



Inland Empire Brine Line Agua Mansa Lateral

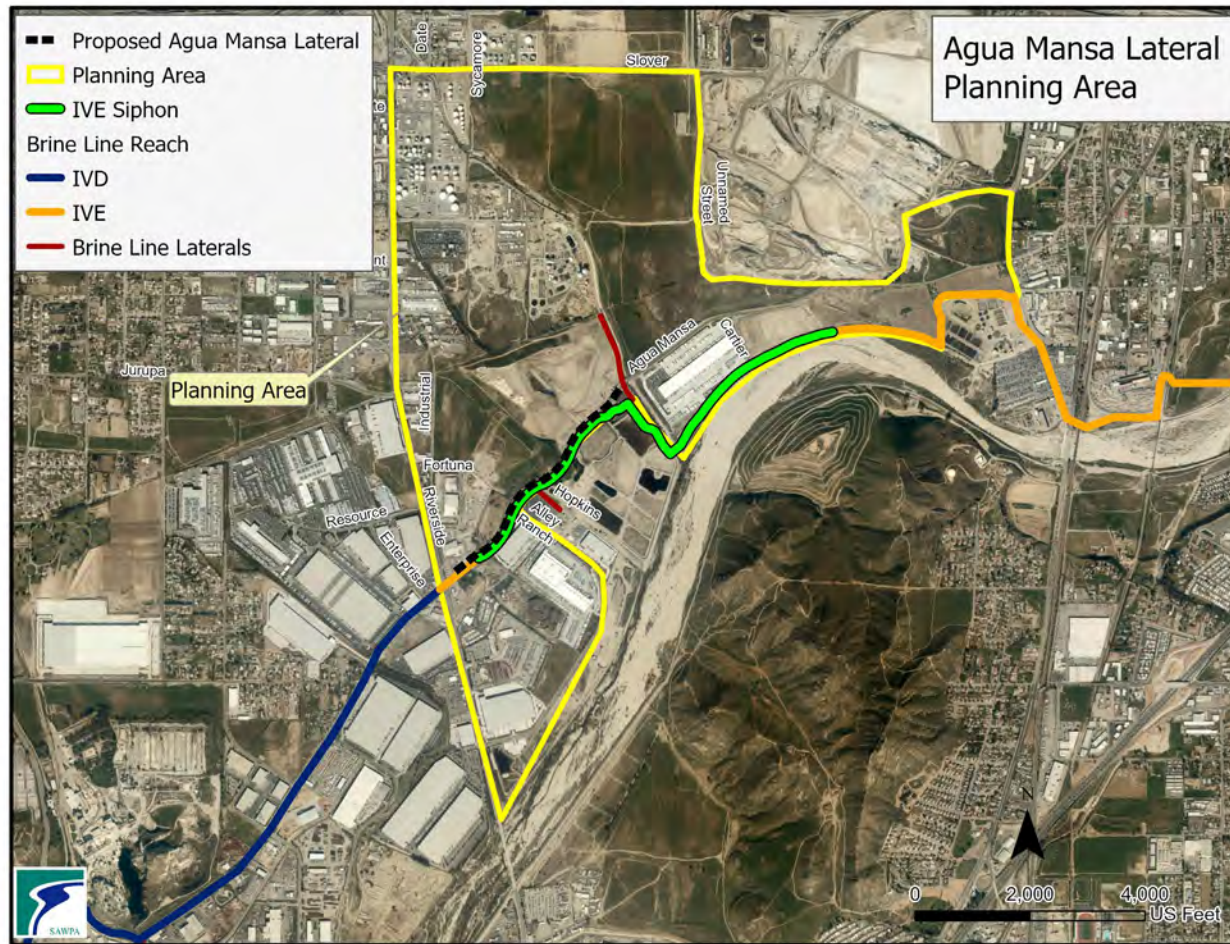
David Ruhl, Executive Manager of Engineering and Operations
Project Agreement 24 Committee
August 1, 2023| Item No. 7.A

Agua Mansa Lateral

Recommendation:

That the PA 24 Committee authorize the GM to award a contract for public works construction to the lowest, responsive, responsible bidder, Genesis Construction, for the Agua Mansa Lateral Project, in an amount not to exceed \$2,207,290 (Schedule A).

