

**Board of Directors**  
**Engineering and Capital Programs Committee**February 12, 2008 Board Meeting

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**8-1****Subject**

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Appropriate \$4.27 million; and authorize final design of Phases II & III of the Diemer North Access Road (Approp. 15380)

**Description**

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**Background**

The Robert B. Diemer Water Treatment Plant was placed into service in 1963. Since that time, plant personnel have relied on a single entrance gate for primary access to the plant. This main entrance gate, located on Valley View Circle in the city of Yorba Linda, is situated in a residential neighborhood. A second unimproved plant entrance is located on Carbon Canyon Road, providing limited access via an easement through Chino Hills State Park (CHSP). This easement, commonly known as Telegraph Canyon Trail, provides access to Metropolitan's north solids lagoons and to existing Metropolitan infrastructure within CHSP. This easement cannot presently be used to access the main Diemer plant.

Securing an adequate secondary access road for the Diemer plant is a long-term objective which would improve emergency access to the plant and provide an overall higher degree of operational flexibility and safety. A secondary access road would also enhance the safety and security of the Diemer plant's north boundary by providing access for patrol, security monitoring, and emergency response purposes. As a short-term benefit, a secondary access road would improve access and safety during Diemer plant construction activities. The main entrance to the plant will continue to be from Valley View Circle.

Over the past decade, staff has assessed alternative alignments for a secondary access road several times, including routes from the south. Discussions have been held with the city of Yorba Linda, the principal landowner south of the Diemer plant. These previous assessments were unsuccessful in identifying a viable secondary access route, due to technical infeasibility and land use incompatibility. It was determined that a road from the south side of the plant would be too steep to accommodate emergency vehicles and large equipment.

**Diemer North Access Road**

In mid-2005, the California Department of Parks and Recreation (State Parks) approached Metropolitan regarding construction of the future CHSP visitor center to be located along Carbon Canyon Road, at the entrance to CHSP on Telegraph Canyon Trail in the city of Brea. As Telegraph Canyon Trail is shared by both Metropolitan and State Parks (as a joint-use trail and roadway easement), both parties acknowledged the opportunity and benefits of removing Diemer plant traffic from Telegraph Canyon Trail, thereby separating Metropolitan traffic from the park's hikers, cyclists, and equestrian trail users. As a result of this concurrence, staff and State Parks negotiated roadway improvements and a property exchange on State Parks lands, which would facilitate implementation of a secondary access road to the Diemer plant.

In December 2005, Metropolitan's Board authorized preliminary design of the Diemer North Access Road and approved Phase I of the three-phase project. **Attachment 3** shows the preferred alignment of the Diemer North Access Road within CHSP and the three phases of improvements. Table 1 summarizes the three phases and the current status of each phase. Phase I involved entering into a Memorandum of Understanding (MOU) with State Parks to fund improvements to Carbon Canyon Road at its intersection with Metropolitan's existing access easement on Telegraph Canyon Trail. Both parties will share the cost of these improvements, with construction being managed by State Parks. State Parks plans to commence construction in summer 2008.

**Table 1**  
**Diemer North Access Road**  
**Phases of Improvements**

Phase	Description	Board Authorization	Current Status
I	Improvements to intersection of Telegraph Canyon Trail and Carbon Canyon Road to provide safe access to Metropolitan's existing easement on Telegraph Canyon Trail.	Phase I State Parks MOU authorized and funded (Dec. 2005)	Phase I State Parks MOU was executed in Nov. 2007 State Parks will commence construction in summer 2008
II	Relocation of Metropolitan's access route on State Parks' property, with an exchange of existing easements to separate Metropolitan traffic from the park's hikers, cyclists and equestrians as a safety measure.	Phase II State Parks MOU authorized, and preliminary design of Phase II improvements authorized (Aug. 2006)  Final EIR for Phase II improvements to be certified, final design of Phase II improvements to be authorized, and funding to be provided for Phase II State Parks MOU  <b>(This action)</b>	Phase II State Parks MOU was executed in Nov. 2007  Preliminary design of Phase II improvements is complete
III	Development of the North Access Road on Metropolitan property, from the Diemer solids lagoons to the main plant level for emergency and operational response needs.	Preliminary design of Phase III improvements authorized (Aug. 2006)  Final EIR for Phase III improvements to be certified, and final design of Phase III improvements to be authorized  <b>(This action)</b>	Preliminary design of Phase III improvements is complete
Note: Implementation of Phases II & III improvements are independent of each other.			

