

Kirkwood Meadows Public Utility District
Operations Committee
REGULAR MEETING AGENDA

NOTICE IS HEREBY GIVEN that the Operations Committee of the Kirkwood Meadows Public Utility District has called a Regular Meeting of the Committee to be held on **Wednesday, January 23, 2019 at 3:30 p.m.** at the Kirkwood Meadows Public Utility District, Community Services Building, 33540 Loop Road, Kirkwood, CA 95646.

The Agenda for this Regular Meeting is:

1. **Performance Reporting.** Updated efficiencies and losses of each Department.
2. **Electric Operations.** Update.
3. **Fire Code Update.** Update.
4. **Mid-Season Snow Removal Review.** Discussion. **Pgs. 2-9**
5. **Centrifuge Status.** Discussion.
6. **Future Topics.**
7. Next Meeting/Staff Recommendation: *Wednesday, February 27, 2019 - 3:30pm.*

Dated: January 16, 2019

Kirkwood Meadows PUD

The Kirkwood Meadows Public Utility District is an Equal Opportunity Provider and Employer.

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the District at (209) 258-4444, by email to jgillies@kmpud.com. Requests must be made as early as possible, and at least two business days before the meeting.

STAFF REPORT

SNOW REMOVAL SERVICES

Labor:

For the 2018-19 snow removal season recruitment of seasonal labor has been difficult, with only approximately 50% of applicants meeting the minimum requirements for the position (clean driving record and a high school diploma or equivalent).

Season	Snow Removal (Full Time)	Utility Departments Staff	Snow Removal (Seasonal Full Time)
2016/17	3	4 (High Use)	4-5
2017/18	4	5 (Medium Use)	2-4
2018/19	2-3	4 (Low Use)	2-3

Due to this labor shortage, the District has heavily relied on water, wastewater, propane, and electric staff to supplement snow removal operations. In the past, not only were utility staff moved from their respective departments during storm cycles, but often days off or shift times were changed to ensure that sufficient staff was available to remove snow for the HOA and driveway contracts. This often resulted in little to no staff available to do utility operations, including snow removal around important utility infrastructure, both during storms and then for days afterwards. With our aging infrastructure and various problems in the utility departments, this practice has been greatly reduced so as to not further exacerbate issues with the District’s utility services.

The District has observed difficulties in hiring due to finding candidates willing to be hired on with late season employment start dates, agreeing to variable scheduling which typically begins at 4:00 a.m., and the prospect of being laid off due to lack of snow or days off without pay.

The District is not alone with a labor shortage for seasonal snow removal operators. Caltrans has also reported labor shortages for seasonal snow removal at Peddler Hill and Caples Lake and has been using their regular employees within their organization to try to fill the seasonal vacancies.

Other issues for seasonal workers are late start dates, days off without pay, and layoffs due to lack of snow. Historically, Management has remained conscious of budget, balancing staffing against predicted snowfall so as to avoid unnecessary layoffs or excessive costs.

Equipment:

Most equipment is currently fully functional, but this season has seen various portions of the fleet down due to mechanical issues and equipment delivery issues. Couple this with the resignation of the mechanic just prior to the snow removal season, and equipment maintenance, failures, and troubleshooting has been a factor the entire season.

Summation of Staffing / Equipment by Shift:

