

SPECIAL MEETING

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT

PO BOX 615, SPARKS, NV 89432-0615

Thursday, February 15, 2018

MINUTES

Larry Johnson called the special meeting of the Palomino Valley General Improvement District (PVGID or GID) to order at 6:20 p.m. Thursday, February 15, 2018 at 21555 Pyramid Highway, Reno, Nevada.

1. **Roll Call:** Trustees present were Marty Breitmeyer (arrived at 6:35 p.m.), Greg Dennis, Jim Currivan, and Larry Johnson. Mitch Gerlinger was absent. 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:** Larry Johnson asked if there were any public comments? Hearing no requests, he moved to the next agenda item.
3. **Approval of Minutes – January 18, 2018:** Jim Currivan made a motion to approve the minutes as written, and Greg Dennis seconded the motion. Hearing no opposition, the motion passed.
4. **Financial Reports and Payment of Bills:**

- a. **Financial Reports:** Cathy Glatthar said the estimated operating funds for capital improvements has dropped from \$280,000 to \$251,000, mainly because the ad valorem did not come in as expected. She reported, year-to-date, actual ad valorem is \$21,642 less than expected. She said the same goes for CTX (Consolidated Taxes) which is, year-to-date, \$21,445 less than expected. She said LGTA (Local Government Taxes) are actually a bit higher than projected by \$4,200 year-to-date; no payment received yet this month (usually comes in around the 20th each month). She said overall, year-to-date revenue is down from expected by \$38,848. Larry said it surprised him that the sales tax portion was down. Cathy explained she looked into it and the analyst at the State said we were up by nine percent over last year; we are not seeing revenues coming in at the levels the State projected when we did the [2017-18] budget.

Cathy reported she did look into whether or not the GID receives any money from marijuana sales taxes and was told there is a small amount, but it is so small, it is not shown separately.

- b. **Payment of Bills:** Maureen Sidley reported no LGTA [Local Government Tax] funds were received yet this month, but \$49,000 of Ad Valorem came in. She stated there were bills for trucking, \$9,400, and aggregate, \$10,000; Dynamic Diesel, \$2,600 for repairs to the 2001 Ford; and Bruce MacKay, \$1,300 for trouble shooting of the Wayside well pump.

Larry Johnson explained the trucking and material bills were for gravel surfacing of portions of the Wilcox Ranch hill and Quaking Aspen Road.

Jim Currivan said he had asked last month if we received sales tax credit on fuel and wanted to know if Maureen Sidley had an answer for him? Maureen apologized and said she didn't have a chance to look into that. Jim C. then asked if the diesel was

dyed? Jim Hicks replied it was dyed and we use very little gasoline. Jim C. said that explains it and no further review was needed.

Greg Dennis wanted to know how many loads of material were purchased? He was directed to the invoices attached to the check. Larry Johnson addressed Maureen and said he needs to review all outside bills before they are paid. Greg stated there were 64 loads delivered at \$144.00 per load (one and a half hours transportation time equals \$96.00 per hour, which is a standard rate). He stated the cost for material and trucking was about \$300 per load.

Greg Dennis made a motion to pay the bills. Jim Currivan seconded the motion, and hearing no opposition, the motion passed.

Larry remarked that Cathy Glatthar was asked why the bottom section of the Wilcox Ranch hill was not surfaced, he explained it was because we ran out of money.

- c. **Determination of Tax Rate for Fiscal Year 2018-2019:** Cathy Glatthar stated the current tax rate is 0.4198 and cannot be increased due to the GID's interlocal agreement with Truckee Meadows Fire Protection District (TMFPD). She also explained that there are three entities involved: Washoe County, TMFPD, and PVGID and the tax rate for the three entities combined cannot exceed 3.66 and we are currently at that maximum rate. The Board agreed to leave the rate at 0.4198 for the 2018-2019 fiscal year. Cathy said she will report the decision to Kelly Langley with the State Department of Taxation.
- d. **Operations Manager's Equipment and Vehicle Budget for 2018-2019:** Jim Hicks reported the Freightliner dump truck needs to be repaired or replaced and a new grader-mounted, ten-wheel roller is needed. He said one company has the roller for \$23,000. Marty Breitmeyer said he has been researching the roller and has found five companies that manufacture them and he is still doing research. Larry Johnson said he wants to pursue financing. Greg Dennis thanked Marty for doing the research. In order to act on these items before the next meeting, it was determined that a special meeting would have to be called.

Cathy Glatthar explained this agenda item is for the 2018-2019 budget and if these items were to be purchased before June 30th, then they will not be part of the 2018-2019 budget. Jim Hicks said he had nothing for the 2018-2019 budget.

- e. **Tentative Budget for Fiscal Year 2018-2019:** Maureen Sidley handed out a budget worksheet. She explained this is the tentative which needs to be signed and submitted by April 15th which is prior to our April meeting, so it will be completed and signed at our March meeting. She said she just received the preliminary revenue report and will have up-to-date projections next month. She said she will need to know what amount they want for the capital outlay (equipment) line item? Larry said we should continue with \$50,000. Maureen said for next month, she will have the latest revenue projections and will make any adjustments to the road maintenance line item in order to keep the ending fund balance at \$70,000 (two months of expenses). Jim Currivan made a motion to approve the tentative budget. Marty Breitmeyer seconded the motion, and hearing no opposition, the motion passed.

Larry Johnson asked Maureen how the FEMA reimbursements are handled in relation to the budget? Cathy and Maureen said they would contact Kelly Langley with the Department of Taxation.

Cathy explained we have only one fund, so we are not in a situation where we are in trouble if we go over budget in a line item; however, we can't exceed the total budgeted for expenditures.

Greg Dennis wanted to know the cost of the flood repair work that still needed to be done in comparison to how much reimbursement we are expecting. Larry said we have to do the work first before we can get reimbursed; most of the repair work has been done, but culverts still need to be flushed and rock rip rap needs to be placed in various locations, which is mitigation. Cathy explained until we receive the approved project worksheets, we won't know which mitigation projects were approved or how much money was approved. In response to Larry's question, Cathy replied the repair work for project worksheet number two has been completed and once approved, we will be able to submit for reimbursement. Larry added that most of the work has been done and we used most of our budget last year to do those repairs. Cathy said she inquired about the status of the unapproved project worksheets and was told they would possibly be approved by the end of March.

