

SJID Operating Committee
Meeting Minutes
April 6th 2018

In attendance: David Bass, chair; John Lang, District Administrator; Peter McClure, Evans Properties; Jim Hoffman, Estes; and Brian Randolph, IMG.

by phone: Holly Chamberlain, IFC; David Howard, committee member.

Meeting was called to order by David Bass at 10:00. There being no formal agenda, the chairman asked the Administrator to give an update on the District. A list of recent events was given.

- Last fiscal year saw two hurricanes. For the second (H. Irma) a FEMA submittal was started. This has morphed into four separate submittals, three of which are finished, and the fourth is nearing completion. Based on the complete submittals, we anticipate recovering \$347,000.
- Reservoir gates project is complete. All gates are 316 SS and the openings are 9" taller. The anticipated benefit of this is to have fewer clogs due to weed islands.
- Flowway gate project, phase 1 is complete. That is, the repairs to the flowway gates are complete. Phase 2, to cantilever the gates, is in progress.
- Pump Station 10 (PS10) is waiting on easements. Motors, pumps, and PTO's are all on site. The fuel tank will be here next week. Contractors for dirt work and concrete work have been procured. The building has been engineered. The quid pro quo authorized by the board for the easement from Tom Hammond is complete. Under advisement of the attorney, we will not do any work on the site until receipt of the easements, as we won't trespass or work on private property.
- Reservoir Levee, originally the low point was 25.8', the low point is now 29'. The west side and south side are complete. The north levee is being leveled, and work continues on the east side of the levee.
- Automation of PSN8. Discussions with Agri-Services to provide automation required that the engines start with their PTO's engaged. The belts currently in use jump off every time this is attempted. The possible damage over the long term is unknown. Having spoken with Cummins Power South (as two of their test engines are in that pump station) they have indicated that they are uncomfortable with starting their engines with the PTO's engaged. That being the only solution provided by Agri-Services, two other firms were approached: MWI and Paragon Electric. MWI is interested and will be submitting a quote.
The automation of PSN8 is necessary with the addition of PS10 as it's impossible to match pumps as the head conditions change. We don't have variable speed pumps. When the pumps aren't running in PSN8, the water flows towards the low spot, which is TCR. With even one pump on, the water flows towards the pump station, even in during a H. Irma type event.
- John will be requesting an extension of the alligator contract for the allowable additional two years. The contractor is responsive and provides reports and monies in a regular and timely fashion. They have even helped with the request from FPL to remove a 2.5' gator.
- The health insurance plans for the employees will be changing. On advice of the insurance agents, the new plans offer better coverage for slightly lower rate.

Recent events having been covered, current events were discussed.

There are currently three known leaky culverts. We've addressed several recently, some of which were removed at the owner's request.

A brief history of the C-52 extension and how it relates to the District was given for the benefit of those who didn't know.

The conditions of our permit to allow withdrawal of water from the C-52 extension was discussed. It having been noted that during the drought last year, we were under 30% of our allowable total withdrawal.

A discussion followed about the best method and a time frame for addressing leaky culverts, and gates. While it is desirable to cease the pumping of water in a circle, as a governmental entity we cannot block off a gate or culvert without giving the owner time for due process to remedy the situation. There being no immediate resolution available, the item was acknowledged but no action was recommended to the administrator.

The condition of some of the roads bordering the laterals are in bad shape. It being the time of year, prior to the rainy season, to address these, it was recommended that a list of roads be given to the office so that maintenance can be scheduled.

The District is currently two men short, if anyone knows someone, please refer them to the office.

The fuel tank inspection passed with note that the new inspector desired dual vents on all of the tanks. The vents are currently being installed.

Additionally, some of the canal banks have sloughed off, the most notable is South 4 (S-4). The money has been budgeted in next fiscal year (FY19), if approved, to have the contractor do repairs to S-4 as sloughage poses a hazard and leads to wash-outs of roadways.

A short recap of the history of Pump Station 10 was given by the Administrator for the benefit of those who weren't familiar with it.