Utica Regular Board Meeting

June 23, 2026

Order of Business

1. Call to Order / Pledge of Allegiance
2. Roll Call

Item 3 – Approval of Agenda

Approval of Agenda

Motion to approve agenda

Item 4 – Public Comment

Public Comment

- Comments are limited to three minutes per speaker.
- Members of the public may address the Board on any item **not** listed on the Agenda.
  - Public comment on agendized items will be heard at the time the item is considered by the Board.
- The public is encouraged to work with staff to put future items on a regular meeting agenda for Board consideration.

Item 5 – Consent Calendar

Consent Calendar

Motion to approve the consent calendar

Item 6A – Chief Dam Safety Engineer Presentation and Owner's Dam Safety Program Updates

Receive Presentation

John Kessler, Chief Dam Safety Engineer, Kessler and Associates

Owner's Dam Safety Program

Motion to adopt Resolution 2026-06 Adopting the Owner's Dam Safety Program and Reaffirming the Authority's Commitment to Dam Safety

Roll Call Vote

Strategic Plan

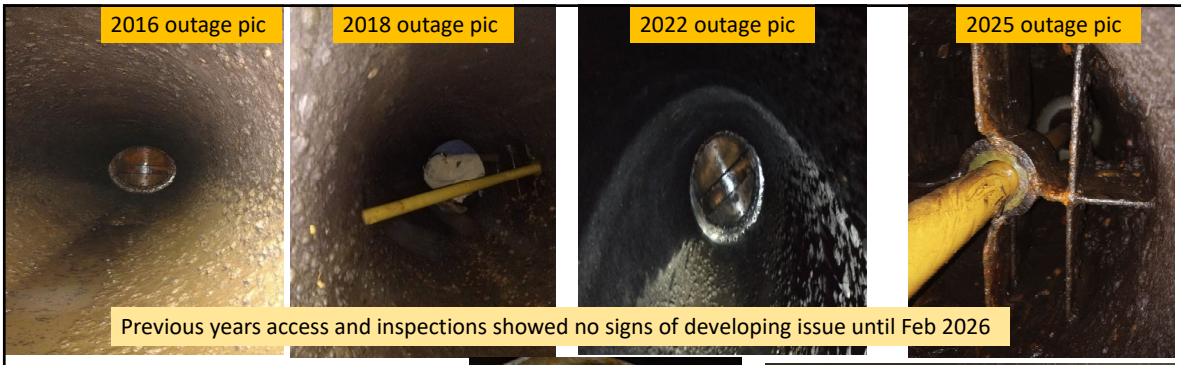
- Addresses key challenges: Aging infrastructure, regulatory uncertainty, and financial constraints
- Defines seven strategic goals to guide UWPA for the next five years
- Create a framework for Board oversight through measurable objectives and performance tracking
- Supports proactive decision-making while maintaining flexibility
- The previous Strategic Plan was effective from 2022-2026

Strategic Plan

Motion to Adopt Resolution 2026-07, adopting the 2026-2030 Strategic Plan

Roll Call Vote

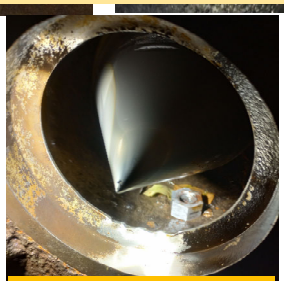
Item 6C – Turbine Sphere Valve Repair



Previous years access and inspections showed no signs of developing issue until Feb 2026

Feb 2026 needles failed to seat properly and build scroll case pressure. Nut found between needle and the seat.

March 2026 during DSOD TSV operational inspection test the Valve failed to operate fully. Another nut found and investigation ensued.



Parts coming loose and getting jammed between needles and seats.

2026 failure

With headgate closed leakage needed to be blocked to stop flows from getting to the powerhouse. Sebastian came up with an idea to insert an inner tube through the access hatch below the Rotax and inflate along with opening the Rotax house drain valve allowing flows to be monitored through S76A weir.