	Staff SR YR	Staff SR Temp	Staff Utility	Equipment Loader	Equipment Trackless	Utility Issues	Reduced Staff Fire Calls
11/21/2018	2	0	1	2	5		
11/22/2018	2	1	3	2	5		
11/23/2018	2	1	3	2	5		
11/24/2018	2	1	1	2	5		
11/25/2018	0	0	1	2	5		
11/26/2018	1	0	2	2	5		
11/27/2018	1	1	0	2	5		
11/28/2018	2	1	1	2	5		
11/29/2018	2	2	3	2	5		
11/30/2018	2	2	2	2	5		
12/1/2018	2	2	2	2	5		
12/2/2018	2	2	2	2	5		1 call/1 SR responded
12/3/2018	0	0	1	2	5		
12/4/2018	1	0	0	2	5		1 call/1 SR responded
12/5/2018	2	2	0	2	5		
12/6/2018	1	2	1	2	5		
12/7/2018	1	2	1	2	5		
12/8/2018	1	2	0	2	5		
12/9/2018	1	1	0	2	5		
12/10/2018	1	1	0	3	5		
12/11/2018	2	2	0	3	5		
12/12/2018	1	2	0	3	5		1 call/1 SR responded
12/13/2018	1	3	0	3	5		
12/14/2018	2	2	0	3	5		
12/15/2018	1	2	0	3	5		
12/16/2018	1	0	0	3	5		
12/17/2018	1	1	1	3	5		1 call/1 SR responded

	Staff SR YR	Staff SR Temp	Staff Utility	Equipment		Reduced Staff	
				Equipment Loader	Equipment Trackless	Utility Issues	Fire Calls
12/18/2018	2	2	0	3	5		
12/19/2018	1	2	0	3	5		
12/20/2018	0	1	0	3	5		
12/21/2018	1	2	0	3	5		
12/22/2018	1	1	0	3	5		
12/23/2018	1	1	0	3	5		1 call/1 SR responded
12/24/2018	1	2	0	3	5		
12/25/2018	2	2	3	3	5		1 call/1 SR responded
12/26/2018	1	2	0	3	5		
12/27/2018	1	1	0	3	5		
12/28/2018	1	2	0	3	5	Base Camp	
12/29/2018	0	1	0	3	5	Base Camp	
12/30/2018	1	1	0	3	5		
12/31/2018	1	1	0	3	5		
1/1/2019	1	2	0	3	5		1 call/1 SR responded
1/2/2019	0	1	0	3	5	Base Camp	
1/3/2019	0	0	0	3	5	Base Camp	
1/4/2019	0	0	0	2	5	Base Camp	
1/5/2019	0	0	0	2	5	Base Camp	
1/6/2019	2	2	3	2	5		1 call/1 SR responded
1/7/2019	2	2	2	2	5		
1/8/2019	1	0	1	3	5	Base Camp	
1/9/2019	2	1	2	3	5	Base Camp	
1/10/2019	1	1	1	3	5	Base Camp	
1/11/2019	1	1	0	3	5		
1/12/2019	1	1	0	3	5		
1/13/2019	0	0	0	3	5		
1/14/2019	1	1	0	3	5		

	Equipment			Reduced Staff			
	Staff SR YR	Staff SR Temp	Staff Utility	Equipment Loader	Equipment Trackless	Utility Issues	Fire Calls
1/15/2019	1	2	0	3	5		
1/16/2019	2	2	2	3	5		
1/17/2019	2	2	2	3	5		
1/18/2019	2	2	2	3	5		
1/19/2019	2	1	1	3	5		
1/20/2019	1	2	1	3	4		
1/21/2019	2	3	1	3	4		
1/22/2019	2	1	1	3	4		
Scheduled							
1/23/2019	2	1	0	3	4		
1/24/2019	2	3	0	3	4		
1/25/2019	2	3	0	3	4		
1/26/2019	2	2	0	3	4		

Routes:

As the District initially started with its routes this year, as was to be expected, there was some confusion and it has taken Staff a bit of time to adjust. However, Staff now has a firm handle on the new procedures, protocols, and potential problems. Regardless whether snow removal operates under routes or the prior system, the lack of sufficient staff and fully functional equipment is remains cause of snow removal issues to date.

GPS:

The use of GPS data from our snow removal vehicle tracking vendor Feet Tracker continues with discrepancies in GPS tracking reporting in smaller landmarks. Staff and consultants are focusing on curation of data of the HOAs.