The objectives of the Diemer North Access Road are to: (1) Serve as a secondary, emergency access route to and from the Diemer plant; (2) Enhance plant security; (3) Provide fire break capabilities; (4) Enhance safety within CHSP; and (5) Provide a secondary operational route to the Diemer plant. The North Access Road would be used on a limited basis as agreed to with State Parks (a maximum of 45 round trips per day, and up to 75 round trips per day for a three-year period following construction), as discussed below.

In May 2006, Metropolitan staff met with officials from the city of Brea to discuss the proposed Diemer North Access Road. At that time, city officials expressed their concerns with the proposed road, primarily that the road could become the primary access route to and from the Diemer plant. The Brea officials further requested that the planning, design, and construction of the roadway be consistent with the city of Brea's adopted General Plan. Metropolitan staff reassured the city that the roadway would indeed be consistent with its General Plan, and that the roadway's sole purpose would be as a secondary access route to the plant, whose primary access would remain along Valley View Circle in the city of Yorba Linda.

Subsequent to the May 2006 meeting with Brea, Metropolitan conducted several outreach meetings to inform public and private interests about the proposed road. In August 2006, a Study Session was held with Brea's City Council, and in January 2007 a presentation was given to the governing body of the Wildlife Corridor Conservation Authority (WCCA), a partner of the Santa Monica Mountains Conservancy. The WCCA was established to provide for the proper planning, conservation, environmental protection, and maintenance of lands within the Puente-Chino Hills corridor area. At these meetings, Metropolitan reiterated its intent for the road; that is, the roadway's purpose is to serve as a secondary, emergency access route to the Diemer plant. In addition, Metropolitan informed those attending the meetings that a Notice of Preparation/Initial Study (NOP/IS) had been prepared, and that the NOP/IS indicated that the proposed project had the potential to cause one or more significant effects on the physical environment, and that Metropolitan would prepare a Draft Environmental Impact Report (EIR). The Draft EIR was released for public review on February 23, 2007.

Since release of the Draft EIR in February 2007, Metropolitan has maintained public outreach efforts by continuing to meet with the city of Brea to fully address its concerns, and with resource agencies [e.g., United States Fish and Wildlife Service (USFWS) & California Department of Fish and Game (CDFG)] to address impacts to walnut woodlands and the appropriate mitigation. Walnut woodlands are a state species of concern, with less than 15,000 acres remaining in Southern California. Thus, the approximately 6.1 acres of impacts and proposed mitigation by Metropolitan are of interest to these agencies. Staff continues to work towards resolution of this issue and is confident that an appropriate mitigation plan, subject to performance standards contained within the EIR, will ultimately be accepted by the resource agencies.

Staff has met with several non-governmental organizations (e.g., Hills for Everyone, Orange County Coastkeeper, etc.) to acknowledge their concerns about the road. Staff has also met with local emergency response providers to discuss the road, related fire and police service requirements, and emergency plans. Metropolitan will supply emergency response providers with card keys for entry to the North Access Road for emergency purposes. Staff continues to meet with interested agencies and organizations, and will strive to address their concerns and to provide meaningful solutions which ensure the road meets Metropolitan's objectives, while minimizing environmental impacts.

As a result of this outreach process, the North Access Road project has been modified to the greatest extent practicable to minimize impacts to the environment, CHSP, and to the surrounding communities. Mitigation features incorporated into the project include:

- Reduction of the road width to the minimum required to meet OCFA emergency road criteria.
- Installation of a "card-reader" device and security gates to prohibit unauthorized access to the road from park visitors and to ensure compliance with use limitations agreed to by Metropolitan and State Parks.
- Installation of a mechanically stabilized earth retaining wall system with plantable facades to minimize aesthetic impacts on CHSP and the city of Brea, and to restore native plant communities.
- Incorporation of a comprehensive native plant restoration program on the north slope of the Diemer plant site including the implementation of an "Invasive and Exotic Species Vegetation Management Plan."
- Purchase of off-site walnut woodland mitigation parcels and/or restoration of declining walnut woodlands in CHSP as mitigation for impacts on walnut woodlands as a result of the project. Walnut woodlands will be acquired and/or planted at a 3:1 replacement ratio.
- Installation of a lighting "trigger-system" so that lights will only turn on when a vehicle enters the access road at night. The system will include a timed shut-off so that the lighting is on only when needed.
- Design for the grade of the road to mimic local hillsides to the greatest extent feasible.
- Installation of visual and noise screening of the road from the CHSP Visitor Center.
- Construction of the railcar bridge component of the project outside of the least Bell's Vireo nesting season. If this is not possible, Metropolitan's construction contractor will be required to provide noise screening of the construction limits.

