

## REGULAR MEETING

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT  
PO BOX 615, SPARKS, NV 89432-0615

Thursday, January 18, 2018

### MINUTES

Larry Johnson called the regular meeting of the Palomino Valley General Improvement District (PVGID or GID) to order at 6:05 p.m. Thursday, January 18, 2018 at 21555 Pyramid Highway, Reno, Nevada.

1. **Roll Call:** Trustees present were Marty Breitmeyer, Mitch Gerlinger, Greg Dennis, Jim Currivan, and Larry Johnson. Also present were Jim Hicks, Operations Manager; Maureen Sidley, Assistant to the Secretary; Cathy Glatthar, Assistant to the Board; and Louie Test, Legal Counsel.

2. **Public Comment:**

Don Otto said regarding these horses being hit, he didn't think any guilt should be thrown around because it can happen to anyone. He cited an example of a Deputy Sheriff who hit three horses on Highway 50; this can even happen to law enforcement.

Larry Johnson said that's different than here because the posted speed limit on that highway is 65 miles per hour.

Susan Ambrose said there is a reckless driver of a black Dodge Challenger who uses a stretch of Ironwood as a drag strip. She said these are private roads and there's nothing the Sheriff can do, but asked if the GID could do anything?

Louie Test said they need to identify the driver and get the license plate number. He said reckless driving might be enforceable by the Sheriff; he said he would check into this.

Pam Roberts said she is new to the Valley and lives off of Broken Spur. She presented the Board with a petition requesting the asphalt on Broken Spur be patched by the GID. She addressed Louie Test and said as a recently-retired prosecutor for the City of Reno, that he would find that reckless driving is a crime and the Sheriff could make an arrest.

Zach Rhodes commented about the wild horses and said less horses would be killed on the roads if the GID hadn't covered up the cattle guards on Whiskey Springs and Ironwood. He said people need to quit feeding and watering the wild horses.

Derek Perkins had a question about the postal service and needing a key to his box. Several audience members said he needed to call the Vassar Post Office; another person said he had the carrier's name and phone number.

Cathy Glatthar stated it is an election year and there are four open seats on the GID Board. She had a handout and explained you can file from March 5th through the 16th.

Larry Johnson asked if there were any further public comments? Hearing no requests, he moved to the next agenda item.

3. **Election of Officers:** Larry Johnson stated the current positions are:

President	Larry Johnson
Vice-President	Marty Breitmeyer
Secretary	Mitch Gerlinger
Treasurer	Jim Currivan
Trustee	Greg Dennis

Louie Test explained to the audience that this is strictly a vote among the Board members for officers, not the election of Trustees that Cathy mentioned earlier. In response to a question, it was explained that this is a five-member Board and there are four open seats for this year's election; again this agenda item is only an election of officers. Mitch Gerlinger made a motion to keep all positions as is. Marty Breitmeyer seconded the motion, and hearing no opposition, the motion passed.

4. **Approval of Minutes – December 21, 2017:** Jim Currivan said last month a comment was made that the fuel costs were up; he asked if we get the break on fuel sales taxes? Maureen Sidley said that came up several years ago and was looked into and she couldn't recall why, but no we don't get the sales tax break on fuel. Larry Johnson asked Maureen to research that again and report back. Mitch Gerlinger made a motion to approve the minutes as written, and Jim Currivan seconded the motion. Hearing no opposition, the motion passed.

5. **Financial Reports and Payment of Bills:**

a. **Financial Reports:** Cathy Glatthar said the estimated operating funds for capital improvements has dropped a little bit, again. She said the CTX (Consolidated Taxes) just isn't coming in as expected; it's about \$3,000 less each month. She stated Ad Valorem is down by \$11,582 from expected; CTX is down \$16,691 from expected, LGTA is actually up from expected by \$6,700, and overall we are down \$21,532 from projected. She explained for the audience Ad Valorem is your property tax, CTX is called the Consolidated Tax which is from sales tax, and LGTA is Local Government Tax (also called Fair Share) and it is also sales tax revenue. Larry Johnson said he doesn't understand why sales tax revenue is down when all economic indicators are up. Cathy said someone asked if the GID receives any sales tax revenue from marijuana sales. She said she would ask Kelly Langley with the Department of Taxation. Louie Test explained that the Federal Government still has marijuana listed as an illegal substance and all the banks and financial institutions are insured by the Federal Government so they are not allowed to transact business with marijuana sellers.