5. Road Maintenance Reports:

- a. Road Reports:** Larry Johnson stated Jim Hicks had a list of roads that have been graded this month. He said we periodically select roads to be further improved; we have done Amy, Crazy Horse, Yellow Tail, and Pasture View was just done this past week. He said they have utility clearance on Wild Horse and it will be done next week. He said they are keeping up with maintenance requests, but just barely.
- b. Report on Flood Repairs and Mitigation and FEMA and State Disaster Funding:** Larry Johnson said we partially covered that earlier. He said we hope to have some funds in April, and if so, he will recommend to the Board to hire a second grader operator to get the dirt road system in shape. He said he'll want to discuss design improvements for both Range Land and Big Dog which will require outside equipment, specifically a paddle-wheel scraper. He said we will discuss those when we have the money in the bank.
- c. Operations Manager's Report:** Jim Hicks said the equipment is working okay at the moment, road projects are progressing fairly well, and road grading, not so well. Larry Johnson asked Jim about the Wayside well. Jim said we have a "ghost." He explained when he checked it, it was running one phase high, but when the repairman checked it, they were all even. He said the repairman said it's probably the motor and it will eventually show up again. Larry said we run until it shows up again.

6. WORKSHOP: [Started at 7:00 p.m.]

Larry Johnson opened the workshop with some history of the District. The District was formed on August 1, 1973 through the Nevada State Legislature at the request of the master developer, McCulloch Oil. State law on the sale of large parcels does not require a subdivision map per se, just a record of survey. Minimum parcel size for large land divisions was 40 acres and required a minimum of four-wheel-drive access to each parcel. They recognized as a sales point, to build something more than a four-wheel-drive access and the road system you see today is what they built and what the District assumed maintenance of. The District was set up by the County and has the sole responsibility of maintaining the existing roads. The Boards have been elected in the general election ever since; five Board members, who receive no compensation; purely a volunteer position.

There are approximately 95 miles of roads, some of which were paved in the 1960s by North American Rockwell/Rocketdyne who had defense contracts to do research on rocket fuels and engines (the Apollo project). When the contract lapsed they sold to McCulloch Oil. The road system that was inherited from McCulloch was not constructed to any standards. Of the 95 miles there were approximately 13 miles of paved roads including Axe Handle Road, Whiskey Springs Road, and a stub into Right Hand Canyon. Minimum parcel sizes, again, were 40 acres, and outlying parcels increased to hundreds of acres. Some of the farmers in the low part of the Valley consolidated parcels and have several hundred acres of farm land.

The District [purchased] an aggregate quarry, which is the site of the Wayside yard. A well was drilled there later with some money from Rocketdyne. A second well was later drilled at the Ironwood site near Pyramid Highway. The Ironwood pit was deeded to the District by McCulloch.

The County rezoned the area and the Wayside yard became illegal to use, so the Board had to get the parcel rezoned and a special use permit (SUP) issued. They obtained an SUP for the Ironwood well site also. The Board spent a lot of time and money on those endeavors.

Asphalt pavement has a typical performance life of 20 years if it is well maintained. At the end of that time, it is usually necessary to do a major rehabilitation or complete reconstruction. Those paved surfaces have been in place for an excess of 50 years and that was noted all the way back in the 1990s by previous Boards. They had Washoe County Engineering come out and do a pavement study. The County said those pavements are totally shot and need to be reconstructed. The District did not have even a fraction of the money needed to reconstruct those pavements, so they contracted with a private consultant, that issued a report that said the same thing as Washoe County. The Board at that time began tearing up and removing those old pavements; they started with the first two and a half miles of Whiskey Springs Road. It was a very heated and contentious issue in which there were threats of lawsuits.

In the 1990s, a special plan was formulated among the land owners in the lower part of the Valley; in an area that straddled both sides of Whiskey Springs Road up to about Grass Valley and then continued on the south side of Whiskey Springs Road continuing all the way up to Amy. That special plan called for the master developer of that area to construct a sewage treatment plant, a water treatment plant, fire station, school site; essentially a city-type development. The 40-acre parcels and larger originally planned and allowed for, became much smaller parcels. That plan was approved by the Washoe County Commission in 1997. The master developer backed out and the large farming areas did not get developed. In contrast, some of the smaller areas in the special plan area did go forward under parcel maps and were developed. However, the conditions of the plan were not enforced on the outlying developers.

Larry said he's been on the Board since 2011. Pete Schmalzer, in the audience, joined the Board at that time. Cathy Glatthar has been with the GID since the mid-2000s, Louie Test has been legal counsel for a long time, Maureen Sidley has been with the GID for decades. He said he got on the Board at the insistence of friends and neighbors who thought things could be better, and we have attempted to do so.

He said one of the first things they did was to install traffic meters on the major roadways to see which roads carried the heaviest traffic volumes. It showed that

Ironwood Road was by far the most heavily trafficked, followed by Whiskey Springs, Axe Handle, and then Range Land. They decided on a series of priorities with the first being all roads would remain serviceable. They established a system where people could call or email and request maintenance at any time. They established a Road Committee that meets the first of each week to go over those road requests and establish priorities. We also decided that we would try some test sections of asphalt surfacing on our major roadways in an attempt to get people out of the mud in the wintertime and out of the dust in the summertime. To date, we have placed asphalt surfacing of various sealcoat types on 14 miles of roadway. There have been comments about the lack of durability of that surfacing, and why wasn't it done right in the first place. We experimented with a number of products; it was done because of budget constraints. If we had built roads to "County standards" with aggregate base and asphalt plant mix, we would have paved three miles of road. Then the question gets to be which three miles of road? We made decisions. There are at least five alternate test sections. We monitored those sections to determine which performed adequately, how long each test section lasted before we had to go back with some kind of remediation.