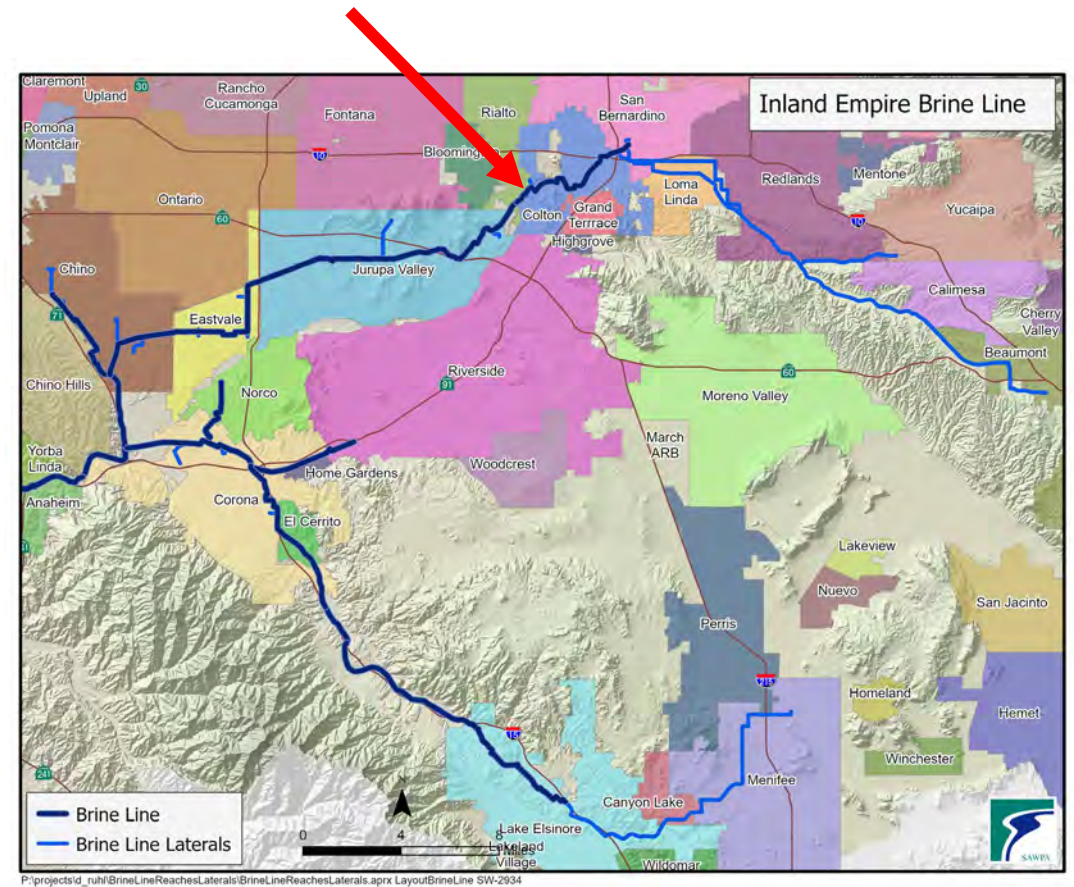
Agua Mansa Lateral - Benefits



- Opportunity for future dischargers to connect to the Brine Line
- Operational flexibility
- Increased reliability
- Avoided maintenance costs
- Removes connection from long siphon

Cost Share Agreement

- SAWPA own and operate new lateral
- Cost Share
 - RBF 82.0% Construction N/A Design
 - SAWPA 4.5% Construction 25% Design
 - Valley 13.5% Construction 75% Design
- SAWPA prepare plans and specifications
 - `4,550 linear feet, (8" and 12" pipeline)



- RBF pay their cost share in 5 installments
- RBF to pay 3% interest on unpaid balance
- RBF parent company (Anaergia) provide payment Guaranty
- SAWPA distribute future connection fees (SAWPA 25% / Valley 75%)

Summary of Bids

- Received bids on June 14, 2023
- Seven (7) bids received as follows:

Bidder	8-inch Bid Amount	12-inch Bid Amount
• Genesis Const.	\$1,879,174	\$2,207,290
• Weka Inc.	\$2,215,375	\$2,481,331
• Ferreira	\$2,086,060	\$2,518,365
• Chi Const.	\$2,670,890	\$2,996,750
• TE Roberts Inc.	\$2,435,188	\$3,049,480
• Teichert Energy	\$3,124,651	\$3,350,750
• Lucas Builders	\$3,777,422	\$4,085,450
• Estimate of Construction Cost		
▪ 8-inch Lateral		\$2,013,000
▪ 12-inch Lateral		\$2,167,000

Bid Analysis and Recommended Award

Bid Analysis

- Bids reviewed for compliance with the Bid Documents
- Qualified to perform work
- References Contacted
- Genesis submitted the lowest, responsive, responsible bid (award recommended)

Recommend 12 – inch lateral (Schedule A)

- Competitive price
- Difference in price between 12-inch and 8-inch lateral is \$328,715
- Difference in cost to SAWPA between 12-inch and 8-inch lateral is \$82,029
- Larger size pipe provides greater capacity for future growth, maintenance activities and by-pass capabilities

Budget and Cost Summary

- Costs based on design costs and construction bid amount
- SAWPA and Valley costs include design and bidding costs
- RBF would not pay any additional construction costs for upsizing to 12-inch lateral
- Final cost summary based on actual design and construction costs
- Design and construction costs paid from Brine Line Reserves (Pipeline Replacement and Investment Reserve)
- Cost share payments returned to Brine Line Reserves
- Estimated annual O&M costs \$11,000/year



Lateral Size	SAWPA Costs (4.5%)*	Valley Costs (13.5%)*	RBF Costs (82%)	Total Costs
8"	\$142,258	\$426,773	\$1,605,703	\$2.175M
12"	\$224,287	\$672,860	\$1,605,703**	\$2.503M

*Also includes design and bidding costs

** RBF would not pay any additional construction costs for upsizing to a 12-inch lateral.

Agua Mansa Lateral

Recommendation:

That the PA 24 Committee authorize the GM to award a contract for public works construction to the lowest, responsive, responsible bidder, Genesis Construction, for the Agua Mansa Lateral Project, in an amount not to exceed \$2,207,290 (Schedule A).

Questions?



Inland Empire Brine Line Reach IV-D Rehabilitation Work Plan

David Ruhl, Executive Manager of Engineering and Operations
Project Agreement 24 Committee
August 1, 2023 | Item No. 7.B

Reach IV-D Rehabilitation Work Plan

Recommendation:

That the PA 24 Committee direct staff to issue an RFP for Engineering Services for the Reach IV-D Rehabilitation Work Plan Mid-term Recommendations.