- Provision of a trail connection between the CHSP Visitor Center and the County of Orange's neighboring Carbon Canyon Regional Park that complies with the Americans with Disabilities Act.
- Installation of design features to drain any run-off, spills, or potential releases from the road away from native habitat and into a containment area.
- Restriction of construction traffic from exiting onto Carbon Canyon Road during the afternoon peak period, to reduce impacts on this roadway.
- Realignment of the North Access Road to avoid sensitive resources within CHSP.
- Balancing of cut and fill slopes to eliminate off-site hauling of soil through CHSP.
- Addition of flag persons at the entrance to Telegraph Canyon Trail to ensure the safety of park visitors during the construction period.

The public review period for the Draft EIR ended on April 9, 2007, while the state-level review ended on April 23, 2007. Metropolitan received 17 letters commenting on the Draft EIR. Several of these letters requested re-circulation of the Draft EIR to further address and clarify impacts to walnut woodlands (and appropriate mitigation); to provide additional viewshed simulations from areas within CHSP and the city of Brea; and to further clarify alternative alignments from the south side of the Diemer plant which had been considered, but were rejected as infeasible due to technical issues. Metropolitan revised and reissued relevant sections of the Draft EIR for public review on November 8, 2007, and the public review period ended on January 7, 2008.

#### **Final Design of Phases II & III of the Diemer North Access Road (\$2,535,000)**

In August 2006, Metropolitan's Board authorized entering into a second MOU with State Parks under Phase II of the Diemer North Access Road project. The Phase II MOU was executed with State Parks in November 2007. Preliminary design of the Phases II and III improvements has also been completed, and the recirculated EIR noted above has been prepared. Staff recommends proceeding with final design of Phases II and III of the Diemer North Access Road at this time.

The Phase II MOU establishes the terms upon which both Metropolitan and State Parks will proceed with funding and construction of the relocated portion of the access road within State Parks' property. This relocated access road will replace Metropolitan's existing access easement on Telegraph Canyon Trail with a new sole-use easement, shown as "Phase II" improvements on [Attachment 3](#), thereby separating Metropolitan's use from that of the Telegraph Canyon Trail users.

Phase III will relocate the existing secondary access road's route up to the main Diemer plant level from its current narrow, steep alignment near the solids lagoons, to a new more serviceable location. Implementation of Phase III will be independent of the exchange of easements proposed under the Phase II MOU. That is, if the exchange of easements under Phase II were not realized, Metropolitan will still plan to implement the Phase III North Access Road improvements, utilizing the existing shared-use Telegraph Canyon Trail easement with State Parks.

The preferred alignment for the Diemer North Access Road, as identified in the environmental documents, is shown on [Attachment 4](#). The 1.3-mile-long road will begin south of State Route 142, within the city of Brea, either sharing or being directly adjacent to the new entrance of the future CHSP visitor center. The initial 0.2 mile of the proposed road will cross State Parks land and Carbon Canyon Creek. The remaining 1.1 miles will be located within Metropolitan property, traversing the northern side of the solids lagoons before the road transitions up the Diemer plant's north slope. It will intersect with the existing (primary) plant entrance road at the southeast corner of the Diemer plant. The fully constructed roadway will include up to a 28-foot-wide paved road to accommodate Orange County Fire Authority standards, and will be designed to visually blend in with the surrounding hillside.

The planned scope of work included in this action consists of: Final design of the Diemer North Access Road, including preparation of plans and specifications required to advertise for bids; preparation of a Walnut Woodland Mitigation Plan; preparation of regulatory permit applications and associated mitigation plans; preparation of

drawings and specifications for landscaping and irrigation; land clearing along the roadway corridor in advance of the construction contract; and continued coordination and outreach with resource agencies, local agencies, and other interested organizations.

Final design of the Diemer North Access Road is recommended to be performed by Metropolitan staff, with assistance from RBF Consultants, Inc. under an existing board-authorized agreement. For this agreement, Metropolitan has established a Small Business Enterprise (SBE) participation level of 20 percent. No amendment to the existing RBF Consultants agreement is required for this work.

Metropolitan staff will perform program management, preparation of plans and specifications, coordination of MOUs and permits with State Parks and other resource agencies, coordination with other construction activities underway at the Diemer plant, and oversight of final design activities. As part of the project scope, an engineer's estimate of the construction cost and a construction schedule will be developed.

