

**DON PEDRO RECREATION AGENCY  
BOARD OF CONTROL - DON PEDRO PROJECT  
MINUTES  
March 8, 2019**

CALL TO ORDER: 10:01 a.m. CCSF, Hetch Hetchy Administrative Building, Moccasin

VOTING MEMBERS PRESENT: Brent Hörger – City & County of San Francisco (CCSF)  
Charles Fernandes – Turlock Irrigation District (TID)  
Stu Gilman – Modesto Irrigation District (MID)

OTHERS PRESENT: Tou Her – Turlock Irrigation District (TID)  
Chad Tienken – Modesto Irrigation District (MID)  
Jim McCoy – DPRA, Interim Department Manager  
Brannon Gomes – DPRA, Division Manager  
Jeremy Scharli – DPRA, Chief Ranger, Lake Operations  
Bill Penney – TID, Civil Engineering Department, Associate Engineer  
Michael Clipper – TID, Accounting Department, Risk & Investment Analyst  
Rebecca Dack – DPRA, Administrative Assistant  
Katie Linton – Suntext, General Manager  
Larry & Agatha Swanson – Private Houseboat Owners  
Keith Lynar – Private Houseboat Owner

**MINUTES**

The Don Pedro Recreation Agency (DPRA) Board of Control approved the minutes of the December 14, 2018 Board of Control Regular meeting.

**MONTHLY FISCAL REPORT**

Jim McCoy informed the Board the Monthly Financial Statement for December 2018 is still being processed and could not be included with the March DPRA Board of Control meeting package. TID accounting staff is waiting for all of the expenses to come in before they close the 2018 books. DPRA expects to have the updated financial information by the next transmittal

**VISITOR CENTER REBUILD UPDATE**

Bill Penney, TID Associate Engineer from the Civil Engineering Department presented the Visitor Center Rebuild Update. The architect and team have been staying on schedule and are getting into the detailed design of the new building. Bill gave an overview of what was presented at the last meeting which was included the initial design steps of the project. The old building was reviewed and new required Building Codes upgrades, which determined the need for a larger building. The analysis would help form a base for the “like, kind, and quality” parameter that the insurance has given. The architect and project stakeholders meeting determined new building will be a single story to have the staff and visitor areas on the same floor and eliminate the need to have an elevator. The footprint will be similar in size to the old building, which meets the CEQA requirements for reconstruction. Some specifics unique to this project include public works and prevailing wage, and the remote location and difficult construction site. The cost was more expensive than 3rd party estimate from the insurance.

Based on the plans only being at the 30% stage, assumptions were made that tracked closely with industry standards. Based on the competitive construction market and location of the project to a major metropolitan area, the cost estimate includes a 20% markup. Inflated costs that contractors may apply to the project based on their current heavy workload had to be accounted for. This 20% also accounts for the distance that contractors and their staff will need to travel from their homes or companies to get to the project site. The costs are marked up another 10% to account for a difficult construction site since there is limited access to the site and minimal lay down areas for storage and equipment.

Additionally, the location of the building on the steep abutment of the dam will make construction difficult. A couple of items not included in the costs are testing & inspection, which will come with a separate contract to a consultant, and a construction contingency that the contractor will eventually include in their overall cost for the project. The building is estimated to cost about \$3.1 million (30% design plans) while the deck is about \$300,000. General conditions include costs for the general contractor's staff which includes project manager, project engineer, and superintendent, temporary construction facilities, and utilities for the estimated 12-month construction process. The industry standard cost for bonds and insurance, overhead and profit accounts for about \$360,000. A design contingency of 15% accounts for the amount of design still left to be done for the building. For example, the structural details have not been finalized and different materials may be needed than what the design currently shows. Insurance doesn't want to approve the 15% contingency at the 30% design phase.