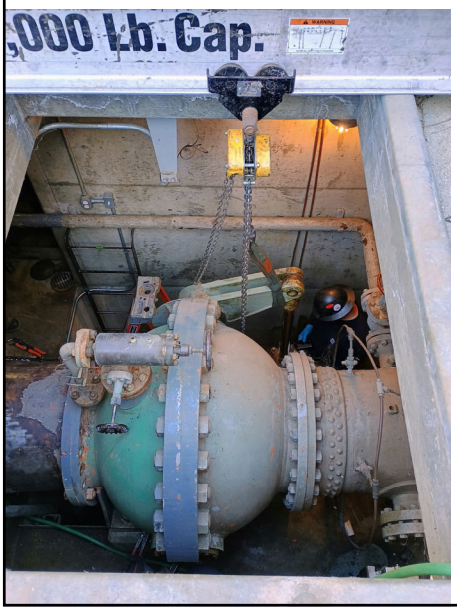
Prep for downstream relief cut

Cut wedge style for removal

Wedge lift tested to ensure free for Day 2 crane work.

Relief cut needed to allow clearance for valve removal.

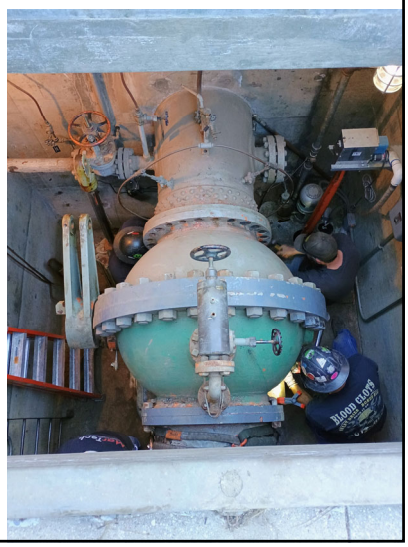
Remove actuator ram from TSV arm
Arm wouldn't release from shaft.



Attempt to remove TSV arm from Valve

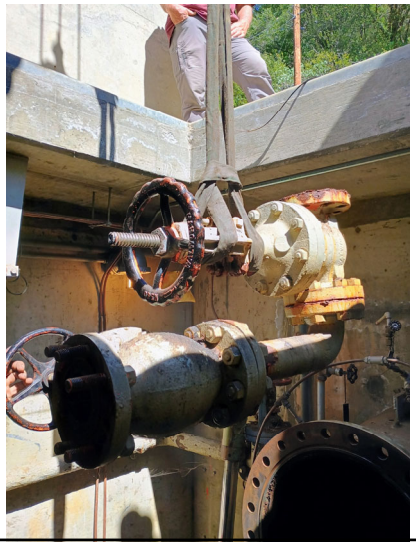
It's bound up no go !