The present program is the placement of Cape Seal directly over the top of the dirt subgrade. We learned the hard way that some soil types were not conducive to that treatment, whereas with other granular soil types, that works very well. If these roads had been paved, after five years the maintenance would be at the same frequency and the same cost for what we are currently laying down; crack filling and slurry seals on top of that pavement to get them to that 20-year performance life before they would have to be reconstructed or overlaid. Our poor man pavements have performed extremely well for their intended purpose.

There's been discussion of pavement widths; we did not go to the expense of grading and widening roads to make pavements wider than the existing roadways. Surface seals are placed in 20-foot widths. All of this is done in a systematic manner. His three-quarter-ton diesel is, outside to outside, seven feet wide; allows two of them to pass and a compact car to drive in the middle. It allows two one-ton duallies to pass with a four foot space in between. He said he passed a low-boy trailer the other day and they both kept their tires on the surfacing.

Some things that were not recognized were as soon as a nice black surfacing was put down, people want to drive like a bat. While he is comfortable with staying on the surfacing when meeting vehicles coming at him at a reasonable speed, the faster you go the less comfortable you are. Since the last meeting he has watched people who he meets; met a garbage truck the other day and the driver kept his tires on the surfacing and so did he. He said he sees people all the time with their tires two feet off the edge; they're not comfortable or they don't have the skill set. He said he realizes he was raised in the mountains and has driven these kinds of roads all his life and you don't see him in the ditch; he has that skill set and is comfortable. People are driving off the edge of the Cape Seals, which are only half an inch thick. They have come back and are doing significant edge patching; which is done twice a year, typically. The patch material is a special, polymerized cold mix manufactured by Granite Construction. That mix is really sticky and it stays put; whereas a regular cold mix erodes within a couple of months. We typically try to patch in the springtime to take care of damage that has occurred during the winter and again in the fall to prepare for winter. Again, done in a systematic manner.

Our philosophy on this is to spend our biggest dollars in areas that would benefit the most people. At the same time, our first priority is to keep everything serviceable.

Larry then opened up the discussion for people to discuss what they want done, what they think can be done better, etc.

He addressed Pete Schmalzer and asked him if there was anything he wished to clarify or add?

Peter Schmalzer said he is a former Board member, and is no longer a resident of the Valley, but still owns land here. He said up until the mid-2000s there were two grader crews (four employees), so all the money that came in was spent on salaries and if there was any money left, they might have bought some equipment. They did not spend any money on oil, or on aggregate. When the economic downturn hit, the Board decided to cut back to one grader crew (a grader operator and a water truck driver). Then they started using Durablend which is a magnesium chloride with a [polymer] in it. They were putting it down as a dust stabilizer on the main roads with the idea that it would decrease the demand for frequent grading and watering and free up the crew's time to take care of the smaller roads. That is the start of where they are today. When Larry and he got on the Board, and because the economy was picking up, there was a little extra money left over that they were able to start to look at some strategic ways to spend that money. He then referred to the handout that Larry put together that showed the history of the improvement projects (see attachment). He said they started in 2011 and did a small project for \$60,000 that improved about a mile of roadway. Some of that money came from reserves and some came from not doing the Durablend on that one mile of road. The idea was to spend money as a surrogate for having that second grader crew. If instead of doing that one mile for \$60,000, we did a tenth of a mile of high quality paving for that \$60,000, that's nine-tenths of a mile that they would still have to grade. If you think about that on a larger scale, if you gold-plate the road, the rest of the network is going to fall apart, and those main roads are getting an awful lot of traffic and a huge demand for grading if they don't have a surface on them. If you look at the money that's available for capital improvements, \$250,000; for two heavy equipment operators, PERS retirement, healthcare, that's \$250,000, that's your second grader crew. The way he likes to think about it is that that capital improvement budget is like a ghost grader crew. You have to plan your seal program with that in mind.

Donald Otto asked if the plan this coming year is to put this same type of coating on the strip of Amy between Ironwood and Wilcox and then Wilcox all the way down to Quaking Aspen?

Larry Johnson replied, correct and if possible, a half mile section on Right Hand Canyon.

Mr. Otto said we're taking money away from grading roads and hopefully putting a permanent patch on something. We're doing a test on these roads with this product we're putting down and we're hoping it will last; do we know it's going to make it? Are we shooting ourselves in the foot by putting so much of this stuff down and eating up general money for other road maintenance; if it doesn't work, what do we do with all of this roadway with all of this hard surface on it and how do we fix that? Can't we take that money and utilize it for other stuff or put additional layers on what's already been done? Saving the money and making sure what we're doing on Ironwood and these other places is going to make it?

Larry said these seal coats, when put on a paved asphalt surface, have a performance life of five years, which means after five years you are going to come back and do it again. When you put it on soil, as we have experimented with, you only get three years. As to whether it works or not, it obviously works.

Mr. Otto said he sees it alligatored all over.

Larry said if that was an asphalt pavement with the same alligator cracking, it would cost \$6.00 a square foot to patch it.

Mr. Otto said that wasn't the question he was asking.

Larry said if you polled this Valley and you asked them would you rather drive on ...

Mr. Otto interjected and said we already know what the answer would be.

Larry agreed and said yes we know that people would much rather get out of the mud and get out of the dust.

Mr. Otto said he knows; he loves Ironwood.

Larry said there is going to be some annual maintenance and as you have seen for the past couple of years we have embarked on that maintenance program. We have patched Whiskey Springs, Range Land, Axe Handle and Ironwood, and that will continue. So, to answer your question to me, you're damn right it's worth it.

Mr. Otto asked what happens if it starts failing big time; where all of this alligatoring is and the water is going through it and the grade underneath it is deteriorating?

Larry said you see localized areas of failure where the material needs to be removed and an asphalt patch placed there.

Mr. Otto said he sees a lot of it.

Larry agreed that across from the wild horse corrals and through the first curve there is a lot of it. Perhaps we need to improve drainage there, perhaps we need to do something different in that segment. He addressed Jim Currivan and said we just drove three and a half miles of Axe Handle and asked how the people like it?

Jim Currivan said they love it and it's performing well.

Zach Rhodes asked how would those people like if they knew, according to this improvement summary sheet, it costs between \$3 per linear foot on up to \$17 per linear foot?

