be tracked but not reported as recommended by the COMB Board ad hoc Oak Tree Program Committee. COMB staff continues to rely on the Fisheries Division seasonal employees to conduct the majority of oak tree work in the field. For the month of July, irrigation was conducted for all oaks as needed at Storke Flat as well as for the Year 5 oaks at the Bradbury Dam site. In the first half of August, the Year 1 and Year 2 oak trees at Storke Flat were irrigated as needed. Cage and road (potholing) maintenance at Storke Flat is in progress for the current month.

**Table 1:** Cachuma Oak Tree Program completed tasks since 7/1/13; June tasks were included for reference.

Oak Year Class	Completed Tasks		
	Jun 2013	Jul 2013	Aug 2013
Year 6 Oaks (2010-2011)	Cage maintenance Irrigated	Irrigated Hand weeded	Cage maintenance Road maintenance
Year 5 Oaks (2009-2010)	Irrigated	Irrigated	
Year 4 Oaks (2008-2009)	Irrigated		
Year 3 Oaks (2007-2008)	Irrigated		
Year 2 Oaks (2006-2007)	Irrigated	Irrigated*	Irrigated* Cage maintenance Road maintenance
Year 1 Oaks (2005-2006)	Irrigated	Irrigated*	Irrigated* Cage maintenance Road maintenance
*Valley oaks and trees under 4' in height			

**FINANCIAL IMPACT:**

Tracked but not included.

**LEGAL CONCURRENCE:**

N/A

**ENVIRONMENTAL COMPLIANCE:**

N/A

**COMMITTEE STATUS:**

N/A

**RECOMMENDATION:**

For Board information only.

**LIST OF EXHIBITS:**

## CACHUMA OPERATION AND MAINTENANCE BOARD

### MEMORANDUM

**DATE:** August 26, 2013  
**TO:** Randall Ward, General Manager  
**FROM:** David Baum, Engineering/Operations Division Manager  
**RE:** **ENGINEERING & OPERATIONS REPORT**

#### **Field Mapplet Software (Maintenance Management Software) Presentation by Megan Emami**

Field Mapplet is a custom made Maintenance Management System that tracks work that needs to be completed and work that has been completed.

There are four facets to COMB's Field Mapplet: Redlining, USA Dig-Alerts, structure inspection and structure rehab.

Redlining allows the operations crew to conduct field inventory of Cachuma Project facilities. Not all structures had been documented in COMB's Geographic Information Systems (GIS). During the development of Field Mapplet, and COMB's GIS, staff went through as-built drawings to conduct an inventory on what assets are in the system. With the redlining feature, any asset which may have been missed during inventory can be documented in the field. Redlining also allows field reconfigurations to be documented.

USA Dig-Alert is a service used by anyone performing excavation. This service notifies surrounding utilities of the work so they can mark their facilities. Normally, Dig-Alerts come through an e-mail with an address and information on what work is being performed. Field Mapplet takes these emails and maps the location of each Dig-Alert on an overlay with COMB's facilities.

Structure inspection is utilized for COMB's Maintenance Management. COMB must perform an inspection and exercise every valve once a year. Structure Inspection consists of a form that documents access to the facilities, whether the confined space sign and structure number are legible, who surveyed the structure on what date, the depth of the structure, if there was water in the structure, what minor repairs were made during the inspection, any additional work that is needed, and the condition of the exterior, ventilation screens, ladder rungs, access lid, and roof joints. Pictures are uploaded and attached to the form.

Structure rehab documents parts that are replaced, relocated or added to each structure. Structures contain air valves, blow offs, manholes, turnouts and meters. Each asset contains different parts and differs in potential repair work that could be needed. Developing our GIS along with Field Mapplet, the system recognizes what each asset is. The Structure Rehab form is specifically developed for the asset that is selected. Field Mapplet records when the work was started and completed and what was replaced or added during the rehab project.



Field Mapplet is able to show what work has been assigned to each staff member and keeps track of what has been completed along with what needs to be completed. Field Mapplet has been installed on two laptops which are taken into the field. The software does not need an internet connection to be able to document what is being done or read what work has been assigned for the day. At the end of each day the laptops are connected to the internet and synced to upload the information. Field Mapplet also generates reports on Redlines and USA Dig-Alerts to provide an overview on what has been accomplished. These reports can be generated and viewed on any computer with a web browser.

### **Cachuma Project Rehabilitation**

#### *Air valve replacement/relocation*

Four air valves in the Montecito Reach will be replaced and relocated above grade. Work is scheduled for this coming January when water demand is low. Project will require taking approximately six and a half miles of the South Coast Conduit (SCC) and draining approximately four and a half miles of the SCC for approximately three days. Valves and piping will be replaced at the same time. Contract Documents are scheduled to be available for competitive bidding October 1, 2013.

#### *Blow-off rehabilitation*

Five blow-offs will be rehabilitated at the same time the air valves are being replaced, to take advantage of the shutdown.