Sanding:

In consultation with Rich Muhl of the California Regional Water Quality Control Board (“RWQCB”), no permit is necessary for the District to apply sand to the roads as part of snow removal as it is considered an inert material. However, RWQCB will require removal of sand from the roads, drainage ditches, and possibly Kirkwood creek should the sand migrate that far during snow-melt.

Recently, the Tri-Tac and the respective counties determined that the individual HOAs were responsible for semi-annual street sweeping of their roads under the Kirkwood Specific Plan, not Kirkwood Mountain Resort (excepting Kirkwood Meadows Drive). If the District were to offer sanding as part of its services, clean-up of the sand would also need to be included.

The respective HOAs own, operate, and maintain their stormwater drainage system. It is unknown if any of these systems have sand traps to prevent migration of sand into Kirkwood Creek. Further, the District does not have any equipment suitable for cleaning stormwater drainage systems. Since the HOAs are also required to clean their streets per the Specific Plan, it might be suitable to require the HOA to perform the clean-up of the sand in their HOA since the combination of tasks and should not pose an additional burden on the HOAs.

Alternatively, the District could make sand available for a fee to the HOAs and they could sand their roads as they see fit. The HOAs would still be subject to RWQCB inspection and review.

Solutions:

As the predominant complaints about snow removal can be traced directly to staffing and equipment, it is logical that any proposed solution addresses these two aspects.

Recruitment: Management intends to advertise earlier and via new methods such as ZipRecruiter in addition to local advertising and Indeed, as well as continuing to encourage our existing seasonal snow removal staff to return.

Increase Seasonal Staffing Levels: Dave Waddle and Joe Pellerin estimate the optimum staffing levels needed to perform snow removal without issues are:

Day Shift: 3 Loader Operators, 6 Trackless Operators

Night Shift: 1 Loader Operator, 2 Trackless Operators

Mechanics: 1

Total Staffing Needs: 13 Employees (3 Full Time and 10 Seasonal Full Time)

Staffing Duration: Another way to attempt to provide sufficient coverage is to retain seasonal staffing for the entirety of the season, regardless of snowfall. By eliminating lay-offs and time without pay, seasonal staff will be more inclined to remain through the entire season and return in subsequent years.

Staffing Housing: Currently, there is no Lava Rock housing available. This is insufficient for the recommended staffing levels and the District should consider other housing options.

Seasonally there a double unit occupied by 2 seasonal staff, which means an additional 8 beds would be needed for the levels noted above. All full time year round staff rents at Lava Rock.

Equipment Maintenance/Repair: With the mechanic starting January 22, 2019, this should resolve the near term issues. However, as noted above, the optimum level would fully utilize every piece of equipment the District currently owns.

Prepared By:

The Snow Removal Team

KMA Comments on 2018-2019 Snow Removal to Date

1. Roads generally have had much more ice buildup.
 - a. Curves on Dangberg
 - b. Curve at intersection of Dangberg and Fremont
 - c. Lower Fremont which ends at Kirkwood Meadows Drive
 - d. Merrill which ends at Kirkwood Meadows Drive
2. Plowed snow has not been blown off roadway as effectively and timely as in past years.
3. In some instances driveways have been plowed and parking pads have not been touched.
4. On January 21 (a very good ski/board day and end of a three day weekend) Dangberg was not plowed by 9:30 a.m. Hence the shuttle could not pick up skiers/boarders and deliver them to the ski area. Residents on Dangberg could not drive to the ski area to enjoy a full day of skiing.
5. Parking pads on Wintergreen and Yarrow have not been plowed a week after cars have been removed.

Erik Christeson

From: LISA CLAREY-LAWLER <lcl3@mac.com>
Sent: Sunday, January 13, 2019 5:04 PM
To: Robert Goldberg; karinbeumer@sbcglobal.net
Cc: Erik Christeson; Peter Dornbrook; John Schroeder; Standish O'Grady; Anne O'Grady; Eric Richert; Sandy Sloan; peter tuxen; brucelawler@gmail.com; Carolyn & Rich Williams; Rich Williams; slsberg@comcast.net; Theresa Ende; Robert Ende; Bob Epstein; Gordon Zuckerman
Subject: Re: Safety on our Roads

Dear Erik - We would echo Karen's concerns and also share that last week we had a Fedex delivery man fall while walking down our driveway. Back in December, another one of our East Meadows neighbors fell in his driveway while getting into his car and hitting his head.