As we progress through the design at 60%, the 15% will work its way into the building and the deck. Stu Gilman inquired about the deck being treated separately. Bill Penney informed the Board that since the design stage is only at 30%, all the details haven't been worked out, but the building will require electrical conduit which applies to entire sq. ft. of the building. The deck isn't going to have electrical so the cost has to be factored separately. Stu Gilman asked if it has already been determined that no one in the area can do the work. Bill stated that they are in process of discussing the contractors and the costs in the bay area are influencing the valley cost. At this point it is unknown who the contractor will be. Bill noted that the team is not overinflating the numbers and the cost estimator has a lot of experience and wants to be sure we are prepared for all the changes that may come along. Stu asked if there's a possibility that the insurance will not approve projects and Bill stated the insurance wants to see receipts from the project. The project team is in the process of creating a budget which is difficult because there isn't a set budget. Periodic check-ins are ongoing with the insurance company at key milestones to make sure the project is on track and still giving the approval. Keith Lynar noted that most insurance companies require a start by date or won't approve payment. How does that work with only 30% of the design phase? Bill informed the Board that we have started ADA construction to meet the start date.

In early February, the project team met with the insurance adjustment team during which time the project team walked the insurance through the main project tasks since the May 2016 fire. It was noted that it took approximately 3 months to get the temporary facilities in place to resume relatively normal operations. In February 2017, Don Pedro Spill Event occurred which caused disruptions to operations caused by decreased access to DPRA. Staff resources were dedicated to the Spill Event for 5-6 months. The insurance adjustment team was involved with the claims from the Spill Event, so they were understanding of the magnitude of the occurrence.

The insurance team also had questions related to improvements that could be seen as above-and-beyond the old building. All of these improvements contribute to cost of the new building which includes the Building Code upgrades that have occurred since the old building was constructed in the early 1970s. Based on ADA and accessibility requirements, it was determined the old building would need to be about 800 SF larger to account for proper turning radii. Since the project is in a susceptible fire area, the exterior of the building needs to be non-combustible – for obvious and Code required reasons. Also, electrical requirements have significantly changed in the past several years. Title 24 requires a vast amount of energy saving features – such as timers and sensors for lights to turn off when the building is not occupied. Stu questioned whether it was determined what caused the fire. Jim McCoy stated it was deemed undetermined, but left open in case anything came to light. Stu asked about the new codes and new materials, what the likelihood the new building can withstand an event like what happened to the old building. Bill stated that we wanted to make sure it's not going to burn down which is why they've looked at concrete and steel. It was thought the steel would be more expensive than timber, but timber costs are currently through the roof. Tou Her mentioned there will be sprinklers in the new building. It was noted there were no sprinklers in the old building. Michael Clipper stated the original cost was described as a floor and the insurance wanted to cut a check and close out the claim. Stu asked if the cost estimator works for TID. Bill informed the Board he is from San Jose and works for the architect. Stu asked if we have received anything in writing regarding progress and approvals from the insurance. Bill stated there was a follow-up email after the February meeting. Michael noted the cap in the insurance policy is \$400 million, but the new building has to be like-for-like. Tou stated this project is non-traditional because of the necessary check-ins with the insurance company. The process is similar to negotiations, small tentative agreements along the way.

There was some discussion regarding the difference between Design-Bid-Build (DBB) method and the Construction Manager at Risk (CMAR). With the DBB, the architect designs the project and then a contractor is hired to build. TID is going with the CMAR method which allows the contractor to join early in the process to make recommendations along

the way to avoid costly changes later on. As the design process is nearing completion, the CMAR will begin the competitive bid process for the various construction trades. Once bids are received for all trades, there will be a meeting to review all bids received by the CMAR. This will be entirely open-book and the owner team will be able to review all of the bids received. Qualifications of the subcontractors will be considered, but typically the lowest bid is selected. Also, the CMAR will have the ability to submit their own bids for trade work that they would like to perform, but they are done before other bids come in and are kept confidential until all bids are received. This prevents the CMAR from placing the lowest bid after seeing the other incoming bids. Stu inquired if the building site will change much, if trees will be removed, if it will be a different shaped building and discussed concerns about visibility from the road. Jim stated that DPRPA has already begun removing some hazard trees and is going to do what can be done to make sure people can see the building as they approach Don Pedro from both sides. Bill informed the Board that the architect considered visibility during design to make sure it can be seen from both directions. It is planned to be more visible and attract more people than previous building. The architectural and engineering design team is in what's called the Design Development phase. The design will be at about the 60% stage around May 2019. Contractor selection process will begin to get the contractor involved with the design review. Construction of the new building is planned to begin November 2019. Stu asked if TID has had any experience with this insurance company for claims in the past. Michael stated that it's a consortium with different insurance companies, which is why the process takes so long because they have to go back and check with the other insurance companies involved. This is the first claim, but since then, there has been a 2<sup>nd</sup> much smaller claim in process which is going smoothly.