Unbolting from Penstock flange

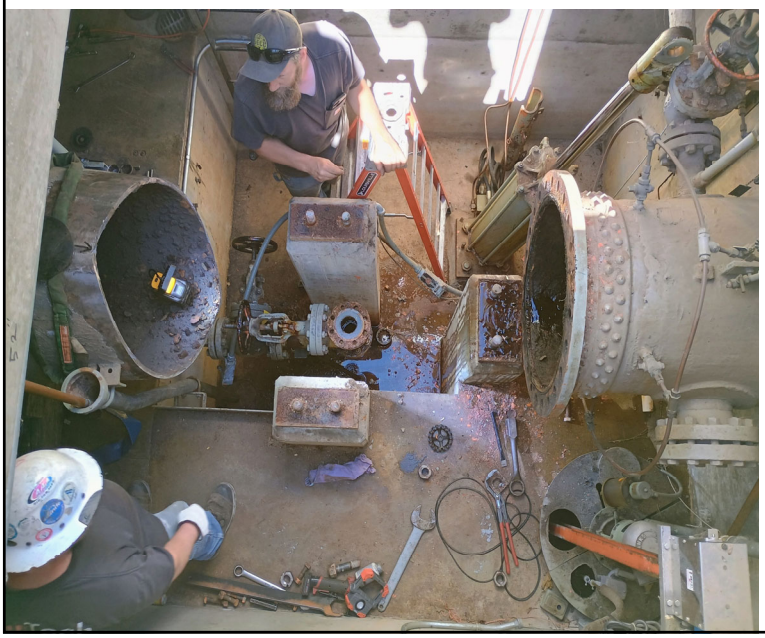


Wedge cut removal

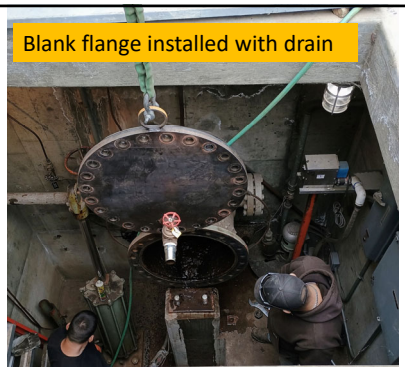
Penstock drain valve assembly removal



TSV removed



Blank flange installed with drain



Loaded up ready to transport to MarTech

Bottom half not nearly as bad as the top half

These cap screws are what holds the seat in place and obviously aren't doing their job.

TSV appears to be assembled with split ring helical style steel washers with many corroded and missing at the top of the valve

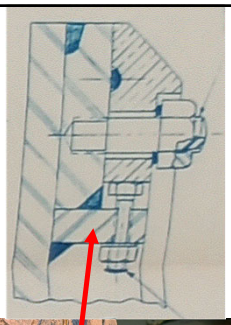
Key Features in 1953:
•Murphys Powerhouse Print A 34836-51-02 Detail A specifically states **Non link Positive lock washer and does NOT list material type.**

•**Positive Locking Action:** Often referred to as "star washers" or "toothed lock washers," these were designed to provide a stronger, more positive locking action than standard helical spring washers.
•**Nonlink Construction:** Unlike the "split" helical spring washer, these were typically one-piece, washer-shaped rings with serrated teeth, either on the internal or external diameter.

What is in the specification is not what is present in the unit at this location. These spring washers appear to be of carbon steel!

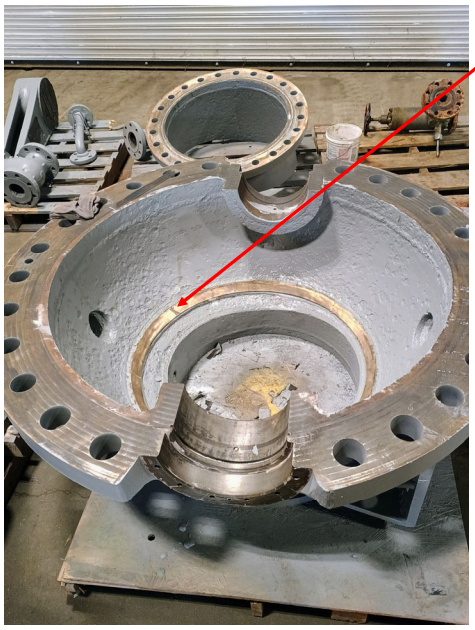
Based on engineering evaluations, such as those from NASA and vibration tests, the **split lock washer (or helical spring washer)** is widely considered the worst choice for preventing loosening under vibration and is poor for sealing against water.
Here is why they are ineffective and often problematic:
•**Vibration Failure:** When fully tightened, a split lock washer flattens out, behaving as a solid flat washer, which provides no locking ability. Under significant vibration, these washers often lose tension, allowing the nut to back off.
•**Worse Than Nothing:** Studies have indicated that split-type lock washers can actually reduce the tension in a joint faster than if no lock washer was used at all.
•**Water and Corrosion:** In marine or wet environments, the gap in the washer can allow moisture to penetrate under the bolt head, leading to corrosion and potential difficulty in removing the fastener.
•**Failure Modes:** Under high vibration, they can snap, break, and fall out, leaving the joint instantly loose.

Valve fully disassembled at Mar-Tech facility to identify areas of wear and feasibility to repair.