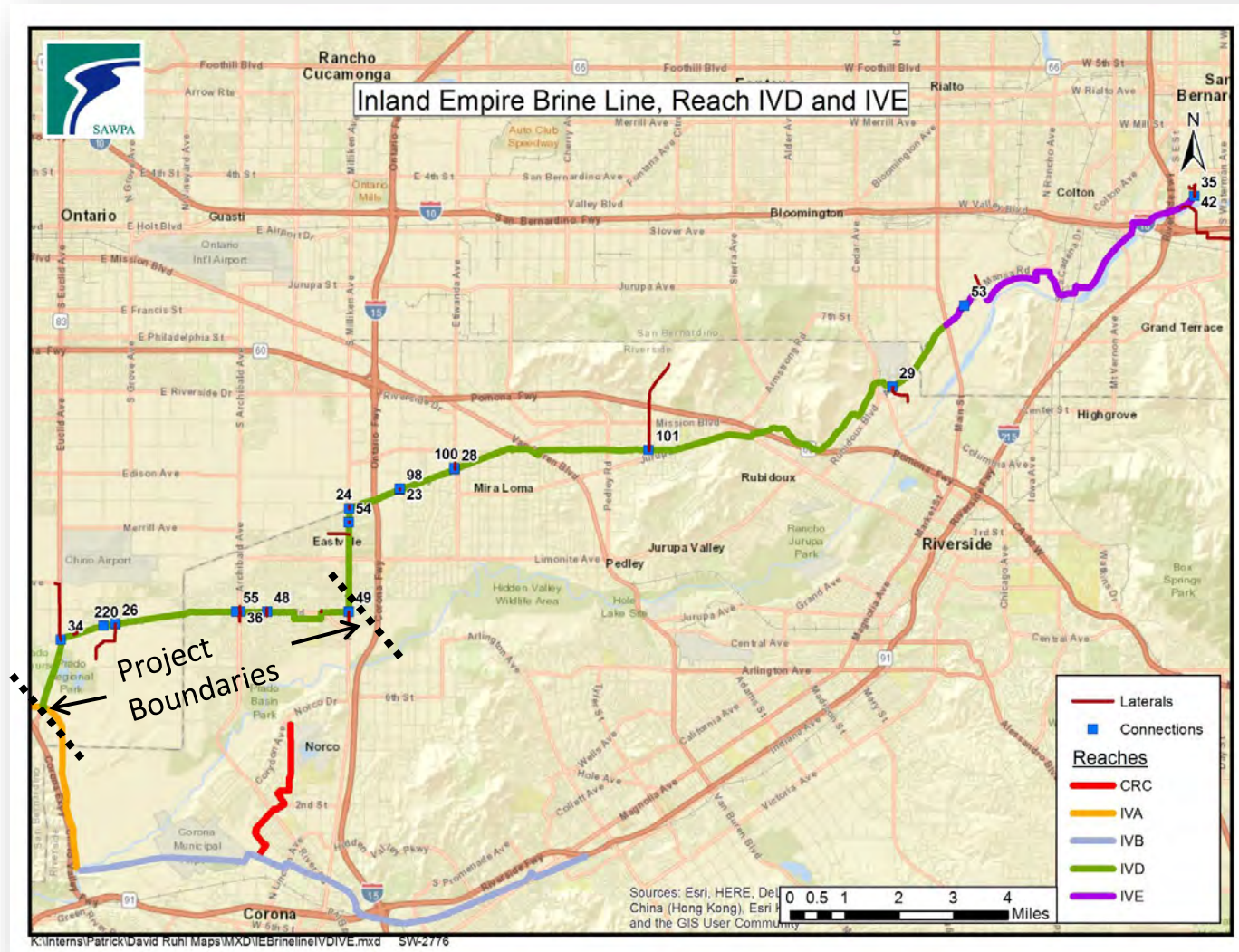
Brine Line Reach IV-D Pipeline Corrosion