### **Operations**

To ensure reliability, the Operation and Maintenance staff performs routine maintenance on COMB's Distribution and Storage System. Staff continually works to improve the system as well as making sure any deficiencies are addressed.

### **Lake Cachuma Operations**

The total flow from Lake Cachuma into the Tecolote Tunnel for May was 2,977.7 acre-feet for an average daily flow of 96 acre-feet. The lake elevation was 726.11 feet at the beginning of the month and 724.28 feet at the end. The storage change decreased 4,175 acre-feet. 216.2 acre-feet of CCWA water was wheeled through to Cachuma Project facilities.

### **USBR**

#### *2012 USBR Special Inspection Report*

COMB received the Final 2012 USBR Special Inspection Report and, in accordance with their request, COMB has submitted a Corrective Action Plan (CAP) to USBR addressing their Category 1 recommendations.

#### *Tecolote Tunnel Inspection*

USBR and COMB walked the length of the 6.2 mile long Tecolote Tunnel last December. COMB received a DRAFT Report from USBR assessing the condition of the interior of the tunnel asked COMB to review and comment. COMB performed their review and provided comment to USBR. The final USBR report is expected in this month.

#### *Comprehensive Facility Review of Dams:*

USBR Comprehensive Facility Review (CFR) of Dams took place February 19–21, 2013. Cachuma Project CFRs are performed every six years by USBR representatives. USBR will be issuing a report (timing unknown).

*Sheffield Tunnel Inspection*

COMB, in conjunction with USBR, performed an inspection of the Sheffield Tunnel in July. The condition of the lining of the tunnel and the exterior of the conduit was evaluated. USBR will be issuing a report (timing unknown).

**Operation and Maintenance Activities**

It is the responsibility of COMB Staff to operate and maintain the Project works, and deliver and utilize Project water in compliance with the water service contract and terms of the Contract for the Transfer of the Operation and Maintenance of the Cachuma Project Works. These responsibilities are detailed in the Standing Operating Procedures (SOP) issued by USBR in 1981 and periodically revised. COMB Staff continues to perform these duties as outlined.

Every six years USBR performs a comprehensive review of all Cachuma Projects facilities and issues recommendations for work, not included in the SOP, to be performed by COMB. Typically these tasks are non-recurring. COMB has prepared a tentative schedule and is currently performing several of these tasks.

**CACHUMA OPERATION AND MAINTENANCE BOARD**  
**BOARD MEMORANDUM**

**DATE:** August 26, 2013  
**TO:** Randy Ward, General Manager  
**FROM:** Tim Robinson, Fisheries Division Manager  
**RE: MONTHLY FISHERIES DIVISION REPORT**

In compliance with the 2000 Cachuma Project Biological Opinion (BO) and as described in the 2004 Lower Santa Ynez River Fish Management Plan (FMP) and the Monitoring Program in the 2000 Revised Biological Assessment (BA), the Cachuma Project Biology Staff (CPBS) conducts routine monitoring of steelhead/rainbow trout and their habitat on the Lower Santa Ynez River (LSYR) below Bradbury Dam. The following is a list of activities carried out by CPBS since the last COMB Board meeting that has been broken out by categories.

**LSYR Steelhead Monitoring Elements**

***Thermograph Network:***

The thermograph network is deployed at the beginning of April and picked up at the end of December to record water temperatures at all designated locations within the LSYR mainstem and several tributaries. All thermographs have been deployed in the LSYR mainstem and its tributaries for the dry season. Thermographs are downloaded monthly and the results are summarized in the Annual Monitoring Report.

**Lake Profiles:**

Lake Cachuma water quality measurements (temperature, dissolved oxygen concentration and total dissolved solids) at one meter intervals from the surface to the bottom of the lake (Lake Profile) are taken once a month from April through December at the Hilton Creek Watering System (HCWS) intake barge. This is considered to be at or near the deepest point in the lake and allows for monitoring of lake stratification, water quality conditions at the intake level for the HCWS and lake-turnoff.

***Cachuma Lake Oak Tree Restoration Program:***

COMB staff, with guidance from the hired professional arborist, continues to implement the Program and have successfully conducted all management actions as required. An update of the project is provided in a separate Board memo.

**Tributary Project Updates**

***Quiota Creek Crossing 1:*** All construction funds for this project have been secured: a California Department of Fish and Wildlife (CDFW) Fisheries Restoration Grant Program (FRGP) grant for \$521,141, a California Wildlife Conservation Board (WCB) grant for \$150,000, and a COMB construction match for \$50,000. All landowners have been informed about the pending project. The re-advertising of the construction proposal is in process following the previous bidder issues discussed in the General Manager's Report.

***Quiota Creek Crossing 0:*** No further progress has been made.

***Quiota Creek Crossing 8:*** No further progress has been made.

**Rancho Salsipuedes Cattle Exclusionary Fencing and Off-Channel Watering:** The landowner is reviewing the access agreement and the project has been delayed until the fall.