Maureen Sidley explained she received a notice from Wells Fargo that the U.S. Treasury Department Financial Crimes Enforcement Network issued a rule to strengthen the due diligence of certain financial institutions. In turn, the GID Trustees need to sign a form attesting that they take seriously their responsibilities for managing governmental funds.

b. **Payment of Bills:** Maureen Sidley stated there were some repair bills this month; one was to Cashman in the amount of \$4,700 for the generator repair. Jim Hicks explained that was for a new turbo for the generator at the Ironwood well. She said the other one was to Sonsray Machines and she put down that it was for the replacement of the wheels on the roller compactor, but had since learned that's not

what was done. Jim Hicks clarified that was for the disassembly of the roller. She said Western Nevada Supply was for four, 20-foot sections of 12" diameter culvert and connection bands. Larry Johnson explained [some] of those culverts are for upper Quaking Aspen where a temporary, four-inch ABS pipe needs to be replaced. Greg Dennis remarked \$2,300 was spent on patching material and wanted to know how much was spent on labor for the patching work. He said he wanted a unit price for patching. Maureen said she would put together that information. Marty Breitmeyer made a motion to pay the bills. Greg Dennis seconded the motion, and hearing no opposition, the motion passed.

## **6. Road Maintenance Reports:**

- a. Road Reports:** Larry Johnson stated they have been able to keep up with this month's road maintenance requests and there is only one outstanding request for Curnow Canyon, which just came in. He added the culvert on upper Quaking Aspen is also outstanding. He said they did receive a maintenance request for the right angle curve on Yellow Tail. He explained that water ponded there and sometimes covered the entire road. He said the road was remediated by grading, raising the road, and installing a new culvert. He said the comment was that the new road surface became very slick in wet weather, and they will address that with a gravel surfacing to stabilize that area. He added that it is ten times better than what has been there for twenty years.

He said this week they retained outside trucking and placed a thin layer of gravel on the north-facing, steep slope on a portion of the Wilcox Ranch Road hill. He said the upper part of that hill was stabilized with sand from the Ironwood pit some six weeks ago; they have covered all of the steep areas and there should be good access. He said in wet weather the school bus could not climb that hill, and frankly, it shouldn't; it's a narrow, steep section.

He said what he considers the worst subgrade-condition road in the entire 95-mile road system is Quaking Aspen Road. He explained a year ago we stuck four fire trucks, last winter we had four-wheel-drive pickup trucks stuck and abandoned, this year it was a propane truck; Waste Management won't go up the road in any kind of a storm. He clarified that late last spring they gravel surfaced, as flood damage repairs, much of the upper section of Quaking Aspen. He explained that following the floods, there was a lot of traffic because they lost power to the communication stations on top of the mountain and we had a lot of maintenance traffic going up and down that section of road. He said one of those stations belonged to Washoe County, so we asked them for some cost sharing and they did approve \$5,000 for the purchase of gravel and aggregate base and we provided the equipment. In conjunction with that, he said this week with the contracted trucking, we got the worst sections of Quaking Aspen surfaced; we had insufficient budget to do the entire two-mile section.

He said they improved the culvert entrance on a newly installed culvert on Piute Creek. He explained the culvert had been buried for decades. He said we installed a new culvert earlier in the year because flood flows jumped and ran down the road and did significant damage to the sides and created unsafe conditions. He said they re-routed the flows and installed a new culvert; they came back a few weeks ago and reshaped the inlet so that future flood flows would be funneled into those culverts.

He said they installed a series of “blind hill” signs on the south end of Amy. He said they received an email from the home owner who requested those signs, who said thank you, but it didn’t help; that someone nearly hit him the other day coming over that blind hill.

Larry said a downside of the wonderful things we’ve accomplished in the last few years in putting asphalt surfacings on these roads is that people drive just that much faster; recommended speed for our roadways is 35 miles per hour. He said when he works on those roadways measuring them, people pass him at incredible speeds. He said he lives on a narrow dirt road and last weekend someone living up the hill from him came past his driveway at a minimum of 50 miles per hour on an extremely narrow mountain road; unbelievable.

