

BOARD OF DIRECTORS MEETING

MINUTES

REGULAR MEETING

Thursday, July 16th, 2020

2:00 PM

(Paragraph numbers coincide with agenda item numbers)

1. CALL TO ORDER

The regular meeting of the Delta Conveyance Design and Construction Authority (DCA) Board of Directors was called to order remotely - Conference Access Information: Phone Number: 1 (916) 262-7278 Access Code: 1491992105# <https://meetings.ringcentral.com/j/1491992105>

2. ROLL CALL

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

DCA staff members in attendance were Kathryn Mallon, Joshua Nelson, Nazli Parvizi, Andrew Finney, Steve Dubnewych, and Katano Kasaine. DWR staff members in attendance included Carrie Buckman.

3. PLEDGE OF ALLEGIANCE

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

4. PUBLIC COMMENT

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

No public comment request were received for non-agendized items.

President Estremera closed Public Comment.

5. APPROVAL OF MINUTES: June 18, 2020 Regular Board Meeting

Recommendation: Approve the June 18, 2020 Regular Board Meeting Minutes

Move to Approve Minutes from June 18, 2020 as Amended: Blois

Second: Atwater

Yeas: Estremera, Palmer, Blois, Atwater

Nays: None

Abstains: None

Recusals: None

Absent: None

Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as MO 20-07-01).

6. CONSENT CALENDAR

a. DCA Investment Policy

Recommendation: Pass Resolution Adopting DCA Investment Policy

Ms. Kasaine presented on the Investment Policy noting there were minor changes to align with any changes from the California Government Code and other applicable law.

Move to Pass Resolution Adopting DCA Investment Policy

as Noted: Atwater

Second: Palmer

Yeas: Estremera, Atwater, Palmer, Blois

Nays: None

Abstains: None

Recusals: None

Absent: None

Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as Resolution 20-06).

7. DISCUSSION ITEMS:

a. Biennial Board of Directors Officer Appointments and Resolution Updating the Bylaws Regarding Officer Terms

Recommendation: Pass Resolution Updating the Bylaws Regarding Officer Terms and Appoint Officers by Motion

Mr. Nelson spoke to the Joint Powers Agreement (JPA) clarifying the office of the President and Vice President serve for a 2-year term and those offices are rotated among the member agencies. Based on the current rotation, Metropolitan Water Agency is up next for President which would be Richard Atwater and the Vice President being Kern County Water Agency. In light of Kern County Water Agency not currently being a member of the DCA, we need to fill the Vice President position. Staff is recommending to amend the bylaws to clarify that if for some reason one of the Agency's has not joined the DCA, that seat would be filled by a unanimous vote of the Board and filled until/unless that member agency joins the DCA. They could have the option to have their appointee serve the remainder of the term. Staff also recommended that the years be updated in the bylaws by switching to fiscal years to stay consistent with other DCA processes.

Ms. Palmer commented that if a member agency joins the DCA late, they shouldn't get to pick which seat on the Board that they will reside in for the remainder of the term. Ms. Palmer suggested striking the last sentence in the bylaws regarding this which Mr. Nelson confirms can be done.

Move to Pass Resolution Updating the Bylaws Regarding Officer Terms

as Noted: Palmer

Second: Atwater

Yeas: Estremera, Atwater, Palmer, Blois

Nays: None
 Abstains: None
 Recusals: None
 Absent: None
 Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as Resolution 20-07).

Transitioning into to the role of President, Mr. Atwater thanked Mr. Estremera for his great work serving as President. Ms. Mallon recognized Mr. Estremera for his great leadership and vision, and the support he has provided to the DCA. Ms. Palmer spoke to the amount that she has been able to learn from Mr. Estremera. Mr. Blois thanked Mr. Estremera for his service. Mr. Estremera said he looks forward to another productive year with Mr. Atwater providing tremendous leadership.

Move to Appoint Vice President to Sarah Palmer

as Noted: Blois
 Second: Estremera
 Yeas: Atwater, Blois, Estremera, Palmer
 Nays: None
 Abstains: None
 Recusals: None
 Absent: None
 Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as MO 20-07-02).

Move to Appoint Secretary to Steve Blois

as Noted: Palmer
 Second: Atwater
 Yeas: Atwater, Blois, Estremera, Palmer
 Nays: None
 Abstains: None
 Recusals: None
 Absent: None
 Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as MO 20-07-03).