Larry said you don't see a \$17 per lineal foot on there.

Mr. Rhodes said it cost \$45,000 to do a half mile on Whiskey Springs and that comes out to \$17 per linear foot.

Larry said that was a completely different product.

Peter Schmalzer said that was an experiment that didn't work too terribly well.

Mr. Rhodes said that was a costly experiment to all of us and he hates that portion of the road. If you hit that going any more than 25/30, it will about roll your truck off the road.

Mr. Schmalzer said if you look at 2011, that section of Whiskey Springs that is adjacent to the section Mr. Rhodes is referring to, we had to pulverize that and that was not

cheap either; we had to bring in a pulverizer and then chipped over top of it. The other experiment we tried that year was on the lower portion of Axe Handle. These were ways to try and fix the old asphalt pavement that was busted and broken and so what do you do with it to make it smooth. We tried three different things: 1) Pulverize and chip seal over the top - that worked well, but it was expensive, 2) Spread decomposed granite over the top of it to smooth it and then chip seal over that, which actually worked, and 3) Grader patch with a cold mix; that was limited by the capability of the grader operator to put it down smoothly. Larry added and the delivery of the loads. Mr. Schmalzer said you can say it's an expensive waste of money, but compared to actually doing it right, it was incredibly cheap.

Larry said we selected that segment simply because the pavement was blocking out in polygons and causing huge potholes. We chose these segments to start on that were the worst pieces. Now, that segment of Whiskey Springs is unacceptably rough, period. He said he has placed blade-laid cold mix on other projects where it came out very, very well, such as the Hilton, now the Grand Sierra, parking lots where they asked him to do something to get them through one more winter. And when he did that, it lasted five years. We don't make this stuff up, it didn't go well, but ...

Mr. Rhodes interjected and said this isn't about tooting your own horn; we're having a public workshop here.

Larry said no it is not, but he was giving Mr. Rhodes background that he hoped Mr. Rhodes would accept.

Mr. Rhodes said he accepts that, but the point is ... he doesn't profess to be an expert blade operator or having done road construction or anything of that matter, but he has his own business, and he does have to choose how he spends his finances, expenses, income, stuff like that and he works for people who have to pay for his services. When someone wants something done from him, they want it done right the first time. He sees they were trying to experiment and figure something out, but a \$45,000 experiment is ridiculous.

Larry said it's not ridiculous, sir.

Mr. Rhodes continued and said another thing was past where the cold mix was dropped on Whiskey Springs, they chip sealed over the top of an old chip seal with the potholes in it and there was a section on Ironwood where you just dropped the chip seal over top of the washboard and somebody told me it was self-leveling, but I think that's just asinine to just dump chip seal over potholes; now we have permanent potholes and permanent washboard in certain roads. You keep telling me it's supposed to last two and a half or three years, but I'm seeing in some places on this report where we have resealed it every year.

Larry asked which ones?

Mr. Rhodes said Ironwood from Pyramid east one mile was done two years in a row.

Larry said the first year was done with a chip seal and when we did our condition survey the next spring, we saw excessive wear, so we came over the top of it with a slurry seal which if done at the same time would have cost twice as much, but it forms the Cape Seal we now put down together as one process.

Mr. Schmalzer said on that first round we put down a single chip seal on those dirt sections and found that that was problematic and the second layer [slurry seal] was needed and we also got more life out of it.

Mr. Otto asked again what happens if this product on Ironwood [fails] and we can't handle it?

Larry said you'll see it in a year and we'll do something different with it if that happens.

Mr. Otto asked are we going to get an asphalt grinder in there and grind it, or are we just going to blade it off the side of the road; what are we going to do with this product if it fails? He asked Marty Breitmeyer if he had any ideas?

Marty said he doesn't see any massive failure out there. He said he sees us spending pennies instead of gold bricks.

Mr. Otto then asked Marty if he thought we should continue and put this down on Wilcox Ranch?

Marty replied yes because how many times has that section of road been graded already this year; ten or twelve times? He said if that is surfaced, the time spent grading that section can be spent elsewhere.

Mr. Otto said that sounds good, but one point he wanted to make was that last January when we had the flood, we had a lot of water come down and across Wilcox Ranch and that road was totaled out in a lot of places.

Larry interjected just like Ironwood, a total alluvial fan/sheet flow across it, same situation, identical.

Mr. Otto disagreed and said he repaired both roads and it wasn't the same. He said he was afraid if we put the seal on Wilcox and we get another flood, that it will make it hard to repair it because it will have a hard surface on it.

Greg Dennis said he had a question for everyone here. He said it was really cool what they did with the experiments, but what if we did nothing, he remembers the days when the Health Department was on us because of the dust. People were actually suing other people because of the dust. We had two crews still, but it still wasn't working because we couldn't come up with a product that would mitigate the dust, the corrugations, and those sorts of things. So far this experiment has proven ... you can get down Ironwood without having to be a hundred yards behind somebody because they're going kick up rocks. Where do we go from here that would be better? If you can figure something out, he's all ears. We don't have a lot of money to work with.

Marty said to put it in perspective, asphalt, at the plant before it even goes on a truck, is \$140 per ton. He said Greg is correct about the Health Department coming after us for not maintaining the dust codes.

Larry added that is why past Boards went to mag chloride and Durablend (a polymerized mag chloride) as a dust palliative to escape that, but guess what, then we get an equal number of hate calls and people showing up saying this road gets slick when it gets wet and it corrodes my aluminum horse trailer; we don't want that stuff out here, ever.

Marty said for people with horse corrals that kick up too much dust, Washoe County can come write you a ticket for that as well.

Mr. Otto asked Marty again what do we do if those roads fail?

Larry answered Mr. Otto that those roads have performance records on them for the past six years and they have not failed.

Mr. Otto said then he's done with that subject.

Larry said when you have a product with a projected performance life of three years and we have been able to maintain it for six years, that's proof that it works.

Mr. Otto said but if you keep adding on, will you be able to maintain it?

Greg Dennis said Mr. Otto had a good point, but what's the alternative?