**Salsipuedes Creek – Jalama Road Fish Ladder:** No further progress has been made.

**Surcharge Water Accounting**

The following table summarizes the amount of Surcharge water used to date from each of the three accounts at the end of last month (Table 1). All numbers come from Reclamation's Daily Operations Report. The start time for the use of the Surcharge Water Accounts was 5/27/11, or the last day of full surcharge. As of May 2012, all of the Fish Rearing account waters have been used and we are now using Project Yield to meet BO target flows. The amount of water used during July was 265.1 acre-feet. A WR 89-18 release began on 7/15/13 at 8:15 AM; during these releases no Fish Rearing releases are debited. Subtracted from the Project Yield total was the Adaptive Management Account (AMA) release of 35 acre-feet in October 2012 that was called for by the Adaptive Management Committee (AMC). A second AMA release was called for by the AMC and began in June of 2013; the release amounts will be reflected in next month's Fisheries Report once Reclamation determines the amount of AMA water used.

**Table 1:** Summary of the surcharge water accounting and use of Project Yield.

Accounts*	Allocation	Amount Used**	Amount Remaining
Units:	(acre-feet)	(acre-feet)	(acre-feet)
Fish Passage	3,200	0	3,200
Adaptive Management	500	35	465
Fish Rearing***	5,242	5,242	0
Project Yield		8,121	
<b>Total:</b>	<b>8,942</b>	<b>13,398</b>	<b>3,665</b>
* Originally was 9,200 and as of 2008 it is 8,942.			
** Values as of 7/31/13.			
*** This water is for meeting required target flows. This is not an official account and is what remains after subtracting the other two accounts.			

**Reporting / Outreach / Training**

**Reporting:** The 2011 Annual Monitoring Report has been submitted to Reclamation. Staff continues to work on the 2012 Annual Monitoring Report that will be sent to the Science Review Team soon.

**Outreach and Training:** Staff continues to work with Quiota Creek watershed landowners on a variety of fisheries issues. Staff attended the ESRI International Users' Conference in San Diego in July and gave two presentations entitled "Habitat/Passage Impediment Tracking of Endangered Southern Steelhead, Santa Ynez River" and "GIS Database Development for Water Utility Management".

**Consultant Activity Summary (February):**

**HDR Fisheries Design Center** (Mike Garelo) – Design work for Quiota Creek Crossings 0+1.

**Stetson Engineers** (Ali Shahroody) – Santa Ynez River hydrological analyses.

**Cardno ENTRIX** (Jean Baldrige) – BO compliance tasks and support.

**CACHUMA OPERATION AND MAINTENANCE BOARD  
METERED USE REPORT FOR JULY 2013**

LATERAL/ STATION	NAME	ACRE FEET METERED	LATERAL/ STATION	NAME	ACRE FEET METERED
<b>CARPINTERIA WATER DISTRICT</b>			<b>GOLETA WATER DISTRICT</b>		
Ortega South Flow		574.21	18+62	G. WEST	270.13
Asegra Road		(1.36)	78+00	Corona Del Mar FILTER Plant	1,044.24
Lambert Road		(9.57)	122+20	STOW RANCH	0.03
Toro Canyon		(10.60)		Bishop Ranch (Wynmark)(Water Rights)	0.00
				Raytheon (SWP) (Warren Act Contract)	0.00
				GWD SWP CREDIT (Warren Act Contract)	0.00
			<b>TOTAL</b>		<b>1,314.40</b>
			<b>MONTECITO WATER DISTRICT</b>		
			260+79	BARKER PASS	99.53
			386+65	MWD YARD	170.04
			487+07	VALLEY CLUB	16.83
			499+65	E. VALLEY-ROMERO PUMP	177.23
			599+27	TORO CANYON	10.60
			510+95	ORTEGA CONTROL	29.32
			510+95	MWD PUMP (SWD)	25.01
			526+43	ASEGRA RD	1.36
			555+80	CO. YARD	0.00
			583+00	LAMBERT RD	9.57
				MWD SWP CREDIT (Warren Act Contract)	0.00
			<b>TOTAL</b>		<b>539.48</b>
			<b>CITY OF SANTA BARBARA</b>		
			CATER	INFLOW	2,653.21
			"	SO. FLOW	(1,383.75)
			Gibraltar	PENSTOCK	(64.39)
			Sheffield	SHEF.LIFT	266.16
				STANWOOD MTR TO SCC-credit	0.00
				La Cumbre Mutual (SWP)(Warren Act)	(39.62)
			<b>TOTAL</b>		<b>1,431.61</b>
			<b>S. Y. RIVER WTR CON DIST., ID#1</b>		
				COUNTY PARK, ETC	10.25
			<b>TOTAL</b>		<b>10.25</b>
			<b>BREAKDOWN OF DELIVERIES BY TYPE:</b>		
				STATE WTR DELIVERED TO LAKE	0.00
				STATE WATER TO SOUTH COAST (including from storage)	(39.62)
				BISHOP RANCH DIVERSION	0.00
			<b>METERED DIVERSION</b>		<b>3,848.43</b>
			<b>STATE WTR CRD</b>		
					0.00
			<b>TOTAL</b>		<b>552.68</b>
<b>Note:</b>					
COMB meter reads were taken on 7/31/2013					