He said it may storm tomorrow and for that reason this Board changed the working days and hours of our crew for winter work from four days a week to five days a week; instead of four ten-hour days, it’s now five eight-hour days. He explained the logic of the Board was that we have storms on Thursday, Wednesday, crews would be available on Friday, that they would normally have off, to re-grade those roads and that’s going to happen tomorrow. He said if it rains tomorrow we’re not going to be able to grade most roads because of excess moisture, however we have sandy roads such as Curnow Canyon that we can grade in wet weather. He said the road supervisor has been directed if we have precipitation tomorrow he will grade Curnow Canyon, if we do not have precipitation by morning, we want to haul gravel onto that sharp right angle corner on Yellow Tail to stabilize it.

Greg Dennis explained they went through an analysis to compare the cost to have materials hauled in versus our crew producing DG from our pit, loading it, and hauling it to the site. He said sometimes we don’t have the material that’s needed, and when you look at the time involved in getting the material on the road versus hiring a truck, is it cheaper to pay for the material and the trucking; it came out as a wash. He said but we had to look at the efficiency; we lose weeks of time while our crew is producing the material, whereas if it’s trucked in, we get the material on the road much faster. He said this Board needs to focus on efficiency and that’s where we are headed. He added when we are having material brought in, he wants two blade operators out there working at the same time and get some of these bad sections of road taken care of and it will last a whole lot longer. There was some discussion whether or not to put this topic on a future agenda because it had been discussed at last month’s meeting and they had actually used outside trucking to haul in base for Wilcox Ranch and Quaking Aspen Roads. The decision was made to have an Old Business item on next month’s agenda so the pros and cons could be discussed and considered. Larry commented that we’re going to see a trucking bill and a materials bill next month and that is going to come out of the capital improvement budget; and he doesn’t want to reduce that budget so that we can’t put asphalt surfacing on Amy and Wilcox Ranch Roads next summer. Greg said those are difficult questions, but we need to find a balance.

**b. Report on Flood Repairs and Mitigation and FEMA and State Disaster Funding:**

Larry Johnson said he doesn’t believe most people in the District realize how much money we spent putting roads back to normal in this Valley following last winter’s floods; that all came out of our budget that we didn’t have except to do normal maintenance. He said we don’t know if we’ll have sufficient funds to do asphalt

surfacing/Cape Seal project next summer. He said we haven't received a dime of reimbursement, but we have received written approval for one of the four projects, and verbal approval on the other three. He said we were initially promised to have that money by the end of September [2017], the intent at that time was to either put on additional operators or hire additional equipment and operators to do a whole bunch of much-needed work around the Valley, but the hurricanes and fires were a higher priority. He said until we receive those funds, we are pinching pennies. He said we are trying to keep roads serviceable to the extent possible. He said Cathy Glatthar has put probably hundreds of hours into the FEMA paperwork and he has put in hundreds of hours of volunteer time on this. He said eventually we'll get this money and we'll get a lot of work done; in the meantime, we are treading water trying to make ends meet.

- c. **Operations Manager's Report:** Jim Hicks said the 670 grader (the backup grader) overheats and we'll get that fixed shortly; other than that the equipment is running fine and things are moving smoothly.

Larry Johnson said he had asked Jim if the 10-wheeler [dump truck] could be used on the highway to haul material from Martin Marietta. He said Jim gave him a list of what needed to be done; it's a 1992 Freightliner, so it's an old truck. Larry asked Jim if it was street legal and what would it take to make it legal? Jim responded it is not street legal and all the items on the list would need to be done. Larry asked that Jim find out what it would cost to make the truck legal. Marty Breitmeyer wanted to know when it last had a DOT (Department of Transportation) inspection? Jim said probably never. Jim explained the passenger door won't open because the truck was in a wreck at some point (before the GID bought it). Marty asked if we are exempt from DOT inspection? Larry said the options are sell it and get another truck or fix it; we'll need to know the costs to make it road legal. Marty said he will get the cost for a replacement.

## 7. **Old Business:**

- a. **Update on LW Land Company's Grass Valley Road Tentative Parcel Maps:** Larry Johnson explained the developer withdrew from the Parcel Map Review Committee's December agenda; so it's on hold. Louie Test said as he mentioned at the last meeting, someone should be meeting with the County, because when he spoke with the Deputy District Attorney, the County is going to require the higher subdivision standards. Larry said he was supposed to set up a meeting with Community Development and the County engineer and hadn't done so. He apologized and said he would get it done.
- b. **Request for Review by Nevada Attorney General Regarding Serial Parceling:** Larry Johnson said this is on hold.
- c. **Washoe County Proposed Refund of SPA Developer Fees:** Larry Johnson said there is no new information on this item.