Mr. Otto said then he would say we just have to blade it twelve times a year.

Larry clarified that with each additional layer, you are increasing the thickness and durability of that surface and the time period between resurfacing will increase; maybe as long as five years.

Tricia Johnson said the Durablend that was previously used made travelling down Ironwood very difficult when it was wet. That product would pothole and was so hard they could barely grade it. So there's more than one side of this that some of you haven't seen. Some of this is a whole lot better.

Marty said that is the other downside, in the summertime when the Durablend dried out, you could not grade it; you couldn't even rip it. It does its job and holds the road together, but you'll never fill a pothole in it.

Cydney Harding said maybe she's from the ice age, but she would like to see it back the way it was, because the more you pave the more people will come out and she never complained about the dust; she would like to see the lawsuits. What about two full time grading crews that are capable of maintaining the roads that work eight hours a day instead of all the money putting surfacing on these roads?

Larry said perhaps that is something we should consider and to help us with our decision he thought we need to do a poll in the Valley: Would you rather drive on a Cape Seal, asphalt surface or would you rather drive on a dirt road that is graded more often.

Ms. Harding said we're outnumbered now. If the roads were not paved they wouldn't be out here; they don't want to live on dirt roads.

Mr. Otto said there's no question on how that poll would turn out.

Larry agreed, and so did Ms. Harding. Larry asked Ms. Harding why then is she asking the Board to consider this? Ms. Harding said why wasn't it considered before? Greg Dennis said it was considered, but the dust was so bad, something had to be done. Ms. Harding asked if people who were living out here a long time were complaining about the dust? Larry and Greg said yes.

Cathy Glatthar said she thought Whiskey Springs was a perfect example of how people reacted to having old, broken up, terribly degraded asphalt torn out; they had a fit. She said Louie was probably here when that happened.

Louie Test said they were threatening lawsuits because the Board was destroying public property.

Larry said that was people who were here in the 1990s.

Mr. Schmalzer said you have the dust, but you also have the mud in the winter and the school buses have trouble and that has been brought up a lot.

Marty said there are State statutes and Federal laws that go along with the school buses and you have to maintain certain standards for access; it goes back to the No Child Left Behind Act. He said he learned about those standards because he has kids in school.

Larry said we have been asked to provide school bus access in places that are insane to take school buses.

Marty said they asked the school district to have the bus meet them at Quaking Aspen and Wilcox Ranch and they refused and forced the bus to go all the way to Goodher, because State law dictates that they go within a mile of every child that is picked up.

Larry said they asked the school district to use mini buses that are more suitable for these roads and they refused because State and Federal laws say they must use full-size school buses for distance travel.

Larry said he sympathizes with a lot that is being said. We need to grade our dirt roads better.

Ms. Harding asked why that has not been happening?

Larry said because of a couple of things. The Board has directed our maintenance supervisor to do that.

Greg Dennis said we had the flood in January, and we had to fix it all and had to get special projects going because we didn't have the funds, and we had to get things done so people had access.

Ms. Harding said she stood on the side of Ironwood Road and took a picture of a fence post below her; that's a problem.

Larry said he didn't know where she was talking about and he would have to look at that specific spot. He then asked Ms. Harding if she has driven Pasture View and if so, does she like it?

Ms. Harding said she drove it today and it's better, but let's see what happens when it rains.

Larry said when it rains it's going to get wet and depending on soil types some of it may rut, some of it may pack down if it's granular, and everything in between, and it may need regrading afterwards. The swales and the areas behind the swales, those were graded in accordance with our direction to our maintenance manager. Amy between Ironwood and Wilcox Ranch, same scenario. Crazy Horse, same scenario. Yellow Tail, same scenario. We're picking them off when we can, however, you have to understand that that grading takes more time, depending particularly on the skill and the willingness of the operator. So, when we are inundated with maintenance requests, and we have all of these roads that need to be graded, we don't have time to build that perfect cross section on all of these roads. We will get there. We previously had a discussion on FEMA reimbursement, and if we receive that money he proposes that we put on an additional grader operator or some version of that, to where we can speed up this process. He wants to see all of the roads that way.

Ms. Harding said she does too, but wants to know why they got where they are?

Larry said he thinks they got that way because of inadequate direction.

Mr. Rhodes said we moved out here ten years ago and Pasture View has steadily gotten narrower and narrower; the shoulders grew over with sage brush, now that's been fixed and we have that shoulder again, but why did it take ten years, why did it go this far and take this long to fix it?

Larry said it should never have happened.

Marty said you are talking to people who have sat on this Board for only two or three years and these conditions happened five or six years before he considered sitting on this Board. He said he's lived out here since he was eight or nine years old.

Mr. Otto said he's seeing things going on right now, within the last month or two. He said he's complained about the same stuff in the past and it's still going on: slopes not laid back up, a grader operator that fills some of the bar ditches back in, on Range Land there are fresh windrows on both sides, and this stuff is still going on. Last summer when he brought up windrows on Amy and Wilcox Ranch, Jim denied it.

Marty said right now we are doing those roads and with time constraints we have to keep up with maintenance requests and Larry has explained we are doing them but we have to keep up with the requests; it will take time.

Mr. Otto wanted to know why there are fresh windrows?

Larry said they should not be there.

Mr. Otto said we have an operator with some bad habits. He does not think the operator will change; he overlooks things. He said go to the bottom of the steep hill on Ironwood; there's a creek bed there and you should go over there and look how that's been handled. It's a mess, on the northeast side of that crossing there's a pile of dirt in there that should be removed. Why do we have high points at the top of road crests; it's bad planning by the operator. These are common sense things and he hopes that these projects are going to fix these common sense things. He said he has 15,000 hours in a motorgrader and he can run rings around him speed-wise. He said he's not saying he's the only one who can do that; there are plenty of blade men around that could work faster than him; grab another gear, start earlier in the morning. He said he thought we could produce a lot more and suggested they replace Jim [Hicks], and said if you need to replace the water truck driver to get another grader operator, than do it. He asked if anyone else felt like him? Three other audience members raised their hands.