Preparation of environmental permit applications, mitigation monitoring and reporting plans, and follow-up assistance with environmental documentation is recommended to be performed by LSA, Inc. under an existing board-authorized agreement. Due to the specialized nature of the work, no SBE participation was established by Metropolitan for this agreement. No amendment to the existing LSA agreement is required for this work.

This action appropriates \$2,535,000 and authorizes final design of Phases II and III of the Diemer North Access Road. The appropriated funds include \$1.15 million for final design; \$400,000 for project management and right-of-way acquisition; \$350,000 for environmental monitoring, permitting, and agency coordination; \$100,000 for land clearing; and \$535,000 for remaining budget. The anticipated cost of final design is approximately 11.5 percent of the estimated construction cost. Engineering Services' goal for design of projects with estimated construction cost greater than \$3 million is 9 to 12 percent. The construction cost for this project is anticipated to range from \$9 million to \$11 million.

Staff will return to the Board at a later date to award a construction contract for the Diemer North Access Road.

#### **Phase II MOU Compensation & Mitigation to State Parks (\$1,735,000)**

As previously described, Phase II will relocate the access road across State Parks' property to replace Metropolitan's existing access easement on Telegraph Canyon Trail, thereby improving access for Metropolitan vehicles to the Diemer plant's north solids lagoons from Carbon Canyon Road. The Phase II MOU formalizes Metropolitan's agreement to fund the exchange of access easements on state property, and to assist State Parks in funding construction of portions of its CHSP visitor center, which will be affected by the relocated access road. Metropolitan has responsibility for obtaining all necessary regulatory permits for the Phase II improvements (e.g., Clean Water Act and Endangered Species Act permits).

The following principal terms of the MOU set forth the framework for how Phase II will proceed after Metropolitan obtains the permits:

- State Parks will grant a new access easement to Metropolitan to construct an improved, paved secondary access road through the park, which will support extension of the Diemer North Access Road up to the main Diemer plant level. The road will be used primarily by operational vehicles, by plant staff, and by emergency personnel vehicles (i.e., fire and police) when warranted. In exchange, Metropolitan will provide a single payment of \$1.29 million to State Parks as an offset for impacting portions of the CHSP visitor center, due to the relocation and construction of the new and more beneficial access road easement for Metropolitan.
- State Parks will grant to Metropolitan temporary increased construction traffic along the new access road to accommodate planned Diemer plant construction projects. Increased construction traffic will be allowed for a period of up to three years upon completion of the Diemer North Access Road. As an offset for the three-year increase in traffic, Metropolitan will provide additional monies to State Parks in the amount of \$445,000 to compensate for operational impacts to the future visitor center.

This action appropriates \$1,735,000 for payment to State Parks, consistent with the Phase II MOU previously authorized by Metropolitan's Board. Although the MOU was executed in November 2007, this payment is contingent upon receipt of all regulatory permits by Metropolitan.

The Diemer North Access Road project has been evaluated and recommended by Metropolitan's Capital Investment Plan Evaluation Team and funds have been included within the fiscal year 2007/08 capital budget. See [Attachment 1](#) for the Financial Statement, [Attachment 2](#) for the Location Map, [Attachment 3](#) for the Chino Hills State Park Easement Location Map, and [Attachment 4](#) for the preferred North Access Road alignment.

### ***Project Milestones***

August 2008 – Completion of final design of Diemer North Access Road

### **Policy**

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Metropolitan Water District Administrative Code Section 5108: Appropriations

Metropolitan Water District Administrative Code Section 8121: General Authority of the General Manager to Enter Contracts

### **California Environmental Quality Act (CEQA)**

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CEQA determination for Options #1 and #2:

As required by CEQA and the State CEQA Guidelines, a Notice of Preparation/Initial Study (NOP) for the proposed project was prepared by Metropolitan. The NOP indicated that the proposed project had the potential to cause one or more significant effects on the physical environment and that Metropolitan would prepare a Draft Environmental Impact Report (EIR). The 30-day public review period for the NOP ended on September 26, 2006. During the public review period, comments and input were solicited from federal, state and local government agencies, as well as private organizations and individuals that may have an interest in the proposed project. The NOP is included as Appendix A of the Draft EIR.