Move to Appoint Treasurer to Tony Estremera

as Noted: Palmer
 Second: Atwater
 Yeas: Atwater, Blois, Estremera, Palmer
 Nays: None
 Abstains: None
 Recusals: None
 Absent: None
 Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as MO 20-07-04).

Mr. Nelson noted that the JPA requires the treasurer be a treasurer from a member agency or a certified public accountant. Ms. Kasaine or someone that meets the requirements would need to be appointed.

Move to Reconsider the Appointment of Treasurer

as Noted: Palmer
 Second: Blois
 Yeas: Atwater, Blois, Estremera, Palmer
 Nays: None
 Abstains: None
 Recusals: None
 Absent: None
 Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as MO 20-07-05).

Move to Appoint Treasurer to Katano Kasaine of Metropolitan Water District of Southern California

as Noted: Palmer
 Second: Estremera
 Yeas: Atwater, Blois, Estremera, Palmer
 Nays: None
 Abstains: None
 Recusals: None
 Absent: None
 Summary: 4 Yeas; 0 Nays; 0 Abstains; 0 Absent. (Motion passed as MO 20-07-06).

b. July DCA Monthly Report

Ms. Mallon gave a brief overview of the July report indicating that we have an expected estimate of completion at approximately 36.5M. Over the next two to three months, the DCA will be closing out contracts from the previous fiscal year. Next months report will represent the new fiscal year with the new budget. Ms. Mallon referenced a funding question asked at the previous Board meeting, and said the cost of the DCA project is beneficiary paid and the public water agencies (PWA’s) have been working with DWR to develop a cost allocation methodology for the program. These efforts are close to being finalized and the PWA’s will be bringing the terms of this agreement to their Board’s in the fall. The expectation is that they will simultaneously seek approval for continued funding for the planning and environmental review process. In the meantime, DWR is temporarily supporting the cost of the program.

Ms. Osha Meserve, Local Agencies of the North Delta, requested to see the amount that DWR will be contributing to fund the DCA on the next fiscal year budget.

c. Field Work Activities for Fiscal Year 2020-2021

Ms. Mallon emphasized how invaluable the Geotech work is to the DCA, DWR’s environmental planning team, and the Delta community members who have frequently asked questions regarding potential project affects but could not be addressed due to limited Geotech data. With the appropriate state and federal authorization, the DCA will be able to proceed with their work.

Mr. Finney presented on the geotechnical plan for the next fiscal year. The DCA’s goal this year is to supplement existing DWR database and address gaps in historical data, refine additional data on the DCP alignments, and evaluate satellite-based tools to monitor regional subsidence. Mr.

Finney discussed the many reasons this Geotech work is important to the DCA including the lack of data currently available for the eastern alignment. Additionally, the DCA wants to explore conditions on the land slide of the intake locations due to the large effects those have on operations. The DCA would like to validate geophysical methods for possible reuse. Various issues have been raised that the supplementary information could address such as validating site dewatering methods and their impacts on local wells and levees. Mr. Finney referenced a map that indicated the historical data gaps, specifically in the north Delta, eastern alignment, and to the north of Clifton Court. There are also gaps at the intakes and the southern forebay site location. A significant amount of existing data has been pulled and have used that data to guide the exploration. Mr. Finney discussed the current 20/21 exploration program, having a limited amount of sites that we will be exploring based on availability, accessibility, and environmental permitting. There are 8 overwaters estimated in the budget as well as 58 land borings and 68 CPT's. Mr. Finney clarified that DWR will be completing their court-ordered soil explorations for a separate project. Mr. Finney showed a general schedule of when the DCA expects to conduct each activity with exploration expecting to begin sometime in September.

d. Tunnel Independent Technical Review No. 2 – Finding and DCA Response

Ms. Mallon introduced Steve Dubnewych who has 30 years of tunnel design and construction management experience.

Mr. Dubnewych noted that ITR's have become standard practice in the industry and represent the best practice in program delivery for large infrastructure projects. A brief overview of the panel was provided. The experts were asked to provide feedback on proposed tunnel reaches, proposed alignments, overall construction sequence and schedule, tunnel lining design and constructability considerations, RTM handling and identified re-uses, contract packaging approach, and recommendations related to operations and management (O&M) needs. Mr. Dubnewych provided a summary of the comments received on the scope items.