## 12-13 ENTITLEMENT

**CACHUMA OPERATION AND MAINTENANCE BOARD  
WATER PRODUCTION AND WATER USE REPORT  
FOR THE MONTH OF JULY 2013 AND THE WATER YEAR TO DATE**

(All in rounded Acre Feet)

				MONTH TOTAL			YTD TOTAL
<b>WATER PRODUCTION:</b>							
Cachuma Lake (Tec. Diversion)				3,471			24,118
Tecolote Tunnel Infiltration				367			1,476
Glen Anne Reservoir				0			0
Cachuma Lake (County Park)				10			57
State Water Diversion Credit				0			409
Bishop Ranch Diversion				0			100
Meter Reads				3,848			24,103
So. Coast Storage gain/(loss)				(4)			5
<b>Total Production</b>				<b>3,848</b>			<b>25,651</b>
<b>Total Deliveries</b>				<b>3,844</b>			<b>24,617</b>
Unaccounted-for				3			1,034
% Unaccounted-for				0.09%			4.03%
	<b>GWD</b>	<b>SB CITY</b>	<b>MWD</b>	<b>CVWD</b>	<b>SYRWCD</b>	<b>TOTAL</b>	
<b>WATER USE:</b>							
					<b>I.D. #1</b>		
M&I	843	1,432	469	275	10	3,029	
Agricultural	472		70	277		819	
<b>TOTAL FOR MONTH</b>	<b>1,314</b>	<b>1,432</b>	<b>539</b>	<b>553</b>	<b>10</b>	<b>3,848</b>	
Same Mo/prev. yr	1,365	876	512	487	13	3,253	
M&I Yr to date	7,055	8,566	2,989	1,497	56	20,163	
Ag. Yr to date	2,208	0	415	1,489	0	4,112	
<b>TOTAL YTD</b>	<b>9,262</b>	<b>8,566</b>	<b>3,404</b>	<b>2,987</b>	<b>56</b>	<b>24,275</b>	
<b>USAGE % YTD</b>	<b>87.3%</b>	<b>61.9%</b>	<b>80.4%</b>	<b>76.3%</b>	<b>3.8%</b>	<b>71.2%</b>	
<b>Previous Year/YTD</b>	<b>9,516</b>	<b>7,179</b>	<b>2,655</b>	<b>2,721</b>	<b>55</b>	<b>22,126</b>	
Evaporation	0	0	0	0	0	0	
Evaporation, YTD	6	123	12	12	0	153	
Entitlement	9,322	8,277	2,651	2,813	2,651	25,714	
Carryover	879	5,715	1,099	931	3	8,627	
Carryover Balances Spilled YTD	0	0	0	0	0	0	
Surplus^^	0	0	0	0	0	0	
State Water Exchange^	421	41	518	185	(1,165)	0	
Transfers/Adjustment #	0	0	(18)	0	0	(18)	
Passthrough H2O**	0	0	0	0	0	0	
<b>TOTAL AVAILABLE</b>	<b>10,622</b>	<b>14,033</b>	<b>4,250</b>	<b>3,929</b>	<b>1,489</b>	<b>34,323</b>	
<b>REMAINING BALANCE</b>	<b>1,353</b>	<b>5,344</b>	<b>834</b>	<b>930</b>	<b>1,433</b>	<b>9,895</b>	

\*\* City is operating under pass through mode declared November 2008.

State Water Deliveries for July to Lake Cachuma were: MWD 0 AF; CVWD 0 AF

GWD 0 AF (Morehart 0 AF); City of S.B. 0 AF; and LaCumbre 0 AF; (Ratheon 0 AF).

^ Per SWP Exchange Agrmt GWD received 148 AF; MWD received 197 AF;

City of SB received 0 AF; and CVWD received 65 AF from ID#1 in July 2013.

\* Adj to meter reads - MWD Valley Club - WY2013

CACHUMA OPERATION AND MAINTENANCE BOARD  
WATER STORAGE REPORT

MONTH: July 2013

GLEN ANNIE RESERVOIR

Capacity at 385' elevation:	518 Acre Feet
Capacity at sill of intake at 334' elevation:	21 Acre Feet
Stage of Reservoir Elevation	348.00 Feet
Water in Storage	94.74 Acre Feet

LAURO RESERVOIR

Capacity at 549' elevation:	600 Acre Feet
Capacity at sill of intake at 512' elevation:	84.39 Acre Feet
Stage of Reservoir Elevation	547.50 Feet
Water in Storage	560.07 Acre Feet