Greg Dennis said one of the things that happened since the 97 flood, the alluvial fan areas have piles of dirt left there. When we went to the two-man crew and spent the money on the Cape Seal for the higher traffic areas, it's worked, but you see all the past problems that have been exacerbated by doing nothing, how do we fix that? We did a good look at that two or three months ago by giving black and white instructions on how we wanted roads graded. The problem still has been that we have had so many special projects that have cut into the time needed on all the other roads. Now how do we deal with picking up on 13 years of problems and keeping the Cape Seal roads working; which is very important, or getting a second crew that will take away from the Cape Seal, so the juggling will go on until one of these days we get more money.

Larry said the special projects are handling the problems such as school buses trying to get up the Wilcox Ranch hill, so they placed gravel on it; things like we stuck four fire trucks on Quaking Aspen, so we graveled sections of that; things like the traffic last year going up the mountain to the communications towers tore the road up, so gravel was put there; things like putting a culvert across upper Piute canyon so the water doesn't come up over the road every time it rains; things like putting another culvert on the right angle corner on Yellow Tail because a pond covered half the road there for three or four months; on and on and on. We identify these things and we pick them off one at a time, but we only have two guys and we only have so much money.

Mr. Otto said you made a good point there.

Larry said those are the special projects Greg was talking about and they take away from the grading of the rest of the roads. He said he wished they could go out there tomorrow and make every road look like Pasture View, but that's not going to happen. When we get the projected FEMA money he wants to put on an additional operator and wants to play catch up. We have 45 roads and have gotten five done; we have a long way to go, but with a little bit of budget, we could do this. We can fix the extension of Range Land that gets under water every time we have a major storm; we can fix the low point on Peak where the water jumps the road; we can fix Big Dog where every flash flood wipes it out. The engineering solutions are the easy part.

Mr. Otto said that's not going to speed him [Jim Hicks] up. He knows they did a nice job on Quaking Aspen by putting all that base on there, but it took three days and if a Q & D blade man was up there and only requested two trucks, two singles to haul him base ...

Larry interjected and said that was not remotely correct because that base was placed as fast as those trucks could cycle; those trucks never sat waiting.

Mr. Otto said that's not what he was saying; that if Q & D did that job they would have allowed four or five trucks.

Marty said he remembers getting the trucks for that project and those were the only two trucks he could get and that was using his dispatching through Q & D and his dispatcher had access to Harco, SRT, NVW - five or six trucking outfits - and LST and that's what we had; they were booked out; they were doing jobs that paid more money.

Larry said they requested triples, but the drivers refused.

Marty said the trucking company refused.

Larry commended Mr. Otto for taking it upon himself to make things better in the Valley.

Ms. Harding said her solution to part of this problem is ... and she said she could not sit there like your operator is sitting there without speaking up and defending myself ...

Greg Dennis spoke up and said it is not his responsibility to answer to you; he answers to us.

Ms. Harding continued and said if you are going to make the pass, do it right. Don't block off the drainage ditches; clean that up.

Mr. Rhodes said he keeps hearing it should be and it should have been done like that. He personally feels like it is just now being addressed; some things he would like to see done differently. The other day he saw two GID employees in a truck to go into town to pick up lubricants; that's a misuse of funds. Another thing, when it's 120 degrees outside, why are we watering the road and blading the road at 1:00 in the afternoon? That seems to be redundant, the water is evaporating as fast as it's being put down on the road. Another thing, after we get weather why are we not using the rain and weather to our advantage?

Larry said they do. Mr. Rhodes said he's never seen the blade operator out there after it rains. Larry said maybe not on your road, but they are there; he said he harps on Jim that they are to be out grading the roads as soon as the moisture allows. Mr. Rhodes interjected wouldn't it be better to have two blade operators out there instead of having one that refuses? Larry agreed.

Larry asked Jim Hicks to address Mr. Rhodes' allegation about two guys in the pick up going to town.

Jim Hicks explained Dan had worked on the Freightliner truck and he needed parts for it. He said they do not have an account with Freightliner, so they had to go to town together so he could write the check. Mr. Otto asked if Dan could have stayed back and do something in the yard? Jim said Dan was the one who took the truck apart and it's a good thing Dan was there because the part wasn't available and Dan had to choose a substitute part and make sure it would work.

Larry added that it is a subject that has been addressed in the past and the Board has given direction to Jim on.

Marty said there has not been an illegitimate reason since that direction was given; that Jim has worked hard at not doing that, and he said he will stick up for Jim on this 100%.

Marty said while we're on the subject, some have said to just find another operator; he's the cheapest one you will find. He said every blade hand at Q & D makes 40 grand more than Jim does and Jim's position is also supervisor; most who are supervisor/foreman/operators are paid \$95k to \$110k per year.

Mr. Otto disagreed and said he's a finish operator and he only gets \$28 an hour.

Marty added that if that's the direction this goes in, there's a very small pool to pull from right now.

Larry agreed that the labor market is tight right now and we will probably have to pay more money.

Greg said to give you an idea of how busy things are right now, the City of Reno has the lowest housing inventory on record; the labor market is tight.

Mr. Rhodes said there is a blade operator building a house on Ironwood and he is moving over here from California and he told the man about grader operator pay at \$60,000 to \$80,000 and the man said that was great money and he would kill to have that job.

Marty said he was just trying to give a bit of perspective. He said he didn't feel that there was a whole lot of disagreement between what the residents were saying and what the Board was saying. He said he's on the Board only because Larry begged him to be; he has not run for the position; he's volunteered for this and he still has to file all the reports as if he ran for the Governor. He said this is not done on a whim; he's been with Q & D since he was 17, going on 22 years.

Ms. Harding said she appreciates the Board members.

Larry said he's the retired president of the largest geotechnical engineering company in the north.

Ms. Harding said she understands the situation; there's no money and there's a lot of projects, but if you are going to have someone doing the work, they need to know what they are doing.

Marty said they are striving to put standards in place; that Larry has created standards where standards did not exist.

Mr. Rhodes asked on this Board, is there a committee, or may I suggest you set up a committee where you guys go out and look at this stuff, because driveways are getting

missed and he sees on Pasture View Road where you blade right in front of the driveway and leave a dip. Maybe you guys aren't seeing it.