The ITR found that 15-mile long excavated with a single TBM was practical so long as maintenance is performed on a regular basis and a new TBM was used. TBM manufacturers guarantee the main bearing for a minimum of 20,000 working hours, which by far exceeds the time to excavate a 15-mile long tunnel reach and makes these distances feasible. There is precedence with tunnels longer than 15 miles that have been excavated in rock which requires TBM components to be more robust compared to soft ground TBMs. Larger repairs are required and especially if the tunnel is excavated in abrasive ground conditions maintenance shafts spaced every 4 to 6 miles is reasonable. The panel felt having these shafts allows the work to be performed more safely in atmospheric conditions and any large TBM component like a cutterhead can be easily replaced from within a shaft, if needed. To deal with unanticipated TBM breakdowns in between maintenance shafts, they recommended that the TBMs be equipped to have capabilities to construct underground safe haven. They felt it was very important to plan for the TBM to have this sort of capability ahead of time. Current tunnel reach lengths and shaft spacing shown on the drawings are consistent with the ITR recommendations. We also included provisions in the schedule for weekend maintenance work. In terms of providing capability to the TBM to perform major interventions or maintenance to the TBM cutterhead or face from within the tunnel, we also agree with this idea.

Mr. Dubnewych noted that the ITR did not recommend one alignment over the other due to limited amount of geotechnical data available for the eastern alignment. They felt further refinement of the alignments can be made as raising the vertical profile of the tunnel alignment approximately up to one (1) tunnel diameter. The tunnel would be shallower and can perform maintenance of the boring machines at lower pressures. We agree further geotechnical field work and other studies are needed to finalize the alignment prior to construction. The next phase of geotechnical fieldwork will fill in gaps especially along critical locations along the Eastern alignment. In terms of raising the alignment, we also agree, vertical alignment is controlled by the depth dictated by the Port of Stockton (a minimum clearance of 70 feet below the bottom of the deep river channel be maintained). We plan on meeting with the Port to see if we can get this changed as well.

The ITR felt that an advance rate or excavation rate of 40 feet was reasonable. They also recommended that we carefully review the logic used for the time required to develop borrow material for the construction of the shaft pads due to all of the moving parts and coordination needed from a logistical standpoint. They recommended changing the sequence of tunneling having Reach 4 be completed prior to Reach 3 starting. This would be a benefit because all the RTM generated in Reach 3 can be transported to the Southern Forebay through the completed Reach 4 tunnel. This would result in less rail and truck traffic impacts being generated. In terms of our response, the DCA feels very comfortable with the logistics of moving boring materials at the Twin Cities sight. We also concluded we can reduce the time for constructing the shaft pads by including ground improvements underneath the pads. By doing so we don't have to wait for the pads to settle. In regards to the embankments at the Southern Forebay, our team performed a detailed mass balance study and looked at every possible combination for the source material to construct these embankments. We feel again very confident with our assumptions and durations associated with construction activities that are contained in the current schedule. Lastly, we disagreed with the idea of completing Reach 4 before starting Reach 3. On the eastern alignment, this would extend the construction duration by an additional three to four years. On the central alignment a launch shaft would be needed on Bacon Island which is very difficult to access. We felt a better solution would be to take advantage of the existing rail roads that run adjacent to I5 and to transport the RTM from the Twin Cities site to the Southern Forebay. This accelerates the schedule and would minimize the amount of truck traffic that would take place on the surface streets.

Regarding RTM handling, the ITR members recommended a test program be established to confirm the assumptions made for the drying process. They were concerned any delays in processing of the RTM could impact the schedule. They also recommended that we look into other natural drying methods. In response, our team agrees that RTM testing program for drying is necessary since it will confirm some of our assumptions such as effectiveness of this technology, number of dryers needed and rate of drying. Mr. Dubnewych clarified that although this technology may not have been used on past tunneling projects, our project is very unique and we can benefit greatly from this technology. We will confirm that the technology is suitable for our application and hope to commence testing sometime next year. Our current design includes space for natural drying which provides additional reliability and flexibility in drying the RTM but based on our studies performed to date we have determined the mechanical drying requires the smallest footprint and the quickest way to achieve optimum for embankment construction.