## 8. **New Business:**

- a. **PVGID Newsletter:** Greg Dennis said he asked for this agenda item. He said communication can be tough, but a summary every six months as to what we've done and what we're planning to do might be helpful. Larry Johnson said two times a year, spring and late fall. In answer to Larry's question, Cathy reported the total cost would be between \$400 and \$600 to do a two sheet, folded mailing. Mitch

Gerlinger said a newsletter posted on the GID's website would be free. Kevin Cook, in the audience, said the website is a great platform for this, and didn't think any money should be spent on a mailing. Zach Rhodes said he's looked at the website and could not find any financials. Larry asked if the transaction report could be posted each month? Mitch Gerlinger suggested attaching the report to the minutes. Cathy Glatthar agreed and said that would be the easiest way. Pam Roberts does not believe everybody is on the Internet, and suggested sending it out "snail mail" once, and explain how to view it online and the people who want future newsletters mailed to them, must send us a written request. Cathy Glatthar said that's a really good idea, and we could just send out a postcard announcing the newsletter is online and if someone wants a hardcopy mailed to them, they must submit a written request. Larry said he believed the consensus is that newsletter-type information is valuable and we should publish newsletters twice a year as discussed.

Greg suggested adding "pvgid.com" to the speed limit signs in the Valley.

**9. Judicial/Government Affairs:**

**a. Poundstone Culverts:** Louie Test said he needs to meet with Larry Johnson about this and get more information.

**10. Calendar Review:** Cathy Glatthar reviewed the upcoming items:

- Cathy will let the Registrar of Voters know there was no change to the list of officers
- Jim Hicks will need to have his Equipment and Vehicle Budget for the next meeting
- Louie Test needs to file the Tort Claims Report with Cathy by February 1st
- Maureen Sidley needs to file the Quarterly Economic Survey by February 14th
- The Determination of Tax Rate, Tentative Budget, and Operations Manager's Equipment and Vehicle Budget will all be on next month's agenda
- The next GID meeting is Thursday, February 15th

**11. Correspondence:**

None

**12. Public Comment:**

Don Otto said the signs around the Valley regarding the monthly meetings need to be changed to reflect the new 6:00 start time. He suggested the [Poundstone] driveway culverts be replaced with a concrete swale.

Larry Johnson said he did not know if the homeowner would be satisfied with that. He added that any depression in that driveway would be subject to sedimentation.

Mr. Otto said we have two people who work the roads and the water truck driver does not want to operate the grader. He said the grader is the most highly used piece of equipment and we have two graders. He asked if we should replace that water truck driver with someone who is capable of operating a grader as well as the rest of the equipment and trucks? He said that will be the most efficient way, because a lot of time that water truck driver is just sitting in his truck waiting for Jim to get other stuff done. He said he didn't know what the water truck driver can do when Jim's off grading; he could be grading, too.

Larry Johnson said there are a lot of things he can be doing, and said Mr. Otto's comments about replacing the water truck driver are grounds for a valid discussion. He asked Cathy Glatthar to put this item on the next agenda.

Larry Johnson said he wanted to clarify something with Mr. Otto. He explained Mr. Otto had suggested the GID use doubles (tandem belly dumps) for the delivery of the material for Wilcox Ranch and Quaking Aspen, but the drivers said it was unsafe to turn around.

Mr. Otto said if we get the chance to do this in the future, it's much more efficient to get tandem belly dumps.

There was some discussion about what materials can be hauled in belly dumps, and both Larry Johnson and Marty Breitmeyer said only sand or road base.

Larry Johnson thanked Mr. Otto for the suggestion.

Susan Ambrose asked for clarification on what type of fees Washoe County is proposing to refund to the developers in the SPA?