Material will need to be built up in order to redrill and support cap screws for seat alignment

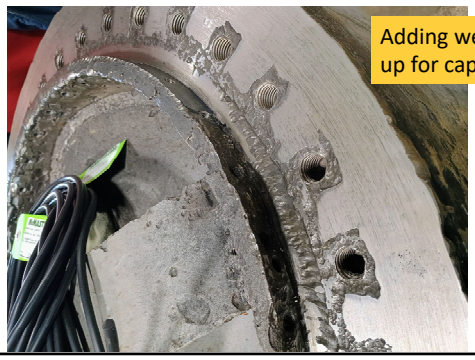
Lead paint abated and surfaces beginning to get prepped



Etched out ring seal

Seating surface being filled before polishing

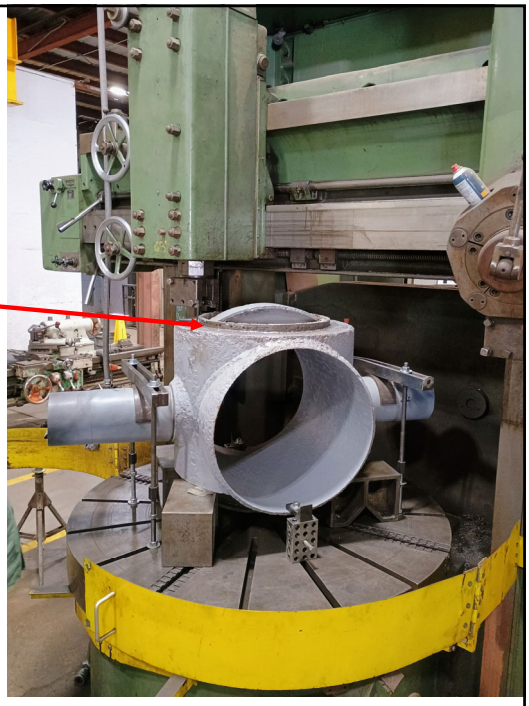
As found when removed

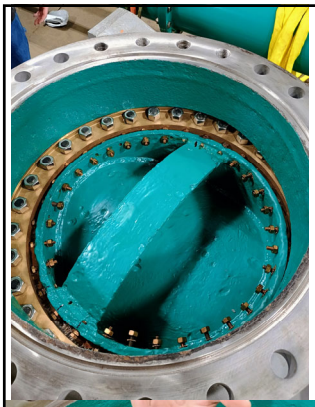


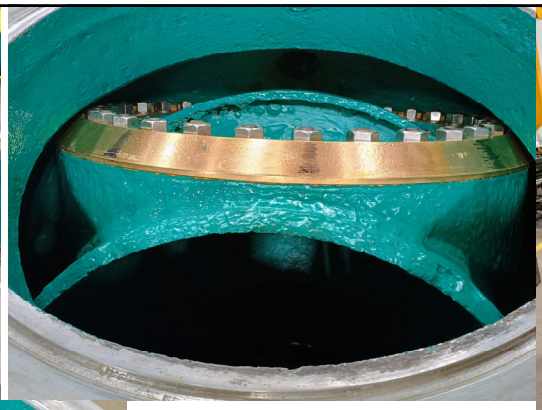
Adding welds to build back up for cap screws

Seating ring filled and resurfaced

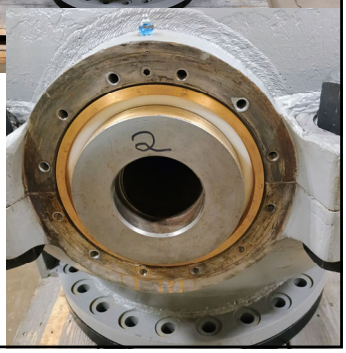
Valve body cap screw holes getting redrilled after material build up







Interior coatings and reassembly along with setting seal ring position prior to pressure testing.

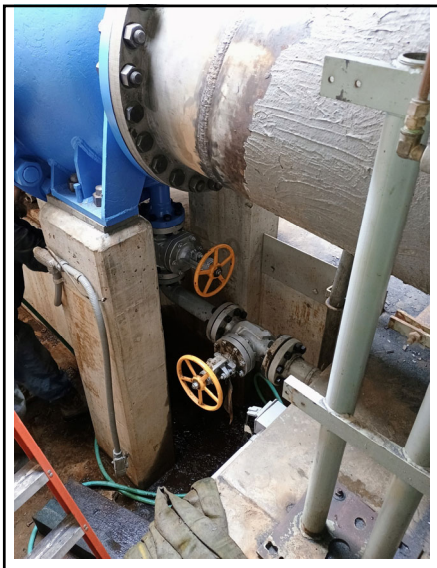


Chevron leather packing seals replaced with modern materials

Sphere valve returns to MPH

Setting and bolting with new O ring in flanges

Reinstall flange with beveled wedge cut to the scroll case and weld in place



Install New penstock drain valves assembly

Reinstall the operating arm, the Scroll case charging assembly, and the electrical position devices