### **LAKE OPERATIONS UPDATE**

Jeremy Scharli, Chief Ranger of Lake Operations presented the Lake Operations Update. The Woody Debris Containment Plan for 1988 FERC Order Article 52 – Log & Debris Removal Plan, beaching and burning approved disposal method, and maintain a safe waterway for all user. The plan should prevent the accumulation of floating debris and logs that create hazardous conditions for recreational boater who utilize Don Pedro reservoir. Beaching and burning all woody debris is an approved method and continues to be the method used to remove the accumulation of woody debris. The tuff boom debris barrier was removed from the Moccasin Creek burn site, to allow all woody debris to be hand stacked into burn piles with the use of a Tuolumne County inmate crew. Burning the approximate 6 acre woody debris site began in early December 2018 and came to completion in January 2019 for almost 5 days a week. The last 3 years have brought a significant amount of debris. The tuff boom debris barrier was reassembled and reinstalled to collect any addition woody debris. After several heavy storms and lake levels rising the accumulation of woody debris is absent which resulted in DRPA crew members removing the tuff boom debris barrier in Moccasin Creek arm. TID has developed a Tuolumne River increased flows incident action plan activation flowchart which set standards as to when and which boom closures are required

In correspondence with the Tuolumne River IAP, debris barrier booms were closed as winter weather forecasts dictated. Once an accumulation of woody debris exists above debris boom site #1, we will keep the boom closure at Rough and Ready cove (boom site #2) to ensure that we have a backup to the upstream debris boom. This also helps control the smaller woody debris that exists in the log jams since this debris sometimes drifts in and out of the small gap in between the debris booms. Currently the woody debris is in the controlled stage above boom closure #1. DPRPA staff will begin building log boom in the next few weeks, which will allow us to corral, contain, and beach the woody debris in the months that follow. With the mitigation and productivity of DPRPA staff, we expect to open all debris booms in mid-May 2019. Regarding the day-to-day operations, regulatory buoy line inspection, adjustment, and replacement takes place. DPRPA staff mark hazards as lake levels fluctuate, adjust all DPRPA docks daily and conduct repairs as needed, maintain a clean and user friendly shoreline, clean all floating restroom facilities, and schedule routine maintenance for all vessels. The team has also been applying annual passes to all houseboats and vessels stored on DPRPA property, currently at about 65% completion. With the preventive buoy line repairs that were made during the summer and fall of 2018, DPRPA has not had any regulatory buoy line failures. Keith Lynar inquired about recent storms and if any debris was coming down Woods Creek. Jeremy informed him there isn't much, but there is approximately 5 acres of floating debris currently.

## **CAMPGROUND & MAINTENANCE OPERATIONS UPDATE**

Brannon Gomes, DPRA Division Manager provided the campground & maintenance operations update. Maintenance staff has been busy due to heavy rains. They are currently maintaining and monitoring sewer pond water levels. High turbidity within the potable water plants due to higher water releases, monitoring closely to make sure we have water for campgrounds and main office as well as hook-up pedestal inspections & repair. Mowers have been serviced ahead of the season to get ready for fire safety. Preseason inventories are being completed which includes restroom supplies, equipment, and water truck. On March 11, 2019, staff will drain, clean, and place new sand at the swimming lagoon in preparation for the summer season. Annual herbicide spraying has been a slow process due to wet weather. Completing trimming near road edges, campsite furnishing pads, and tent pads. Due to repeated heavy storms, maintaining erosion control. Annual weed eating has been scheduled. Applications for seasonal team members is open and interviews started on March 7<sup>th</sup>. Additional interviews have been scheduled for March 14<sup>th</sup> and 21<sup>st</sup>. Staff has been busy with bass tournaments and annual permit sales. Had 185 boats one day and 65 boats the next day in February for a Tournament. Additionally, damaged and hazard trees are being removed with the assistance of Baseline crews.