With the O&M issues, the panel recommended that for post construction the location and final size of the shafts be large enough to provide reasonable access to perform inspections, repair, and maintenance activities as needed. Additionally, they recommended the final size and height of the shaft pads be consistent with future O&M requirements. In terms of maintenance shaft locations, we currently have them spaced four to six miles apart for construction and this spacing also meets the long-term operation, maintenance and inspections needs for the tunnel facilities. Mr. Dubnewych noted that throughout this entire process, we have met with DCO who have coordinated with DWR field maintenance staff to discuss their requirements and show current drawings meets or exceeds the minimum area needed for parking, equipment operation and material laydown so that their work can be performed in an efficient and safe manner. Also, our current shaft spacing does not exceed the maximum lengths allowed for remote operated vehicle inspections. This is very important because since we do not want to shut down the tunnel every time when inspection is needed. Mr. Dubnewych mentioned that we reduced the shaft pad heights and footprints at all shaft locations and confirms they still meet the minimum requirements needed for O&M activities. We have also completed our hydraulic surge analyses and the shaft sizes shown on our current drawings are the minimum needed to accommodate the expected surge pressures that will be experienced on our system and these sizes still maintain or satisfy the minimum requirements for O&M activities.

Mr. Blois asked if these experts will be available for the future on a retainer. Mr. Dubnewych responded that moving forward we expect to meet with them two to three times a year. Ms. Mallon noted that all of the participants are really eager to participate and noted the academic feel to this ITR compared to the previous which were more focused on building.

e. DCA Leadership Spotlight – Gwen Buchholz, Environmental Manager

Ms. Mallon introduced Gwen Buchholz, DCA’s Environmental Manager.

Ms. Buchholz gave a brief introduction of her team including Karen Askeland and Intern Claire Bjork. Ms. Buchholz has more than 43 years of experience with a BA in Physics and MS in Civil/Environmental Engineering. Ms. Buchholz has worked with modeling, conveyance design, conveyance systems master plan, habitat restorations projects, and more. Becoming a permit engineer for design and construction has tremendously helped her with her work on the DCA project. Ms. Buchholz has an extensive back ground in Delta conveyance including being the Project Manager for the Central Valley Project Improvement Act EIS. Additionally, Ms. Buchholz worked for CALFED EIR/EIR and Bay Delta Conservation Plan & Water Fix EIR/EIS.

Ms. Askeland’s educational background includes a Bachelor’s and Master’s Degree in Environmental Science and Management. Ms. Askeland worked as an intern and eventually a full-time employee for the Environmental Defense Fund (EDF), focusing on wildlife and conservation issues. While in graduate school, Ms. Askeland worked for DMS Natural Resources, primarily focusing on water marketing. More recently she has been working as an engineer for Jacobs, focusing on climate change planning and construction management permitting. As an environmental liaison team, Gwen and Karen help facilitate the transfer of information to DWR and back to the DCA, which includes interpreting the information and providing it in the format that is usable for the CEQA/NEPA process. The environmental liaison team works closely with the engineering team providing input on potential environmental limitations for design concepts, permit applications and training for field work.

Ms. Buchholz provided a summary of the last years accomplishments. Currently, they are completing information transfer documents (templates) and anticipate over the next year to provide information for permit applications regarding Geotech. The environmental liaisons will continue to coordinate with all of the teams, environmental, and the SEC.

f. Stakeholder Engagement Committee Update

Ms. Parvizi gave an update of the last SEC meeting that included a Brown Act refresher course and the soil and transportation management discussions. There was also a Tribal presentation completed by Anecita Agustinez. Ms. Parvizi discussed the way's in which the DCA plans on doing meaningful community engagement in the Delta, given the limitations due to connectivity issues. Ms. Parvizi commented on the Tee-Screen tour that is planned for the beginning of August and the virtual tours that will be available soon. Lastly, the new DCA website is expected to be live in the next few weeks.

g. Stakeholder Engagement Committee Member Report Out

Douglas Hsia, SEC member representing Sacramento At Large, has experience with the Rotary Club of Walnut Grove, Delta News, Delta Legacy community and the Locke Foundation. Working on the SEC has given him an invaluable opportunity to learn all about the process and share it with his constituents. Mr. Hsia has been compiling reports of our SEC meetings and posting them on the website of Locke Foundation. Ms. Hsia is grateful that the north and south Haul Road will be built parallel to the River Road which will help prevent damage to the old structures of Locke and Courtland. Mr. Hsia also learned that DCA had redesigned the location of the central alignment in accordance with SEC member Sean Wirth's suggestion, making it less harmful to wildlife near Staten Island. We see the positive results of the SEC and DCA working together.