Fill the penstock check for leaks and address as necessary.
Test the Penstock drain assembly
Check TSV leakage in closed position
Test the scroll case charging assembly
Charge the scroll case
Operate TSV open and close
Perform No load spin test

Turbine Sphere Valve Cost

- Cost of repair: $216,864.35
- Revenue Lost due to MPH Outage: $241,440
- Penalties: $12,684.06
  - Note: Est penalty increased by $2,548.06 due to settlement

CAISO Pass Through Charges

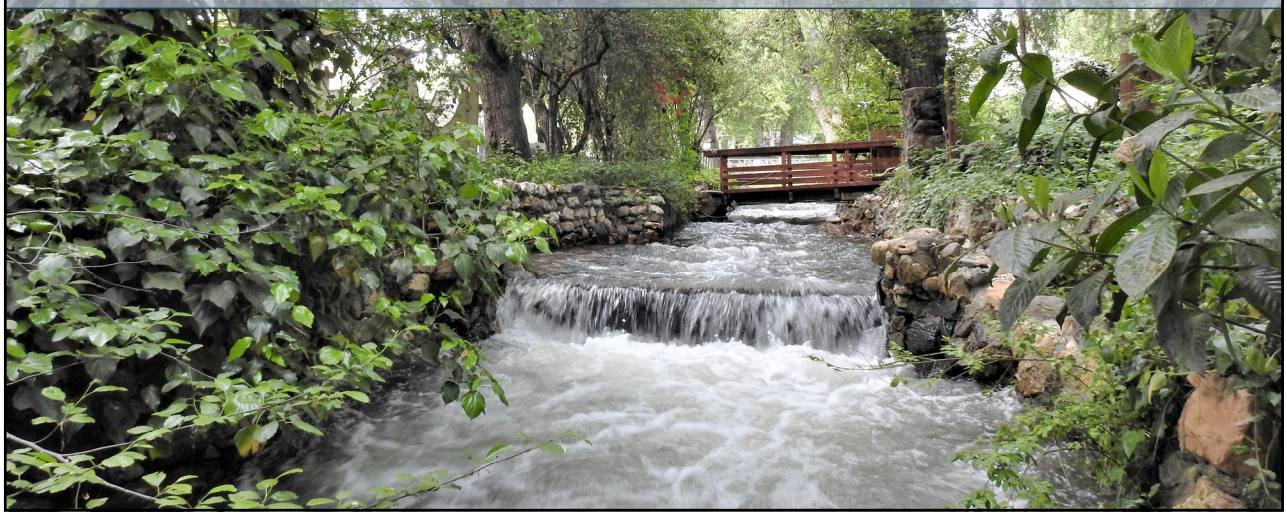
CAISO Statement	CAISO Code	Description	Trade Month	MWh	Amount
T+9B	8830	Monthly Resource Adequacy Availability Incentive Mechanism Settlement	April-2026	0.000	$7,616.06
				Total:	$7,616.06

- Total: $465,920.41

TSV

Motion to approve and authorize a transfer of $465,920.41 from the Budget Balancing Reserve Fund into the General Fund to cover the costs of emergency repairs to the Murphys Powerhouse Turbine Sphere Valve, and to balance the FY 2025-2026 budget for unanticipated revenue loss.