ORTEGA RESERVOIR

Capacity at 460' elevation:	65 Acre Feet
Capacity at outlet at elevation 440':	0 Acre Feet
Stage of Reservoir Elevation	450.20 Feet
Water in Storage	29.97 Acre Feet

CARPINTERIA RESERVOIR

Capacity at 384' elevation:	45 Acre Feet
Capacity at outlet elevation 362':	0 Acre Feet
Stage of Reservoir Elevation	374.90 Feet
Water in Storage	23.28 Acre Feet

TOTAL STORAGE IN RESERVOIRS

Change in Storage	613.31 Acre Feet
	-4.23 Acre Feet

CACHUMA RESERVOIR\*

Capacity at 750' elevation:	186,636 Acre Feet
Capacity at sill of tunnel 660' elevation:	25,668 Acre Feet

Stage of Reservoir Elevation	717.8 Feet
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Water in Storage	106,762 AF
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Area	2,025
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Evaporation	1,364.9 AF
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Inflow	319 AF
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Downstream Release WR8918	4221.0 AF
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Fish Release	423.2 AF
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Outlet	87.0 AF
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Spill/Seismic Release	0 AF
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State Project Water	0 AF
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Change in Storage	-9,245 AF
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Tecolote Diversion	3,470.6 AF
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Rainfall: Month: 0.00 Season: 0.02 Percent of Normal: 200%

**SUMMARY OF WATER USED**  
**CACHUMA PROJECT - CONTRACT #175R-1802**

Contract Year: 10/1/12 to: 9/30/13

Contract Entity: Carpinteria Valley Water District  
 Last updated by C.O.M.B. 7/31/13

Month	Approved Schedule Current Year		Carryover Previous Year	WATER USED CHARGED TO CARRYOVER BALANCES				WATER USED CHARGED TO CURRENT ENTITLEMENT		
	M & I	Agr		Evap	Acre-feet		M & I	Agr	M & I	Agr
					Div	Total				
Oct	144	172	7	316	323	147	176	0	0	
Nov	116	115	2	231	233	117	116	0	0	
Dec	29	13	1	42	43	29	13	0	0	
Jan	75	54	1	129	130	75	54	0	0	
Feb	125	87	1	202	203	119	83	6	4	
Mar	125	125	0	0	0	0	0	125	125	
Apr	210	240	0	0	0	0	0	210	240	
May	238	248	0	0	0	0	0	238	248	
Jun	160	158	0	0	0	0	0	160	158	
Jul	275	277	0	0	0	0	0	275	277	
Aug										
Sep										
Total	1,497	1,489			2,986					

Month	STORAGE WATER		CONVERSIONS		SCHEDULE AND REVISIONS		SCHEDULE AND REVISIONS	
	M & I	Agr	M & I	Agr	M & I	AG	M & I	AG
Oct	147	-147	0	0	Begin Bal	931	1,013	1,800
Nov	117	-117	0	0	ID#1 Ex+27		15	12
Dec	29	-29	0	0				
Jan	75	-75	0	0				
Feb	119	-119	0	0	ID#1 Ex+14		7	7
Mar	0	0	0	0	ID#1 Ex+23		11	12
Apr	0	0	0	0	ID#1 Ex+22		11	11
May	0	0	0	0	ID#1 Ex+34		17	17
Jun	0	0	0	0	ID#1 Ex+65		32	33
Jul	0	0	0	0				
Aug								
Sep								
Total					Total	931	1,013	1,800

Month	REMAINING BALANCES		REMAINING BALANCES	
	Total	AG	Total	AG
Oct	608	608	1028	1812
Nov	375	375	1028	1812
Dec	332	333	1028	1812
Jan	203	204	1028	1812
Feb	0	2	1022	1808
Mar	0	2	904	1690
Apr	0	2	705	1450
May	0	2	478	1213
Jun	0	2	335	1072
Jul	0	2	92	828
Aug				
Sep				
Total	608	608	1028	1812

TOTAL 931



**SUMMARY OF WATER USED**  
**CACHUMA PROJECT - CONTRACT #175R-1802**

Contract Year: 10/1/12 to: 9/30/13

Contract Entity: Goleta Water District  
 Last updated by C.O.M.B. 7/31/13

Month	Approved Schedule Current Year	Carryover Previous Year	TOTAL WATER USED		WATER USED CHARGED TO CARRYOVER BALANCES			WATER USED CHARGED TO CURRENT ENTITLEMENT				
			M & I	Agri	Evap	Div	Total	M & I	Agri	Total		
Oct	9322	879	903	353	6	873	879	632	247	275	107	382
Nov			715	256	0	0	0	0	0	715	256	971
Dec			503	55	0	0	0	0	0	503	55	558
Jan			621	35	0	0	0	0	0	621	35	656
Feb			576	64	0	0	0	0	0	576	64	640
Mar			622	152	0	0	0	0	0	622	152	774
Apr			724	197	0	0	0	0	0	724	197	921
May			735	364	0	0	0	0	0	735	364	1,099
Jun			814	260	0	0	0	0	0	814	260	1,074
Jul			843	472	0	0	0	0	0	843	472	1,315
Aug												
Sep												
Total	9322	879	7,056	2,208			9,263					