Larry Johnson explained in the [Specific] Plan Area (SPA) there were impact fees that developers paid to the County. He said the developer could build certain infrastructure themselves and seek reimbursement from the County or the County would hold onto those impact fees until sufficient development had occurred, then contract with the GID to contract for engineering, design, construction management and actual construction of those improvements. He explained those impact fees covered a variety of improvements: park fees, fire station, construction of a new road off of the Pyramid Highway, and paving of certain roads in the SPA, etc. He said the largest land owner/developer, the only one who could do those major improvements, backed out. However, smaller developers proceeded and took advantage of the smaller parcel sizes allowed by the specific plan. They went forward by using parcel maps and entered into development agreements with the County. He explained the agreements set forth requirements such as Broken Spur was supposed to be paved to County standards with six inches of aggregate base and three inches of asphalt concrete; obviously never done. Secondly, the developer was supposed to form a Homeowners Association (HOA) and dues were to be paid into a fund that would be given to the GID for maintenance of that pavement (i.e. crack filling, slurry seals, etc.) and a fund for replacement of the road after it wore out. None of those developers did that; an oversight by the County. He said fast forward twenty years later, we have people on those small lots who come to this Board and say they want Broken Spur improved. He said we say, we're sorry, but this is what the development agreement says and none of it has been done. He said we're in a quandary because this money is not ours and Washoe County has had the money all this time. The developer has sued the County to get his money back, but hasn't done any of the work. The judge ruled that these were impact fees and by State law they have to be refunded; totally ignores the development agreements. Washoe County staff is working on a report to the County Commission on how this could be done. The legal interpretation is that those fees need to be refunded, but not to the original developer, but to the current property owners. He said we have asked some of those SPA property owners if they are paying into an HOA fund for road improvements, and they have all pleaded ignorance. He said we don't have the money; we're being told we probably don't have a legal right to it. In the meantime, those people have a dirt road that was supposed to be paved with real pavement.

Louie Test added most of those cases in the District Court were dismissed; there's only one pending. He said when the developers learned they wouldn't get their money back, that it would go to the current property owners, they dropped the matter instead of paying more legal fees. He said the other issue is one of the developers requested reimbursement for work they had done and they had to give an itemized statement of the costs and that is being reviewed, and because the work done does not match with what was in the original plan, the developer might not have a right to reimbursement.

Larry Johnson said that raises another quandary that we are in because the Cape Seal, this half-inch asphalt surfacing that was placed on the southern end of Broken Spur, was placed by a developer, not by the GID. He said on next month's agenda an item will be do we have the legal impetus to put him on notice that he needs to repair his surfacing, should we be on the hook for what he did? In any jurisdiction when somebody comes in and builds a subdivision and puts in new streets, before the agency accepts those improvements for future maintenance they wait for all the houses to be built, they do a survey and determine what the developer needs to do in the way of repairs, which may include an overlay on the roads. He addressed Ms. Roberts and the petition asking for the potholes in the asphalt on Broken Spur be repaired, he said can we do it, should we do it, should the developer be required to do it, and do we have a legal hammer to make them do it? He asked Cathy Glatthar to put this item on the agenda for next month, and told Louie Test that we will need his opinion on this matter.

Cydney Harding said she lives right across the street from this development [the SPA]; why not rip that road out and have the GID take it back over? She said she didn't want any of the asphalt surfacing there to begin with.

Larry Johnson said it's probably not that simple and he said he wanted to point out a few things. He proceeded to explain that Whiskey Springs Road from the Highway [Pyramid] in past the BLM fire station, used to be old, worn-out asphalt, broken up into chunks. A previous Board in the late nineties got a survey from Washoe County engineering that said it's too far gone, you have to tear it up and reconstruct it; way beyond anybody's budget. A bunch of residents complained and the Board hired a private engineering study that concluded the same thing; it's too far gone, it should be torn up. The Board decided to remove it and a ton of people threatened to sue the GID for doing what two engineering studies told them was necessary. That road stayed in dirt until this Board put a Cape Seal on it a few years ago. He said we maintained dust control in the summertime first with mag chloride and then a polymerized mag chloride as a dust palliative and a stabilizer. But it became very slick anytime it got wet and we got a lot of complaints so we stopped that. Within two years we began to experiment with Cape Seals, which is a chip seal with a slurry seal on top that's only half an inch thick; it is not an asphalt pavement, it has no structural integrity, all it does is keep you out of the mud in the wintertime and keep you out of the dust in the summer. He said ninety-nine percent of the people love it compared to driving on dirt.