Reach 4D

- 21 Miles
- Built in mid 1990s
- Pipe size 36" – 48"
- Ave. Flow 5.5 MGD

Project Boundaries

- 7 Miles
- 42" RCP with 270 degree T-Lock
- Within Cities of Chino and Eastvale



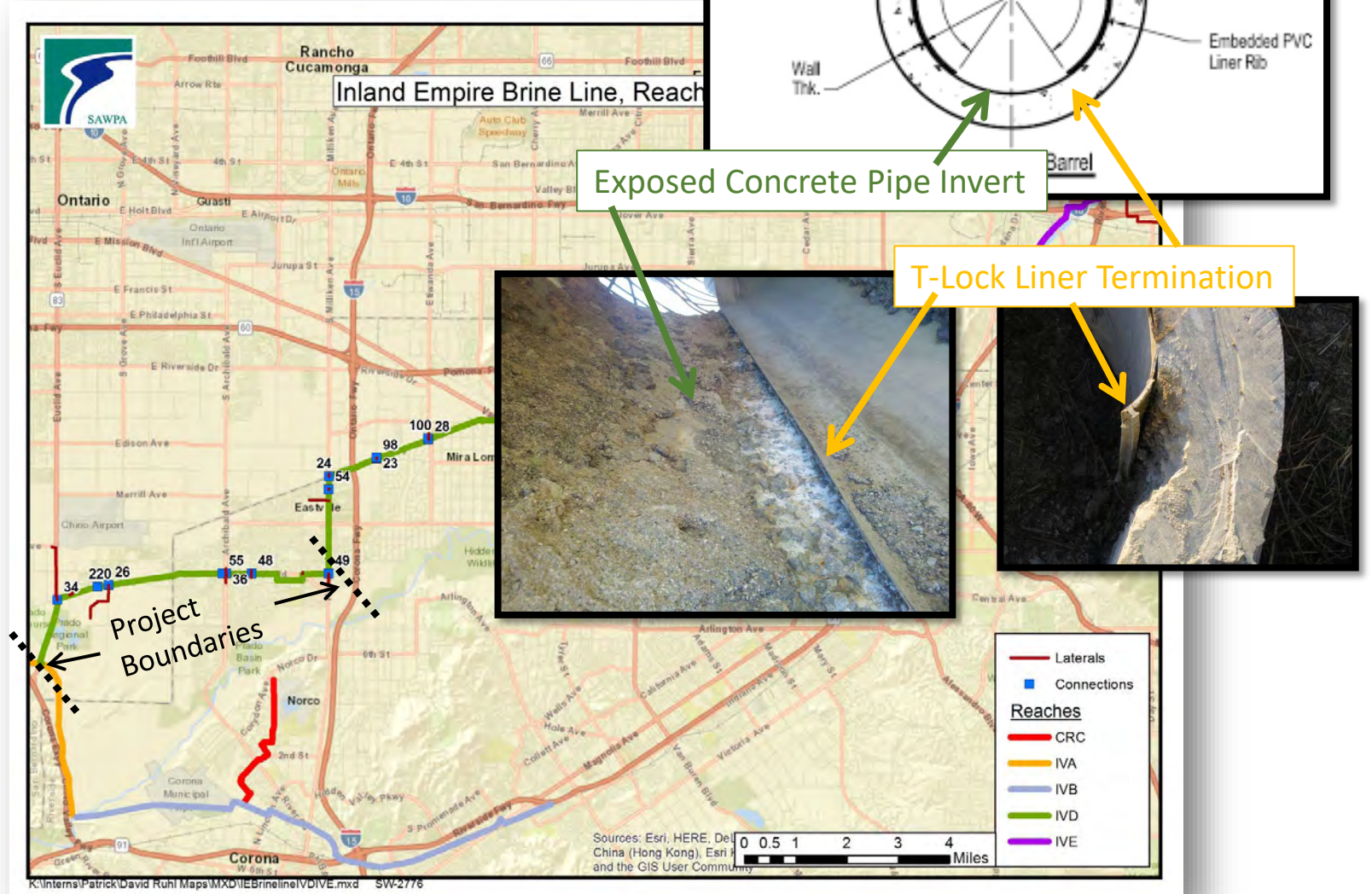
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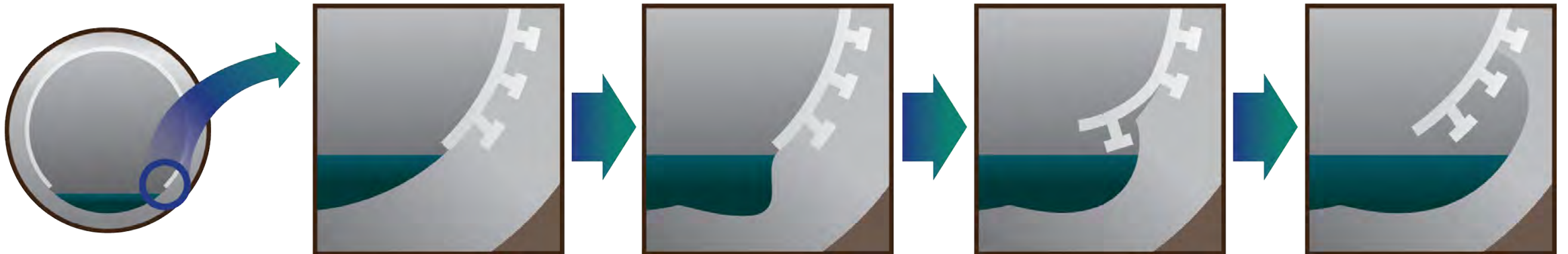
Project Boundaries

- 7 Miles
- 42" RCP with 270 degree T-Lock
- Within Cities of Chino and Eastvale



Flow conditions were different in 1990

- When first installed, low flow level exposed unlined concrete to sulfuric acid causing corrosion at the interface of lined and unlined concrete.