Month	STORAGE WATER		CONVERSIONS CURRENT SCHEDULE	
	M & I	Agri	M & I	Agri
Oct	4	-4	0	0
Nov	0	0	0	0
Dec	0	0	0	0
Jan	0	0	0	0
Feb	0	0	0	0
Mar	0	0	0	0
Apr	0	0	0	0
May	0	0	0	0
Jun	0	0	0	0
Jul	0	0	0	0
Aug	0	0	0	0
Sep	0	0	0	0

Month	SCHEDULES AND REVISIONS	
	M&I	AG
Begin Bal	879	251
ID#1 Ex+62	528	44
ID#1 Ex+32	26	6
ID#1 Ex+53	42	11
ID#1 Ex+48	32	16
ID#1 Ex+78	60	18
ID#1 Ex+148	95	53
Total	6,862	2,460
Total	879	9,322

Month	REMAINING BALANCES	
	M&I	AG
Oct	0	0
Nov	0	0
Dec	0	0
Jan	0	0
Feb	0	0
Mar	0	0
Apr	0	0
May	0	0
Jun	0	0
Jul	0	0
Aug	0	0
Sep	0	0
Total	6,631	2,371
Total	9,002	9,002

TOTAL 1,353

**SUMMARY OF WATER USED**  
**CACHUMA PROJECT - CONTRACT #175R-1802**

Contract Year: 10/1/12 to: 9/30/13

Contract Entity: Montecito Water District  
 Last updated by C.O.M.B. 7/31/13

Month	Approved Schedule Current Year		Carryover Previous Year	WATER USED CHARGED TO CARRYOVER BALANCES			WATER USED CHARGED TO CURRENT ENTITLEMENT		
	M & I	Agr		Total	Evap	Allocation		M & I	Agr
						M & I	Agr		
Oct	394	72	465	8	465	473	73	0	0
Nov	251	37	288	2	288	291	37	0	0
Dec	77	7	84	1	84	85	7	0	0
Jan	160	13	173	1	173	173	13	0	0
Feb	234	20	254	0	254	77	6	14	177
Mar	316	32	348	0	348	0	0	32	348
Apr	418	47	465	0	465	0	0	418	465
May	335	58	393	0	393	0	0	58	393
Jun	335	63	398	0	398	0	0	63	398
Jul	469	70	539	0	539	0	0	70	539
Aug									
Sep									
Total	2,989	418	3,407						

Month	STORAGE WATER		CONVERSIONS		CURRENT SCHEDULE		SCHEDULE AND REVISIONS	
	M & I	Agr	M & I	Agr	M & I	Agr	M & I	Agr
Oct	-73	73	0	0	1,099	0	2,386	265
Nov	-37	37	0	0			41	41
Dec	-7	7	0	0				
Jan	-13	13	0	0				
Feb	-6	6	0	0				
Mar	0	0	0	0			39	4
Apr	0	0	0	0			62	(9)
May	0	0	0	0			55	9
Jun	0	0	0	0			88	15
Jul	0	0	0	0			26	171
Aug								
Sep								
Total					1,099	0	2,386	265

Month	REMAINING BALANCES		Total
	M & I	Agr	
Oct	626	0	626
Nov	335	0	335
Dec	251	0	251
Jan	78	0	78
Feb	0	0	0
Mar	0	0	0
Apr	0	0	0
May	0	0	0
Jun	0	0	0
Jul	0	0	0
Aug	0	0	0
Sep	0	0	0
Total	626	0	626

TOTAL 832

**SUMMARY OF WATER USED**  
**CACHUMA PROJECT - CONTRACT #175R-1802**

Contract Year: 10/1/12 to: 9/30/13

Contract Entity: City of Santa Barbara  
 Last updated by C.O.M.B. 7/31/13

Approved Schedule Current Year 8277

Month

Carryover Previous Year 5715

Month	TOTAL WATER USED		WATER USE CHARGED TO CARRYOVER BALANCES				WATER USE CHARGED TO CURRENT ENTITLEMENT	
	Acre-feet	Agr	Evap	Allocation		Agr	Agr	
				M & I	Total			M & I
Oct	991	0	41	991	1,033	0	0	
Nov	479	0	17	479	496	0	0	
Dec	392	0	8	392	400	0	0	
Jan	725	0	9	725	734	0	0	
Feb	876	0	12	876	888	0	0	
Mar	753	0	14	753	767	0	0	
Apr	777	0	14	777	791	0	0	
May	905	0	8	905	606	0	307	
Jun	1,236	0	0	0	0	0	1,236	
Jul	1,432	0	0	0	0	0	1,432	
Aug	0	0	0	0	0	0	0	
Sep	0	0	0	0	0	0	0	
Total	8,566	0	8,566					