Ms. Harding said she prefers dirt roads. Larry said she's an extreme minority.

Susan Ambrose said we'd like them a little bit wider.

Larry Johnson explained these roads were inherited from a developer at the formation of the District back in 1973 and these roads met nobody's standards; they were just bladed in. He said he would love to see them wider and he would like to have someone give us a million bucks so we could do some of these improvements.

Ms. Ambrose asked how wide the chip seal is?

Larry Johnson said 20 feet wide, and at the recommended speed limit, it's plenty wide.

Zach Rhodes said not for a dually; when he runs his dually at the speed limit, he has to hang a tire off the road when passing oncoming traffic. He thanked the Board members for volunteering their time and said he was not trying to come off as angry or condescending, but there has been a lot of things going on that have frustrated him. He said a lot of it has to do with the waste. The width of the road is not enough, he's taken pictures and he can barely fit his dually on the road if somebody else is passing him. He said money has been spent on patching every couple of months. Larry Johnson said we patch twice a year. Mr. Rhodes said the dirt roads are getting narrower and narrower, and on Pasture View, when he's hauling a load of hay, some people don't have the decency to move over and let him by and run him into whatever kind of ditch it is; which is too deep and a safety hazard. He said Cathy handled a road maintenance request for him, but he has to put in another request because the road didn't get fixed and there is a ditch at that intersection that if you go down into it you are going to get knocked out of your seat and hit your head on the roof of your car; how is that okay? He said his grandfather taught him when you do a job, you do it right the first time. He said the roads are narrower, they're not crowned, they're flat, we are not doing things efficiently. Sharrock is a mess right now, and he would rather that it not have been bladed two weeks ago. People are driving off on the shoulder, that's how bad it is. There are big boulders in the middle of the road and he's especially [angry] about the giant speed bump in the intersection. He said he thought there were some issues with our finances that could be resolved; part of the problem with government is it's not run like a business and the GID is not being run like a business right now. He said he feels like there is a lot of waste and a lot of laziness. He said the average blade operator makes \$60,000 a year, that was last year; why are we paying people \$80,000/\$90,000 if you're not going to do the job correctly?

Larry Johnson corrected Mr. Rhodes and explained those figures include benefits.

Mr. Rhodes asked if on the next agenda, we could have a discussion about how our money is being spent? He said his concern is that the money isn't being spent appropriately and the crew is not doing their jobs correctly, and he wants to be able to have a discussion.

Pam Roberts wanted to know if the petition she submitted earlier would be labeled as a request for maintenance? Larry said yes. Ms. Roberts thanked Larry for his explanation of the history of the SPA developers not meeting their obligations. She said they contacted the County about the roads and were told none of the GID roads are to County standards and they learned there are some issues about who's responsible for Broken Spur and the Ranch Courts.

Larry Johnson said there is no question about the Ranch Courts; the homeowners are responsible for those roads.

Ms. Roberts said she bought not knowing who was responsible for the roads; we're all in this Valley together and we use many of the roads and the school buses use those roads and whatever we can do to make the roads safer, we should do and as efficiently as possible.

Kevin Cook said in October the Board put a plan in place to focus more on the quality of work done on the roads and Range Land was worked on and it looked really good to him and it looked like they did focus on the quality of the job.

Larry Johnson said to grade to the cross section that was drawn on the white board at that meeting: with a crown, with the travel ways, slopes in the swales, and grading out to original ground on both sides in a gentle swale in contrast to a deep ditch. Yes, that direction was given to our road supervisor in writing that next Monday. That being said it takes twice as long to grade to that cross section.

Greg Dennis said three times as long.

Louie Test interceded and explained this is not a discussion, this is public comment.

Larry Johnson finished his remarks adding we have to get utility clearance first, because we will get sent a bill if we hit a phone line. He said we try to take a select road periodically and build to the cross section in the direction given. Cathy Glatthar said she thought Sharrock was the first road they did to that cross section with the swales. Jim Hicks said it was. Larry said we only did a portion of Sharrock, and Yellow Tail, Crazy Horse, Crossover, Hockberry; there are 45 roads in the District, we are chipping away. He said he mentioned earlier about we spent all this money after the floods just to get people home and depleted our funds and we want to get a lot of this work done with extra crews, but until that FEMA money comes in, we can't do that.