Mr. Hsia wanted to share some of the Delta legacy stories. Everybody knows Locke, being the National Historical Landmark on par with the Golden Gate Bridge. Thousands of Chinese laborers built thousands of miles of levee to create the California Delta. This resulted in the creation of approximately one million acres of some of the most fertile agricultural lands in the country. Since the beginning of the Qing dynasty in 1644, the Chinese were determined to overthrow it because it was governed by the Manchurians. They were the nomads from the north who managed to conquer and govern the entire China. The Indigenous Chinese people, the Hans, blamed the Manchurians for the tyranny, mismanaging the country and letting China fall behind the western powers and subject China to all kind of humiliations. This is relevant because 260 years of revolutionary effort was finally made successful by Dr Sun Yet Sen in 1912. Dr. Sun grew up in China but spent his formative years in Hawaii attending both Lolani College and Punahou. While in exile from China, he came to the Delta on numerous occasions to raise funds from the Chinese laborers for the revolution. Dr. Sun's village of origin is the very same village of the people of Courtland and Locke. This explained why he was assisted by the Chinese people of Courtland. We are only now in the process of collecting evidence about his activity in the Delta because it was deemed a secret at the time. He was wanted by the Qing Government. The merchant community, establishment in San Francisco, sided with the Manchurian Qing Emperor. Therefore, it is now required of us to research and collect the hard evidence of Dr. Sun's activities. In 1912, after Dr. Sun's revolution overthrew the Qing dynasty, Dr. Sun was made the founding father of modern China. He is well respected by both the communist China, the present

regime of China, as well as the Nationalist Government which is the government of today's Taiwan. The connection between the modern China and Courtland is reflected by the fact that the very first batch of Chinese air force pilots were trained in Courtland, by an American Harry Abbot, a flying circus man who later was ranked Lieutenant Colonel of the Chinese Air Force. He was the man who trained young Chinese pilots and later went to China to help found the air force. There were documents showing the Chinese Govt bought the Curtiss JN 4 planes. Extensive training was carried out over the farmlands in the Delta. When the training was complete, the young pilots performed an impressive graduation airshow to the public. Then they packed the planes to be shipped to China. The night before the shipping, a mysterious fire broke out and engulfed the planes. Fortunately, nobody was injured. It was well publicized in the newspapers. These are all stories waiting for us to tell. We have a serious mission ahead of us to collect and preserve this all-important history. The Delta is the only region that carries the footprint of the American Chinese. The Delta may be the only place that can offer this legacy a sanctuary. The wholeness of Delta is all important to the Chinese American legacy. By wholeness, Mr. Hsia meant its wildlife, salmon runs, Pacific Flyway for the migratory birds, people's enjoyment of recreations, the agriculture and the pride of America owning this jewel of nature. This has everything to do with the quality of water in the Sacramento River. Mr. Hsia therefore urges the DCA to protect the way of life here in the Delta.

Mr. Davis Gloski, SEC member representing Control Costa At Large, spoke about his background in the Delta in which he has lived at for over 20 years boating, water-skiing and fishing. Mr. Gloski is a nuclear and mechanical engineer and an entrepreneur. Mr. Gloski has worked with DWR regarding the False River Barrier and flow modeling. Currently he is on the Franks Tract Futures Project Advisory committee. Mr. Gloski wishes to help the project deliver the maximum value it can to the Delta in the terms of infrastructure, recreation, education, and social benefits. Mr. Gloski commented on the SEC process and its ability to help reduce community problems down the road. There are already proven results of this with the elimination of the Bouldin barge landing and a shaft location near Discovery Bay being moved. Mr. Gloski emphasized the need for empathy from the DCA and DWR for the Delta and its community and identify how the project can best give back. Mr. Gloski highlighted the importance of the community benefits and the need for these being focused on as much as the development of the tunnel.