Approved Schedule Current Year 8277

Carryover Previous Year 5715

**CONVERSIONS CURRENT SCHEDULE**

Month	M & I	Agr
Oct	0	0
Nov	0	0
Dec	0	0
Jan	0	0
Feb	0	0
Mar	0	0
Apr	0	0
May	0	0
Jun	0	0
Jul	0	0
Aug	0	0
Sep	0	0

**SCHEDULE AND REVISIONS**

Month	M & I	Agr
Begin Bal	5,715	5,715
ID#1 Ex+41	41	41
ID#1 Ex+0 = see CCWA report	0	0
ID#1 Ex+0 = see CCWA report	0	0
ID#1 Ex+0 = see CCWA report	0	0
ID#1 Ex+0 = see CCWA report	0	0
ID#1 Ex+0 = see CCWA report	0	0
Total	8,277	8,277

**REMAINING BALANCES**

Month	M & I	Agr
Oct	4682	0
Nov	4186	0
Dec	3786	0
Jan	3052	0
Feb	2165	0
Mar	1398	0
Apr	606	0
May	0	0
Jun	0	0
Jul	0	0
Aug	0	0
Sep	0	0
Total	8,318	8,318

TOTAL 5,343



**SUMMARY OF WATER USED**  
**CACHUMA PROJECT - CONTRACT #75R-1802**

Contract Year: 10/1/12 to: 9/30/13

Contract Entity: Santa Barbara Co. Water Agency  
 Last updated by C.O.M.B. 7/31/13

Month	Approved Schedule Current Year	Carryover Previous Year	TOTAL WATER USED			WATER USED CHARGED TO CARRYOVER BALANCES			WATER USED CHARGED TO CURRENT ENTITLEMENT					
			Use %	Acre-feet M & I	Agr	Total	Evap	Div	Acre-feet Total	Allocation M & I	Agr	Total		
Oct	25714	8627	9.01%	2,436	596	3,032	63	2,648	2,711	2,215	486	276	107	383
Nov			5.81%	1,565	408	1,973	22	998	1,020	866	153	719	256	975
Dec			3.18%	1,007	75	1,082	9	518	527	507	20	509	55	564
Jan			4.94%	1,584	102	1,686	10	1,027	1,037	969	67	624	35	659
Feb			5.82%	1,814	171	1,985	13	1,155	1,168	1,078	89	748	82	830
Mar			6.24%	1,819	309	2,128	14	753	767	767	0	1,066	309	1,375
Apr			7.67%	2,133	484	2,617	14	777	791	791	0	1,356	484	1,840
May			8.45%	2,222	670	2,892	8	598	606	606	0	1,624	670	2,294
Jun			8.84%	2,555	481	3,036	0	0	0	0	0	2,555	481	3,037
Jul			11.20%	3,029	819	3,848	0	0	0	0	0	3,029	819	3,848
Aug				0	0									
Sep				0	0									
Total	25714	8627		20,165	4,115	24,279								

**CONVERSIONS**

STORAGE WATER		CURRENT SCHEDULE		SCHEDULE AND REVISIONS		Total
M & I	Agr	M & I	Agr	M & I	Agr	Total
81	-81	0	0	0	1	6,313
80	-80	0	0	0	0	(1)
22	-22	0	0	0	0	0
62	-62	0	0	0	0	0
113	-113	0	0	0	0	0
0	0	0	0	0	0	0
0	0	0	0	30	0	(30)
0	0	0	0	21	0	(38)
0	0	0	0	33	0	(33)
0	0	0	0	101	0	(101)
0	0	0	0	45	0	(45)
0	0	0	0	0	0	0
0	0	0	0	0	0	0
Begin Bal		8,627	7,442	1,185	19,401	25,714

**COUNTY PARKS**

Month	A.F. Used		REMAINING BALANCES		Total
	M & I	Agr	M & I	Agr	Total
Oct	4.37	5916	5308	608	25331
Nov	3.90	4896	4522	375	24356
Dec	5.93	4369	4037	333	5894
Jan	2.98	3332	3130	204	23792
Feb	2.75	2165	2165	2	5859
Mar	2.88	1398	1398	2	5777
Apr	4.43	606	607	2	16526
May	9.16	0	1	2	15490
Jun	10.30	0	1	2	14154
Jul	10.25	0	1	2	12563
Aug		0	1	2	10109
Sep		0	1	2	7125

TOTAL 9,892

**COMB STATE WATER PROJECT ACCOUNTING - SOUTH COAST ONLY (Does not include SYRWCD, ID#1 or exchange water)**

MONTH	DELVRD TO LAKE	CVWD		Transf to MW	MWD		Evap/Spill	S.B.		GWD		LCMWC		RSYS		MLC		
		Delvd to Lake	Delvd Stored		Delvd to Lake	Delvd Stored		Delvd to Lake	Delvd Stored	Delvd to Lake	Delvd Stored	Delvd to Lake	Delvd Stored	Delvd to Lake	Delvd Stored	Delvd to Lake	Delvd Stored	
2012																		
Bal. Frwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
January	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
February	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
March	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
April	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
May	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
June	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
July	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
August	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
September	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
October	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
November	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
December	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	383	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**COMB STATE WATER PROJECT ACCOUNTING - SOUTH COAST ONLY (Does not include SYRWCD, ID#1 or exchange water)**