Item 6D – CAL FIRE Grant Opportunity



CAL FIRE GRANT

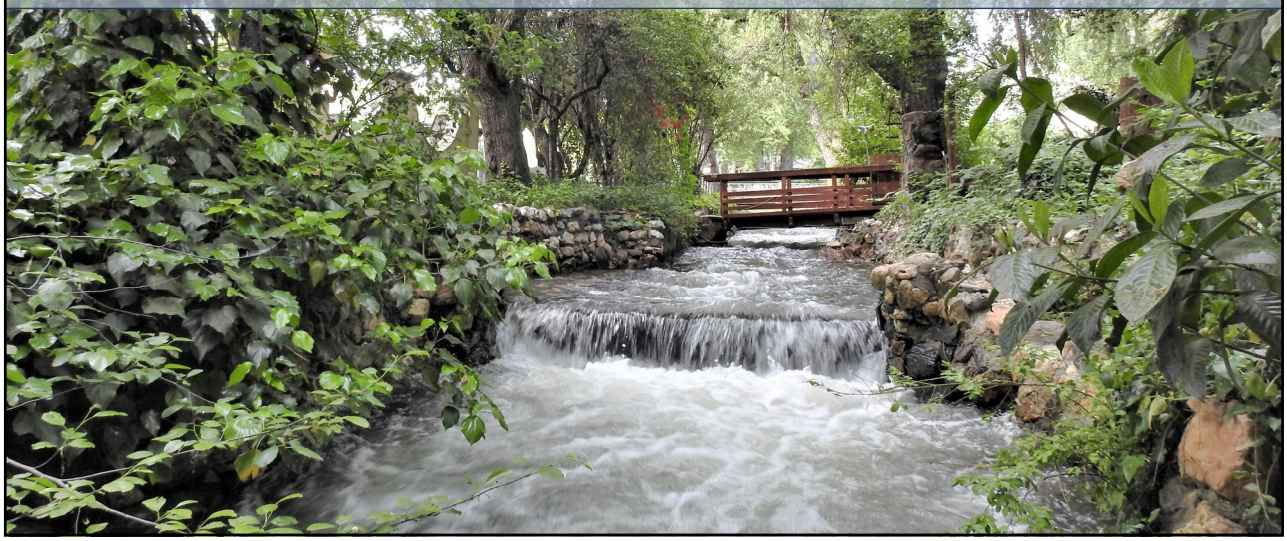
- Supports continued implementation of the Highway 4 Wildfire Defense System through strategic fuels reduction treatments
- Grant funding would improve wildfire resiliency, reduce hazardous fuels, and protect critical watershed infrastructure
- CEQA review completed, allowing remaining treatment areas to move forward efficiently
- Grant applications proposed to CAL FIRE and Sierra Nevada Conservancy in July 2026

CAL FIRE Grant

Motion to Adopt Resolution 2026-08, authorizing the General Manager to Submit the Darby Apple Fuels Reduction Grant to CAL FIRE and the Sierra Nevada Conservancy

Roll Call Vote

Item 7 – Correspondence, GM and Board Reports, Future Items



7A – Correspondence

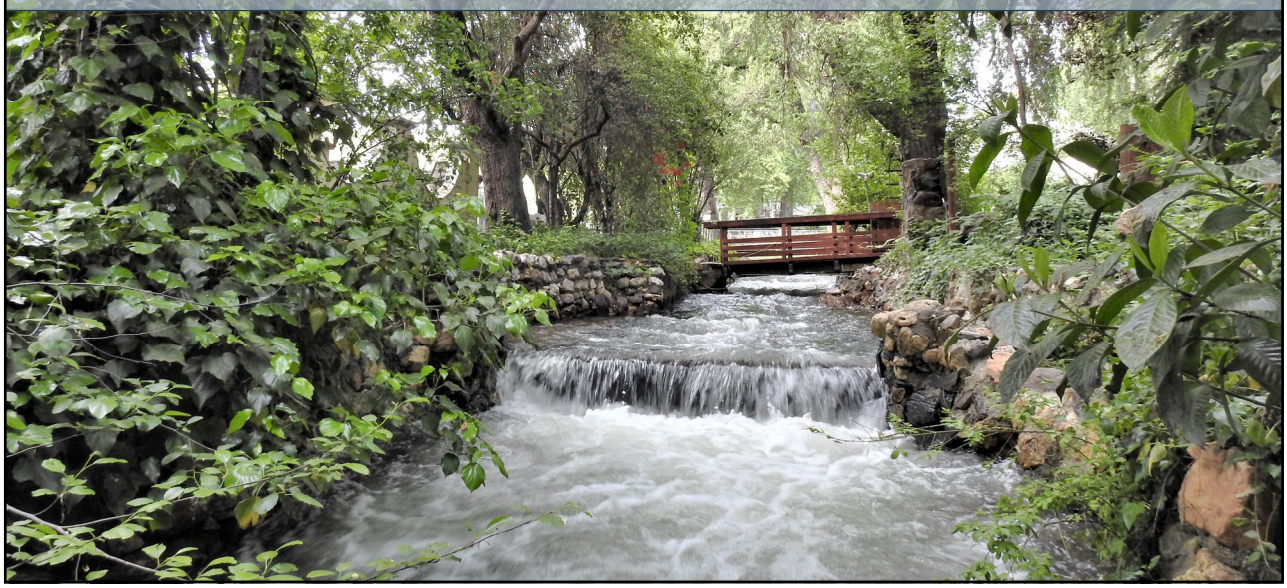
- DSOD – No Comment regarding Dam Safety Surveillance Monitoring Reports (DSSMRs)
- FERC – Approval of Schedule Change for Part 12D Comprehensive Assessment and Periodic Inspection
- FERC – Informing Thirteenth Part 12D Independent Consultant Report Due Date and Scope of Work
- FERC – Response to Twelfth Part 12D Inspection re: Hunter Dam Supporting Technical Document (STID)