On February 23, 2007, Metropolitan released the Draft EIR for public review for a period of 45 days and filed the Notice of Completion. The Notice of Availability of the Draft EIR was published in the Orange County Register on February 26, 2007, and copies of the Draft EIR were provided to Metropolitan's Reference and Research Center and the county of Orange Public Library, Brea Branch. Moreover, Metropolitan distributed approximately 50 copies of the Draft EIR to responsible agencies, trustee agencies, affected public agencies, nearby property owners and other interested public groups.

The public review period for the Draft EIR ended on April 9, 2007, while the state-level review ended on April 23, 2007. Metropolitan received 17 letters commenting on the Draft EIR. Several of these letters requested recirculation of the Draft EIR to further address and clarify impacts to walnut woodlands (and appropriate mitigation); to provide additional viewshed simulations from areas within CHSP and the city of Brea; and to further clarify alternative alignments from the south side of the Diemer plant which had been considered, but were rejected as infeasible due to technical issues. Metropolitan reissued relevant sections of the Draft EIR for public review on November 8, 2007, and the public review period ended on January 7, 2008. Metropolitan received an additional 16 letters commenting on the recirculated Draft EIR.

During the certification process, the Board must certify that the Final EIR has been completed in compliance with CEQA and the State CEQA Guidelines. The Board also must certify that it has reviewed and considered the information presented in the Final EIR. Finally, the Board must certify that the Final EIR reflects Metropolitan's independent judgment and analysis.

CEQA requires that public agencies adopt a mitigation monitoring and reporting program (MMRP) when they approve a project that contains mitigation measures to reduce or avoid significant environmental impacts (Public Resources Code Section 21081.6). The Final EIR evaluated potentially significant environmental impacts and proposed feasible mitigation measures. Hence, feasible mitigation measures were prepared and included in the MMRP. With respect to impact analyses for the Final EIR, four environmental categories were identified that could not be mitigated to less-than-significant levels. These environmental categories were aesthetics, construction-related air quality, biological resources (wetland impacts) and operational traffic. These impacts can be reduced by the adoption of feasible mitigation measures; however, because it was found that these impacts could not be feasibly mitigated to below a level of significance, the Board will need to consider adoption of a

Statement of Overriding Considerations (SOC). The SOC concludes that the benefits of the proposed project substantially outweigh the unavoidable significant adverse impacts that would result from project implementation. The Board will also need to adopt the Findings of Fact (findings) and the MMRP.

See **Attachment 5** for the Draft EIR; **Attachment 6** for the Recirculated Draft EIR; **Attachment 7** for the Final EIR (Responses to Comments and clarifications to the Recirculated Draft EIR); and **Attachment 8** for the findings, the SOC and the MMRP. Hard copies of the complete environmental documentation are also available for review in the Board Executive Secretary's office.

The CEQA determination is: Certify that the Final EIR has been completed in compliance with CEQA and the State CEQA Guidelines; certify that the Board has reviewed and considered the information presented in the Final EIR; certify that the Final EIR reflects Metropolitan's independent judgment and analysis; and adopt the findings, the SOC and the MMRP.

CEQA determination for Option #3:

None required

## Board Options

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### Option #1

Adopt the CEQA determinations and

- a. Appropriate \$4.27 million; and
- b. Authorize final design of Phases II and III of the Diemer North Access Road.

**Fiscal Impact:** \$4.27 million of budgeted funds under Approp. 15380

**Business Analysis:** This option will enhance reliability and continued operation of the Diemer plant by providing an emergency secondary access road, and will improve the safety and security of the Diemer plant's north boundary by providing an alternate access for patrol, security monitoring, and emergency response purposes. This option will improve public safety within Chino Hills State Park (by eliminating Metropolitan-based traffic on Telegraph Canyon Trail) and may accommodate construction traffic for a three-year period after completion of the North Access Road. This option will improve safety at the entrance to the North Access Road from Carbon Canyon Road, by providing a safer intersection for Metropolitan-based traffic.

### Option #2

Adopt the CEQA determinations and

- a. Appropriate \$2,535,000;
- b. Authorize final design of Phase III of the Diemer North Access Road; and
- c. Do not proceed with Phase II of the Diemer North Access Road.

**Fiscal Impact:** \$2,535,000 of budgeted funds under Approp. 15380

**Business Analysis:** This option will enhance reliability and continued operation of the Diemer plant by providing an emergency secondary access road, and will improve the safety and security of the Diemer plant's north boundary by providing an alternate access for patrol, security monitoring, and emergency response purposes. However, this option will forego the opportunity to enhance public safety within Chino Hills State Park, by allowing continuance of Metropolitan-based traffic on Telegraph Canyon Trail. In addition, this option would not improve safety at the entrance to the North Access Road, by maintaining the existing tightly angled intersection at Carbon Canyon Road and it would be incompatible with the previously authorized and executed MOU with State Parks.