Larry said when that happens at his driveway, he gets out there with his McLeod and fixes it and makes sure his two culvert inlets are clear.

Mr. Otto said when he bladed, he cleared out the culverts and that's what should be done.

Larry agreed. He said the people on this Board give and give; he's put in hundreds of hours into this for not a dime and he gets an email that says white garbage bags were dumped by the Ironwood well site and would the GID go pick them up. For the time it took somebody to write that email they could have picked them up. We got another email that said there are weeds growing up in front of the signs where the meeting notices are posted and could the GID go out there and remove those weeds; he said he went out there and removed the weeds.

Mr. Otto said Jim Hicks has a "cake" job for being a blade man; he said he understands Jim has reports to do, but Jim can set his own pace during the day, and he doesn't have a foreman standing over him like these \$40 an hour guys do in town. He said it's wide open for Jim and his assistant.

Greg Dennis asked Mr. Otto if he would oversee the Washoe County graders the next time they come out and do Winnemucca Ranch Road? He said they spend a week out there grading, and it's only a mile and a half. [Note: During approval of minutes at the March 8, 2018 meeting, Mr. Dennis requested clarification that this remark was made to show that while the GID has many miles of roads to do a week, the County can lavishly spend lots of time just making one road "pretty."]

Larry addressed Mr. Otto and said he hears him and thinks they have a significant disagreement on the worth of Cape Sealing the roads and keeping people out of the mud and the dust. He said we will have that discussion at the next Board meeting.

Ms. Harding said some people are tougher than others.

Larry said he thought they had significant agreement on how roads should be graded, how drainage should be accomplished, how things need to be done and he proposed to address that.

Mr. Rhodes thanked each and everyone of the Board members for volunteering for this position. He said he appreciated them for having this public workshop and he knows things might get heated at times, but there is no malice meant.

Marty said they do appreciate the input and for you coming out and having something to say, because 90% of these meetings, no one shows up. People don't care anymore.

Larry thanked everyone for coming out and giving of their time and input.

[The Workshop ended at 8:50 p.m.]

7. Old Business:

a. Update on LW Land Company's Grass Valley Road Tentative Parcel Maps:

Larry Johnson explained Greg Dennis went to the Parcel Map Review Committee (PMRC) meeting and over Greg's objections, the parcel maps were approved. It then became a question of clarification of the conditions of approval. Louie and Cathy interpreted the conditions to require the developer to pave the road all the way to the Pyramid Highway. He said he talked with Louie, Community Development,

and the County engineer who wrote those conditions and received conflicting stories; the guy in Planning said yes he would interpret it that the developer had to pave the road all the way to the Pyramid Highway, but the Planner said he was not the final authority, that was engineering. Engineering said what they would enforce was the developer being required to pave roads, to County standards, out to either Ironwood or Whiskey Springs. He said once they get to Ironwood or Whiskey Springs then the condition he wrote would take effect which said a condition survey would be done before, and an annual survey would be done and we would assess the developer for mitigation costs; the developer has to meet with us to designate haul routes and we will be responsible for our own roads, but they will reimburse us for repair costs. He explained he included in the condition that that reimbursement would occur before any issuance of certificates of occupancy. He said there is another clause that they have to set up a homeowners association and come up with a reserve fund to repair their paved roads that extend out to Whiskey Springs or Ironwood. He said he explained to the engineer that we have no teeth, nothing to hold the developer to these conditions. The developer could just ignore us and do what the other smaller developers like George Newell and do nothing, when they were supposed to pave Broken Spur or pay the County enough money to then have the GID contract to have Broken Spur paved to County standards. They were also required to form a homeowners association to collect fees for the eventual replacement of that road. He asked the County engineer for a guarantee that the County would hold the developer to that condition; the County engineer was supposed to contact the District Attorney who was supposed to put that in writing and email it to us before the meeting. Cathy Glatthar stated we did not receive an email from Washoe County.

In response to the question of when the deadline is to file an appeal of the PMRC's decision, Cathy read from the Action Order:

"If no appeals have been filed within 10 calendar days from the Mailing/Filing Date shown on this Action Order ..."

Louie Test said the Mailing/Filing Date is February 12th, so we have until Thursday, February 22nd to file an appeal.

Larry said without that guarantee that we will be protected, he said, in his opinion, we don't have any choice except to file an appeal.

With Larry's okay, Cathy read engineering's condition "ff" as follows:

"A paved access road meeting the requirements of Washoe County Development Code from the proposed parcels to either Whiskey Springs Road or Ironwood [Road] or other existing paved roadway maintained by Palomino Valley GID shall be constructed to Washoe County Standards to the satisfaction of the Washoe County Engineer."

Cathy said none of our roads are "paved."

Larry said he discussed that specifically with the County engineer and the County engineer said they do not have a definition of paved roads; you have asphalt surfaced roads and at that point that's what we consider.

Larry said he did discuss with the County engineer the special plan and the entire plan needs to be redone. He said he's not at liberty to divulge, but he believes there are things in the works that may solve this issue.

Greg said he had a planner come up to him and publically tell him they have a new developer coming in and looking at this.

Louie Test said his legal analysis is as follows: Based upon what he got from the chief planner, the first part of the approval says, "When conditions required by different agencies address the same topic, the more stringent standards shall be required." He said in the comment that was just made by Cathy, was a more stringent requirement than our requirement is. Our requirement is the one we presented back in September before we knew all the SPA paving requirements were going to be reinstated because the funds that were established were going to be refunded because they were ruled to be impact fees. He said Mr. Pelham's response was the same as he thought it should be, is that the more stringent provisions will prevail, and the more stringent provision says pavement to a paved road. He said however, when you look at the law, section 103, (paraphrasing) subdivision requirements shall be imposed unless the PMRC makes findings that they don't have to be, so we're kind of in a no man's land, because he thought it was quite clear that the more stringent would require them to pave to the next paved road [which would be Pyramid Highway].

Larry said the County engineer says they have no definition of paved road, and the GID's Cape sealed road is interpreted as a paved road.