7B – General Manager Report

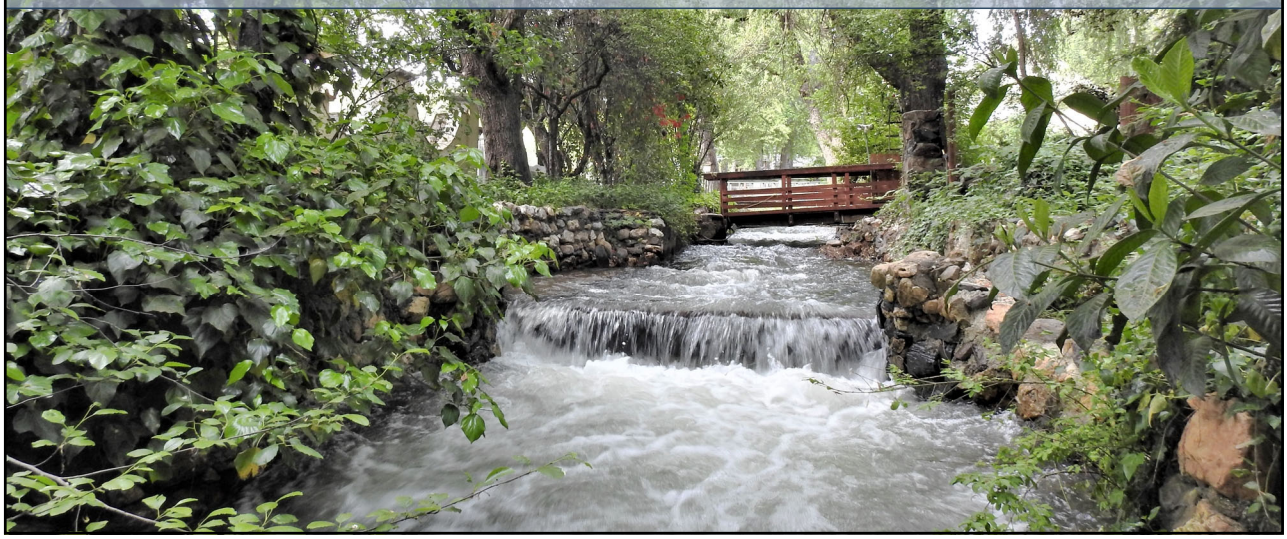
7C – Board Member Agency Reports

- City of Angels
- Union Public Utility
- At Large Director

Item 7D – Future Agenda Items



Item 8 – CLOSED SESSION – General Manager Performance Evaluation



GM Performance Evaluation

- The meeting will adjourn to closed session

Item 9 – Report Out of Closed Session

Report Out GM Performance Evaluation

- The meeting returned to open session

Item 8 – Upcoming Meetings

Upcoming Meetings

- Meeting Date:
  - Tuesday, July 28, 2026, at 5:30 p.m.
  - Tuesday, August 25, 2026, at 5:30 p.m.
  - Tuesday, September 22, 2026, at 5:30 p.m.

Item 9 - Adjournment