### Option #3

Do not authorize final design of the Diemer North Access Road.

**Fiscal Impact:** None

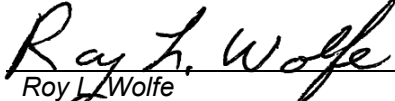
**Business Analysis:** This option will forego the need to improve emergency access to Diemer, to enhance public safety within Chino Hills State Park, to improve safety at the entrance to the North Access Road from Carbon Canyon Road, and to provide security access for Metropolitan, police and fire personnel. In addition, this option and would be incompatible with the previously authorized and executed MOU with State Parks. This option will retain a single access road to the main plant level of the Diemer plant.



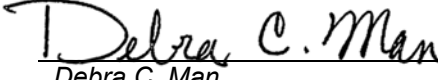
**Staff Recommendation**

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Option #1

  
Roy L. Wolfe  
Manager, Corporate Resources

1/23/2008  
Date

  
Debra C. Man  
for Jeffrey Kightlinger  
General Manager

1/24/2008  
Date

**Attachment 1 – Financial Statement**

**Attachment 2 – Location Map**

**Attachment 3 – Chino Hills State Park Easement Map**

**Attachment 4 – Diemer North Access Road – Preferred EIR Alignment**

**Attachment 5 – Draft Environmental Impact Report**

**Attachment 6 – Recirculated Draft Environmental Impact Report**

**Attachment 7 – Final Environmental Impact Report**

**Attachment 8 – Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program**

BLA #5294



## Financial Statement for Diemer Water Treatment Plant Improvements Program

A breakdown of Board Action No. 13 for Appropriation No. 15380 is as follows:

	<b>Previous Total Appropriated Amount (Jan. 2007)</b>	<b>Current Board Action No. 13 (Feb. 2008)</b>	<b>New Total Appropriated Amount</b>
Labor			
Studies and Investigations	\$ 1,358,500	\$ -	\$ 1,358,500
Final Design	752,900	750,000	1,502,900
Owner Costs (Program mgmt., permitting, envir. support)	2,571,050 *	400,000	2,971,050
Construction Inspection and Support	355,350	-	355,350
Metropolitan Force Construction	1,614,468 **	-	1,614,468
Materials and Supplies	641,000	-	641,000
Incidental Expenses	39,000	-	39,000
Professional/Technical Services	5,510,000	-	6,260,000
RBF Consultants, Inc.	-	400,000	-
LSA	-	350,000	-
Equipment Use	66,500	-	66,500
Contracts	3,656,000 ***	-	5,491,000
State Parks MOU	-	1,735,000	-
Land Clearing	-	100,000	-
Remaining Budget	556,232	535,000	1,091,232
<b>Total</b>	<b>\$ 17,121,000</b>	<b>\$ 4,270,000</b>	<b>\$ 21,391,000</b>

\* Reflects reallocation of \$945,200 from Remaining Budget to Owner Costs and Studies for the Diemer North Access Road, for EIR preparation and permitting, public outreach efforts, project management activities, and preliminary design.

\*\* Reflects reallocation of \$169,468 from Remaining Budget to Metropolitan Force Construction for installation of the Diemer Finished Water Reservoir bypass and shutoff gates upstream of the Allen-McColloch Pipeline turnout structure, due to additional required concrete repairs during a plant shutdown.

\*\*\* Reflects board-authorized reallocation in April 2007 of \$291,000 from Remaining Budget to Construction Contract No. 1612 for rehabilitation of the Diemer Surface Wash Headers.

### Funding Request

<b>Program Name:</b>	Diemer Water Treatment Plant Improvements Program		
<b>Source of Funds:</b>	Revenue Bonds, Replacement and Refurbishment or General Funds		
<b>Appropriation No.:</b>	15380	<b>Board Action No.:</b>	13
<b>Requested Amount:</b>	\$ 4,270,000	<b>Capital Program No.:</b>	15380-I
<b>Total Appropriated Amount:</b>	\$ 21,391,000	<b>Capital Program Page No.:</b>	E-25
<b>Total Program Estimate:</b>	\$ 79,300,000	<b>Program Goal:</b>	I – Infrastructure Reliability