Mr. Cook requested that Roadrunner be graded down to Ernie Lane.

Larry Johnson asked that Mr. Cook submit an email request for maintenance.

Mr. Cook then asked if a culvert could be installed under Roadrunner in a spot where when the ditch fills with water, it overflows onto the road?

Larry Johnson said it's possible; if there is sufficient cross slope to where there's an outlet. He said there are some roads in the middle of the Valley where there is no out. He said there are solutions to all of these issues, but they cost money.

Mr. Cook suggested having people volunteer material. He also mentioned BLM has aggregate you can have free of charge; you just need a permit.

Larry Johnson said he is aware of that and it's a major undertaking.

Mr. Cook said last time he asked that Ernie Lane be accepted for maintenance and he was given the list of road standards to follow to be considered. He said if they are ready, is there some kind of inspection that would be done?

Larry Johnson said yes, and it would probably be him who would do the inspection. He asked Mr. Cook how long is Ernie Lane?

Mr. Cook replied the entire road is a mile.

Larry Johnson said this request would have to be put on a future agenda to be considered by the Board.

Louie Test interjected and said once again you're getting off of public comment; you're supposed to take the input from the individuals. He said he knew Larry wanted to be responsive ...

Larry Johnson said yes, I want to be responsive to the public. He said his personal opinion was we can't take care of the 95 miles of roads we have, and therefore he would have a tough time taking on an additional roadway.

Mr. Cook said he felt we could contribute back to the GID in a way to offset those costs.

Cydney Harding said her issue is the quality, too, and she didn't want to hurt any feelings, but if you're going to do the job, you need to do the job right. She said the roads are getting worse every year. She said there is so much extra dirt being pushed off the sides of the roads. The dirt needs to be brought back onto the tops of the roads, and crowned correctly. The equipment is not being operated correctly.

Larry Johnson said that was discussed two months ago and we promised everybody that was going to be done, it will be done, but it will take time.

Taylor Perkins said Crazy Horse was just done and it is full of rocks.

Larry Johnson explained Crazy Horse isn't finished. He said they took the windrows from the sides of the road and brought them onto the road to build the new crown and it will probably take a couple of gradings to get that rock separated and out of there.

Ms. Harding asked how long this particular crew been doing the roads?

Larry Johnson replied 10 to 12 years.

Ms. Harding said the washboards aren't being removed.

Larry Johnson said the direction to the grader operator is to grade to the bottom of the washboards.

Ms. Harding said you need an operator who knows how to fix all the problems with the roads.

Mr. Rhodes again asked for an agenda item to discuss the road issues.

Louie Test suggested holding a workshop so there could be a free exchange. He said in a workshop, the Board cannot take any action; actionable items would have to be placed on a future agenda.

Greg Dennis suggested moving on to item 13.

**13. Board Member and Staff Items:**

- Larry Johnson asked when we should hold the workshop? There was a lot of discussion as to when and what time to have the workshop. The decision was made to hold the workshop after the Operations Manager's Report item on next month's agenda, with a maximum of two hours allotted for the workshop.
- Greg Dennis said we needed specifics, not generalities, on the road fixes needed.
- Cathy Glatthar reported we will have change the May budget hearing meeting to a date between May 21st and 31st instead of the regular third Thursday (May 17th) because of a 2015 legislative change. This item will be on next month's agenda.

**14. Adjournment:** Marty Breitmeyer made a motion to adjourn the meeting. Greg Dennis seconded the motion, and hearing no opposition, the meeting adjourned at 8:20 p.m.

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT

BANK & DISBURSEMENT RECONCILIATION

@ January 18, 2018

<b>Total of all Bank Accounts:</b>	Balance'@ January 18, 2018 - Money Market - #5010	181,482.94
	Balance'@ January 18, 2018- Savings - #4658	2,000.85
	Balance'@ January 18, 2018 - PR/Petty Csh - #4430	17,000.00
	Balance'@ January 18, 2018 - General Ckng - #4179	<u>72.31</u>
	<i>Total Cash IN All Accounts</i>	<u><u>200,556.10</u></u>