Work Plan - Investigation Results

Concrete behind the T-Lock liner

- Concrete is in good condition and well protected from the corrosive environment

Concrete below the liner termination

- Concrete Deterioration 1/2" – 1"
- At least 1" of concrete cover over the steel reinforcement



Work Plan - Remaining Useful Life

Based on a combination of man-entry and CCTV inspection results, the 42-inch pipe has an estimated predicated remaining useful life of 6 - 11 years.

However:

- Rate of deterioration is unknown.
- Available data is from one point in time.
- Useful to compare existing data with data from a future inspection to characterize rate of deterioration and further refine remaining useful life at the five-year mark.



Work Plan Recommendations

Near-Term (2019 complete):

- Man-entry inspections at 2 locations

Mid-Term (2024):

- Clean and CCTV inspection of entire 7 miles of pipe.
- Man-entry physical testing at the same seven (7) locations
- Re-assess remaining useful life

Long-Term (2029 to 2039):

- Rehabilitate pipeline, if required, (depending on results of Mid-Term Inspections)

Schedule

RFP Process

- PA 24 Committee direct staff to release RFP August 1, 2023
- Pre-proposal meeting August 10, 2023
- Receive proposals August 30, 2023
- Conduct interviews September 7, 2023
- Select consultant and recommend award
to PA 24 Committee October 3, 2023

Reach IV-D Rehabilitation Work Plan

Recommendation:

That the PA 24 Committee direct staff to issue an RFP for Engineering Services for the Reach IV-D Rehabilitation Work Plan Mid-term Recommendations.

QUESTIONS?



California Air Resource Board Advanced Clean Fleets (ACF) Regulations.

Item No. 7.C

PA 24 Committee

Presented by Daniel Vasquez, Manager of Operations

August 1, 2023

Informational report on CARB's ACF Regulation

- Recommendation to PA24
 - Receive and file informational report.

Background

- Governor's Executive Order N-79-20 was signed on September 23, 2020
 - 100% of new passenger vehicles and trucks purchased will be Zero-Emission Electric Vehicles (ZEV) by 2035 and 100% of medium/heavy duty trucks purchased will be ZEV by 2045.
- California Air Resource Board (CARB) adopted a rule on April 28 to enforce various sets of rules for different kinds of government fleets called the Advanced Clean Fleet (ACF) regulation.

SAWPA Compliance with ACF Regulation

- Beginning in 2027, small government agencies (10 or fewer vehicles) will be required by California Air Resources Board (CARB) to ensure 100% of all new vehicle fleet purchases are zero-emission electric vehicles (ZEV)
- Alternatively, SAWPA could elect to follow the ZEV Fleet Milestones option as outlined in the next table.

ZEV Fleet Milestones by Milestone Group and Year

Table 1: ZEV Fleet Milestones by Milestone Group and Year

Percentage of vehicles that must be zero-emission	10%	25%	50%	75%	100%
Milestone Group 1: Box trucks, vans, buses with two axles, yard tractors, light-duty package delivery vehicles	2025	2028	2031	2033	2035 and beyond
Milestone Group 2: Work trucks, day cab tractors, buses with three axles	2027	2030	2033	2036	2039 and beyond
Milestone Group 3: Sleeper cab tractors and specialty vehicles	2030	2033	2036	2039	2042 and beyond

Exemptions

- If a ZEV equivalent is not available for State and Local Government Fleets, there is an exemption to purchase an internal combustion engine vehicle instead.
- Exemption cases will be posted on CARB's website. Additionally, an agency may apply for a fleet-specific exemption to be approved by CARB.

Current Fleet Vehicles

Make/Model	Year	Mileage
Ford F250 4x4	2017	74,155
Ford F350 4x4	2019	24,269
Ford F550 4x4	2014	80,576
GMC Sierra 2500 4x4	2013	92,548
Ford Escape	2011	80,003
Nissan NV2500	2018	31,792

Next steps

- Replacing existing vehicles with ZEV equivalents may significantly limit SAWPA operational capabilities with respect to vehicle utility, operability range, and supporting infrastructure.
- In addition, SAWPA staff will research solutions and present to PA24 a work plan to comply with the new rule while preventing loss of operational capabilities by SAWPA.



Any Questions?