## **DIRECTOR'S REPORT**

Jim McCoy, Interim Department Manager presented the Director's Report to the Board. 540 reservations were made in February, 2019, which is 9 less than February, 2018. Year-to-date, 1,139 reservations have been made compared to 1,066 reservations that were made for the same time period in 2018. Reservations are currently up 6.4% from this time last year. 2014 and 2015 reservations were significantly lower than the most recent years due to the drought. Going into 2016, reservations slightly increased. And in 2017 and 2018 reservations nearly doubled from the drought years. Reservations in 2018 were 567 less than 2017. Stu questioned why there were over 500 less reservations from 2017 to 2018, as that number seems significant. Jim stated that it is likely due to the inflow of people coming back when the water returned after the drought season. Many people were waiting for the water to come back after the drought and now the reservations have leveled out. Additionally, for about 4-month period, about 20 sites were reserved by contractors doing work for the powerhouse in 2017. Jim provided an update regarding operations and administration. Brannon Gomes was promotion to Division Manager effective 2/16/19 and Jimmy Bergerson was promoted to Chief Ranger of Campground Operations effective 2/16/19. Director Collett is slated to retire effective 6/1/19. DPRA management staff has been meeting with Director Collett to prepare and establish a transition plan before his retirement in June. DPRA is currently recruiting for Recreation Department Manager, Park Maintenance Worker I-II, and Ranger I and are in final stages of recruitment for Customer Service Rep – Cashier.

The current Capital Projects in process include the swimming lagoon filter replacement for which a professional service agreement has been awarded. An on-site visit was conducted by Water Solutions Inc. and we are awaiting a proposal. Concrete tables have been ordered and will arrive by the end of March. The R012 2001 4-wheel drive pumper unit has been replaced. Two new sewer pond aerators have been purchased and installed and one lift station motor has been rebuilt. The old mechanical aerators that posed hazard were removed. The new aerators will have no electricity in the water as the old ones did. An inspection of the roof on the Moccasin Point Warehouse has been scheduled in preparation for replacement. Currently has an old wooden beamed roof and a lot of beams have started to rot.

All but 1 houseboat permits have been renewed for 2019. The 1 remaining houseboat has been red-tagged and assessed non-compliance fines for failure to meet houseboat permit renewal requirements. March 31, 2019 is the deadline to meet requirements or permit will be revoked. In pursuant to DPRA Regulations and Ordinances Appendix A, Houseboat rule 3.01(e), six (6) houseboat owners were contacted for exceeding the 5-year re-launch requirement.

The future BOC meeting dates for 2019 are scheduled for 10am at CCSF/Hetch Hetchy on June 14, 2019, September 13, 2019, and December 13, 2019.

### **MATTERS TO THE GOOD OF THE AGENCY**

Stu Gilman opened up for Matters to the Good. Katie Linton stated Suntex had a great turnout in January for informational meeting at the Marina. Suntex plans to host several more this year and will be putting out 30-day notices for the meetings to answer any questions or concerns. Members were encouraged to call, email, come down and visit any time. Keith Lynar gave a thanks to Katie and staff. The meeting was great, there was food and a lot of questions were answered. A lot more people showed than they thought and it was very productive. Stu requested some takeaways from the meeting. Katie stated that a lot of issues were discussed that Suntex wasn't aware of. Unfortunately, not all can be fixed this year since the budget has already been approved. Suntex is looking at all of these issues, so they can put a plan in place for the following year. 10 years of deferred maintenance takes a lot of time to fix. Stu asked if there is something Suntex hosts or puts on their website. Katie stated they are not doing it yet, but are looking to put up a forum for those who are not able to attend.

### **ADJOURNMENT**

Due to no further business, the Board adjourned at 11:15 a.m.

Respectfully Submitted,

Jim McCoy  
Interim, Secretary to Board of Control

Copies to: Messrs. Hörger, Williams, Edwards  
Messrs. Fernandes, Hashimoto, Macedo, Her  
Messrs. Wenger, Tienken, Salyer