<b><u>WELLS FARGO-ALMOST CD #5010</u></b>		'Balance'@ December 21, 2017	182,777.37
Income for the Month			
Consolidated Tax	28,906.35		
Ad Valorem	166.26		
LGTA	<u>2,595.86</u>		
Total Income	31,668.47		31,673.70
Interest Income	5.23		
Refund Home Depot	49.41	Reimb / Overpayment	
Transfer to Wells Fargo #4430	(15,767.54)		
Transfer to Wells Fargo #4658	0.00		
Transfer to Wells Fargo #4179	(17,250.00)		
		Balance'@ January 18, 2018	<u><u>181,482.94</u></u>

<b><u>WELLS FARGO-SAVINGS #4658</u></b>		'Balance'@ December 21, 2017	2,000.80
Transfer from Wells Fargo #5010	0.00		
Transfer to Wells Fargo #4179	0.00		
Interest Income	0.05		
		Balance'@ January 18, 2018	<u><u>2,000.85</u></u>

<b><u>Wells Fargo - PettyCsh/P/R Acct#4430</u></b>		'Balance'@ December 21, 2017	17,000.00
Transfer from Wells Fargo #5010	15,767.54	Deposit	15,767.54
Net Payroll	9,679.10	Net Payroll	
Wells Fargo - 941 Pmt	EFTPS 2,993.60	Mo. 941 deposit - December	
PERS	5751 2,736.04	PERS - December	
Employment Sec. Dept	5749 271.36	4th qtr payroll reports	
Employment Sec. Dept	5750 <u>87.44</u>	4th qtr payroll reports	
	<u><u>\$15,767.54</u></u>		<u><u>(\$15,767.54)</u></u>
		Balance'@ January 18, 2018	<u><u>17,000.00</u></u>

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT  
 BANK & DISBURSEMENT RECONCILIATION  
 @ January 18, 2018

NAME	CK #	DESCRIPTION	
<u>MELLS FARGO-GENERAL #4179</u>		'Balance'@ December 21, 2017	68.26
Transfer from W.F.#5010	17,250.00		
			17,250.00
<b>PUBLIC WORKS</b>			
Alhambra & Sierra Springs	9329	35.08 Monthly Water	
AT&T - Cell	9330	87.87 Cell Phone	
Cal-Nevada Towing	9343	287.50 Towing	
Cashman Equipment	9331	4,735.83 Generator Repair	
Catherine Glatthar	9332	715.09 Monthly Work	
Dynamic Diesel	9344	558.00 Repair on Chevy - would not start	
Flyers Energy	9333	1,021.46 Fuel	
Granite Construction Co	9334	2,293.50 Patch	
Hoffman, Test	9345	1,100.00 Monthly Fee, Work regarding the County	
Humana	9347	258.02 Health Insurance	
Humana	9348	91.10 Health Insurance	
Maureen Sidley	9346	318.00 Monthly Bookkeeping Work, Copies	
Nv Energy	9335	267.29 Office Utilities	
Purcell Tire Co	9336	457.89 Misc Tire Repairs and service calls	
Prominence Health	9349	784.66 Health Insurance	
Sani Hut	9337	129.87 Monthly Charge	
Silver State Barricade & Sign	9338	598.58 signs	
Sonsray Machinery LLC	9339	1,733.10 Replaced Wheels on Roller Compactor	
Tri State Surveying	9340	460.00 Extension on Water Permits - Prof. Services	
Waste Management	9341	31.82 Waste Removal	
Western Nevada Supply	9342	1,281.29 Culverts, Bands, Straps	
<b>TOTAL</b>		<u>17,245.95</u>	<u>(17,245.95)</u>
		<b>Balance'@ January 18, 2018</b>	<u><u>72.31</u></u>

PVGID OPERATIONS REPORT  
Report Period 12-18-2017 to 01-12-2018

ATTACHMENT: 01/18/2018 Meeting Agenda Item 6. c.

ROADS GRADED:

Bacon Rind (S)  
Bacon Rind (N)  
Quaking Aspen  
Grass Valley  
Sharrock  
Wild Horse  
Wild Horse (N)  
Grass Valley (W)  
Range Land

OTHER ROAD WORK:

Crazy Horse Shoulders & Ditches

OTHER:

None

EQUIPMENT:

Ironwood Well Generator - Replace Batteries  
670 Grader - Replace Batteries  
Chevy Dump Truck - Glowplugs, Wiring  
Chevy Pick Up - Fan Belt