Ms. Palmer expressed her amazement in the outcome of some of the SEC members. Ms. Palmer felt that it is impressive that although some of these members are opposers of the project, they are still offering constructive suggestions.

Ms. Mallon thanked the SEC members that spoke for their helpful comments.

8. STAFF REPORTS AND ANNOUNCEMENTS:

a. General Counsel's Report

A written report was provided in the Board package. Mr. Nelson noted that we are monitoring the Governor's restrictions and announcements regarding COVID-19 to ensure the DCA remains in compliance.

b. Treasurer's Report

A written report was provided in the Board package. Ms. Kasaine thanked the Board for the nomination to be Treasurer and thanked her staff for their hard work. As of July 9th, the DCA has a cash balance of 750K. An audit will begin this week.

c. DWR Environmental Manager's Report

A written report was provided in the Board package. Ms. Buckman highlighted the release of the Scoping Summary Report, including all of the public scoping comments received. Additionally, last week DWR finalized the Initial Study/Mitigated Negative Declaration of Soil investigation. There are some sights that require additional permitting before work begins. Lastly, the U.S. Army Corps of Engineers (USACE) informed DWR that they will prepare an Environmental Impact Statement (EIS). Later this summer USACE will issue a Notice of Intent, officially announcing the start of the preparation of the EIS. Ms. Buckman referenced the alternatives presentations coming up at the next SEC meeting.

d. Verbal Reports

Ms. Palmer referenced the recent presentations regarding Reframing a Region: Communities of Color which highlighted the history of people of color in the Delta.

9. FUTURE AGENDA ITEMS:

None.

10. ADJOURNMENT:

President Atwater adjourned the meeting at 4:01p.m., remotely - Conference Access Information:
Phone Number: 1 (916) 262-7278 Access Code: 1491992105#
<https://meetings.ringcentral.com/j/1491992105>

BOARD OF DIRECTORS MEETING

MINUTES

SPECIAL MEETING

Monday, July 27th, 2020

10:00 AM

(Paragraph numbers coincide with agenda item numbers)

1. CALL TO ORDER

The special meeting of the Delta Conveyance Design and Construction Authority (DCA) Board of Directors was called to order remotely - Conference Access Information: Phone Number: 1 (916) 262-7278 Access Code: 1486165011#, <https://meetings.ringcentral.com/j/1486165011>

2. ROLL CALL

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

Staff members in attendance were Kathryn Mallon.

3. PUBLIC COMMENT

No public comments received.

4. CLOSED SESSION

- (a) Public Employee Performance Evaluation
Title: Executive Director

5. REPORT OUT OF CLOSED SESSION

There were no reportable actions taken.

6. ADJOURNMENT:

President Estremera adjourned the meeting at 11:14 a.m. PST.

The next meeting of the DCA will be held on August 20, 2020 Regular Board Meeting at 2:00 p.m. (1:30 p.m. if there is a closed session) in the DCA Board Room, Park Tower, 980 9th Street, Suite 100, Sacramento, CA 95814

BOARD OF DIRECTORS MEETING

MINUTES

SPECIAL MEETING

Wednesday, August 5, 2020

10:00 AM

(Paragraph numbers coincide with agenda item numbers)

1. CALL TO ORDER

The special meeting of the Delta Conveyance Design and Construction Authority (DCA) Board of Directors was called to order remotely - Conference Access Information: Phone Number: 1 (916) 262-7278 Access Code: 1486165011#, <https://meetings.ringcentral.com/j/1486165011>

2. ROLL CALL

Board members in attendance were Richard Atwater, Steve Blois, and Sarah Palmer constituting a quorum of the Board. Director Tony Estremera joined the meeting at 11 a.m.

Staff members in attendance were Kathryn Mallon and Joshua Nelson.

3. PUBLIC COMMENT

No public comments received.

4. CLOSED SESSION

- (a) Public Employee Performance Evaluation
Title: Executive Director

5. REPORT OUT OF CLOSED SESSION

There were no reportable actions taken.

6. ADJOURNMENT:

President Estremera adjourned the meeting at 12:00 p.m. PST.

The next meeting of the DCA will be held on August 20, 2020 Regular Board Meeting at 2:00 p.m. (1:30 p.m. if there is a closed session) in the DCA Board Room, Park Tower, 980 9th Street, Suite 100, Sacramento, CA 95814