MONTH	DELVRD TO LAKE	CVWD		Transf to MW	MWD		Evap/Spill	S.B.		GWD		LCMWC		RSYS		MLC		
		Delvd to Lake	Delvd Stored		Delvd to Lake	Delvd Stored		Delvd to Lake	Delvd Stored	Delvd to Lake	Delvd Stored	Delvd to Lake	Delvd Stored	Delvd to Lake	Delvd Stored			
2013																		
Bal. Frwd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
January	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
February	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
March	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
April	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
May	216	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
June	217	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
July	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
August	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
September	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
October	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
November	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
December	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	488	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

UNITED STATES DEPARTMENT OF THE INTERIOR  
 U.S. BUREAU OF RECLAMATION-CACHUMA PROJECT-CALIFORNIA

AUGUST 2013

LAKE CACHUMA DAILY OPERATIONS

RUN DATE: August 21, 2013

DAY	ELEV	STORAGE		COMPUTED* INFLOW AF.	CCWA INFLOW AF.	PRECIP ON RES. SURF. AF.	RELEASE - AF.				EVAP AF.	PRECIP INCH	PRECIP INCHES	
		IN LAKE	CHANGE				TUNNEL	HILTON CREEK	OUTLET	SPILLWAY				
1	717.80	106,762												
2	717.63	106,419	-343	-23.7	0.0	.0	84.1	15.2	184.0	.0	36.0	.264	.00	
3	717.48	106,116	-303	15.3	0.0	.0	111.1	15.3	151.0	.0	40.9	.300	.00	
4	717.33	105,813	-303	6.3	0.0	.0	105.3	15.2	148.0	.0	40.8	.300	.00	
5	717.18	105,510	-303	-2.6	0.0	.0	103.5	15.2	148.0	.0	33.7	.248	.00	
6	717.05	105,248	-262	25.3	0.0	.0	85.4	15.3	147.0	.0	39.6	.292	.00	
7	716.90	104,947	-301	4.4	0.0	.0	103.5	15.2	148.0	.0	38.7	.286	.00	
8	716.75	104,648	-299	14.2	0.0	.0	110.5	15.2	147.0	.0	40.5	.300	.00	
9	716.61	104,369	-279	21.9	0.0	.0	126.2	15.2	127.0	.0	32.5	.241	.00	
10	716.46	104,069	-300	14.8	0.0	.0	132.3	15.1	127.0	.0	40.4	.300	.00	
11	716.33	103,810	-259	18.1	21.7	.0	122.2	15.1	124.7	.0	36.8	.274	.00	
12	716.21	103,570	-240	-2.6	29.3	.0	93.3	15.1	124.3	.0	34.0	.253	.00	
13	716.10	103,351	-219	14.8	29.4	.0	88.4	15.1	124.4	.0	35.3	.263	.00	
14	715.99	103,131	-220	23.0	29.4	.0	112.1	15.1	108.4	.0	36.8	.275	.00	
15	715.88	102,914	-217	9.8	29.3	.0	110.8	15.1	90.3	.0	39.9	.298	.00	
16	715.78	102,717	-197	35.9	29.3	.0	112.1	15.0	92.3	.0	42.8	.320	.00	
17	715.67	102,500	-217	31.8	29.4	.0	116.4	15.1	102.5	.0	44.2	.331	.00	
18	715.55	102,264	-236	8.6	29.4	.0	111.8	15.0	104.4	.0	42.8	.321	.00	
19	715.44	102,047	-217	50.2	29.5	.0	111.1	15.0	131.5	.0	39.1	.294	.00	
20	715.32	101,810	-237	11.3	29.6	.0	90.1	15.0	135.5	.0	37.3	.281	.00	
21	715.19	101,554	-256	6.1	29.5	.0	105.0	15.0	134.6	.0	37.0	.279	.00	
21	715.05	101,278	-276	6.0	29.5	.0	124.6	15.0	135.5	.0	36.4	.275	.00	
<b>TOTAL (AF)</b>			-5,484	288.9	345.3	.0	2,259.8	317.5	2,735.4	.0	805.5	5.995	.00	
<b>(AVG)</b>		103,718												

COMMENTS:

\* COMPUTED INFLOW IS THE SUM OF CHANGE IN STORAGE, RELEASES, AND EVAPORATION MINUS PRECIP ON THE RESERVOIR SURFACE AND CCWA INFLOW.

DATA BASED ON 24-HOUR PERIOD ENDING 0800.

INDICATED OUTLETS RELEASE INCLUDE ANY LEAKAGE AROUND GATES.