We have always appreciated the level of service we've received from the PUD in terms of promptly clearing our roads and driveways after storms. This year's weather pattern and snow removal schedule has created a different scenario, resulting in icy and slippery conditions that are in fact quite dangerous.

We sincerely appreciate your attention to this matter.

Thank you very much,
Lisa Clarey-Lawler
378 East Meadows Drive

From: Robert Goldberg <rgoldbergmd@comcast.net>
Date: Sunday, January 13, 2019 at 1:07 PM
To: <karinbeumer@sbcglobal.net>
Cc: <echristeson@kmpud.com>, <pdornbrook@kmpud.com>, John Schroeder <schroed911@gmail.com>, Standish O'Grady <sogrady@kmpud.com>, Anne O'Grady <abo@ogrady.us>, Eric Richert <eric.richert@gmail.com>, Sandy Sloan <sandy.sloan@gmail.com>, peter tuxen <ptuxen8@gmail.com>, <brucelawler@gmail.com>, LISA CLAREY-LAWLER <lcl3@mac.com>, Carolyn & Rich Williams <cgwill7@sbcglobal.net>, Rich Williams <richwilliamsmd@gmail.com>, <slsberg@comcast.net>, Theresa Ende <ende@sbcglobal.net>, Robert Ende <rende@mac.com>, <bepstein@kmpud.com>
Subject: Re: Safety on our Roads

We agree completely!

And we find that the section of Larkspur leading to the northern intersection with East Meadows Drive to be more icy and dangerous than ever before in our experience since 1995.

Our safety is paramount. And liability to the PUD and EMHOA is very high.

Thank you for your prompt attention to this important issue.

Robert and Sandy Goldberg
347 Larkspur Drive

Mobile: 925.639.7707

On Jan 13, 2019, at 9:57 AM, <karinbeumer@sbcglobal.net> <karinbeumer@sbcglobal.net> wrote:

Dear Erik Christeson,

I write this email in order to express the concern that my husband, Michael, and I have about the safety of our roads in East Meadows. We have been residents of Kirkwood (279 Larkspur Drive) for almost 22 years. We spend a good deal of the winter and summer months here, staying for a week or two at a time. We have always been dog owners. This is relevant because we walk our dogs at least twice per day on the loop roads of East Meadows. We are also avid cross-country skiers. Again, this finds us walking down Larkspur Dr. onto Aster Court on most days to access the meadow trails. This year we have noticed an appreciable change in how these small walking journeys around East Meadows are managed by us. We have found it necessary to purchase studs and spikes for our boots to avoid the hazards of severely icy conditions on much of the roadway. And even so, we find our walks often quite treacherous. We carefully pick our way through the roadways to avoid slipping, falling, and injuring ourselves. We have heard from many of our neighbors about the same concerns and, in fact, a few of them have already slipped and fallen.

The change we observe involves the fact that a few inches of snow are left on the roadways for many days. During the cycle of freeze and thaw that we see here, the remaining snow turns to slush during the day and then freezes at night. This results in sheets of ice or uneven, jagged ice patches over much of the road making safe passage nearly impossible. What do we think needs to change? We believe that the small amounts of snow that remain after initial plowing need to be cleared. This would allow the exposed road surface to absorb the sun's rays and result in greater sections of ice-free and clear roads. This was done for many years and the roads were much safer than they are today. We would very much like to see this become the routine snow plowing practice so that we once again are not quite so concerned about safety for life and limb. We would be very grateful to see this change made.

Sincerely,

Karin & Michael Beumer-Browner
279 Larkspur Drive