Cathy said the developer has three access options and the shortest one would be to pave Grass Valley south to Sharrock and Sharrock east to Broken Spur.

Larry said he also spoke with the County engineer about the Murphy brothers' request for reimbursement for the Cape seal they put down along Broken Spur, Sharrock, and Amy. He said we wrote a letter supporting that reimbursement, but construction traffic has damaged those roads and you're going to give him his money back? He said if that was a County subdivision, County engineering staff would go out and make an inspection and make the developer fix any damage before releasing any bonds.

Louie said he agreed with everyone, that we need to file an appeal, unless we get something from Nate [Deputy District Attorney] that clarifies that the County will enforce this condition and they will not issue any C of Os until we sign off.

Greg said his thinking on the SPA, the way he understood it because he was the only no vote back in 1990 or 1991, they were going to create a special plan area with spine roads to Pyramid Highway, they had their own roads their own infrastructure, and so forth, this is an entirely different intent the County has imposed on us as a result of one or two developers who decided to use an old SPA set up that was designed 30 years ago for their intent to do serial parceling of land and avoid subdivisions. The County and engineering staff and planning staff are concurrently working with the developer to allow him to do that. It was obvious at that meeting that that was the implication. He said with the serial parceling, we are seeing 15 lots out of this one parcel; we see a lot of issues in this GID right now with just 40-acre parcels. When we get to a point where there are more people in the SPA because of serial parceling than there are in the total District, we are going to have an unworkable situation. There's no way we'll be able to keep those roads up with any amount of traffic like that. Everyone outside of the SPA will be lucky to get their road bladed twice a year; the control will be within the SPA. He said he felt it was an

issue for the County to address because we are a GID set up to take care of dirt roads; we are not in the business of the SPA maintenance. In the meeting, they wanted the GID to take care of the homeowners association and Greg told them no; the GID would not accept those responsibilities. We have a bigger problem, that if we don't solve real soon, he didn't see any end to the problems this GID is ever going to be able to solve. They are taking the repair and replacement and putting it on a homeowners association so the County doesn't have to tax or come up with any money for repair and replacement, yet every other road in the County is on repair and replacement.

Cathy said another problem is these homeowners associations were not set up and therefore no money has been collected.

Marty said they are using the homeowners association as a backdoor way of getting this done, but they never created them.

Cathy added the County did not enforce it.

Greg said how do we deal with this? That's why he talked about going to the Attorney General's office ...

Louie interjected and said the Attorney General's office is going to say the statute says the County "may" impose subdivision regulations; they are shifting the responsibility to the County.

Larry said he thought they needed to initiate a meeting with the County Manager and then make a presentation to the full County Commission.

Louie asked if the appeal goes to the County Commissioners? Greg said he thought it does.

Larry said he would call the County engineer tomorrow and Louie will call Nate and we'll either get a letter or we'll file an appeal.

Cathy read the following from the Action Order: "If no appeals have been filed ... the approval by the Washoe County Parcel Map Review Committee is final." and "If filed, an appeal stays any further action on the decision until final resolution of the appeal. An appeal shall be filed in accordance with the provisions found in Article 912 of the Washoe County Development Code."

Larry said what if we get this letter on Monday; do we file an appeal or not?

Louie said what we would be asking them to do is basically say ... there are two different issues; we're talking about a parcel map and not the big issue Greg is talking about. The burden that is being placed upon us because the most they can do is say you will pave to the Highway. The issue Greg is talking about is with other subdividers coming in and doing that. What the legal problem is, that he has already talked to Nate about, the County cannot put overburdening provisions as a condition that is not proportionate with the revenue they will be receiving; they have 15 lots and they can't legally say the developer has to put in a sewer system for 15 lots that's going to serve 2500 homes; the amount they can require from the developer has to be proportionate to the amount of impact they are going to have.

Jim Currivan said he has seen a situation where they have a caution; that it is 15 lots now but it may be more in the future and a higher standard would take effect and planning can do that.

Larry said to pave to Pyramid Highway would cost \$1.5 to \$2 million; in his opinion, they will consider that unreasonable. At the same time, the master developer who is looking at the rest of the SPA, is going to pave Whiskey Springs from Pyramid Highway to Grass Valley.

Louie said that gets back to what Greg was concerned about, that if someone comes in and does that, then we won't have to worry about paving, we won't have to worry about anything on Whiskey Springs because the County will accept that and they will take over maintenance.

Greg said no they won't.

Larry said in the special plan that maintenance goes to the GID.

Marty said this becomes an overburdening placed on the GID and that's no different than the overburdening not allowed to be placed on the developer.

Larry said that is why the presentation to the County Commission needs to state if you want this stuff in the special plan, than you accept dedication of these streets that are paved to your standards for future maintenance.

Louie added because the homeowners association is not going to do it.

Marty Breitmeyer made a motion to appeal the parcel maps. Jim Currivan seconded the motion and hearing no opposition, the motion passed.

Louie Test will file the appeal.

Greg said they are not collecting sufficient funds to pave the roads to the Highway; this is damaging us.

Louie said that has nothing to do with this issue; the parcel maps. He said Greg was talking about the fallacies of the special plan which has to be abolished. He said he doesn't know why the County, in his opinion, hasn't taken the position that this guy didn't come in, he didn't perform, the money going into the funds is not going to take care of the improvements that have to be made out there (not just the roads, all the infrastructure). The SPA should be gone!

Larry said the reason they don't do that is because the special plan created the ability for all these tiny lots and once it's approved, if the County does away with it, it could be ruled a taking and the County could be on the hook for a lot of money.

Louie said they could do that provided it is through a regulatory action, and he said he thought they could demonstrate, because of everything in the SPA that won't be fulfilled, they can do the rezoning. He said someone could challenge it in court, but that the County could win because the plan was defective. He said that doesn't address our issue. One of our arguments is that they didn't make any specific findings as to why they shouldn't have required the paving to the road; he did not see any findings in the record as to why this is not required.

- b. Request for Review by Nevada Attorney General Regarding Serial Parceling:** Larry Johnson said we are not going to request a review because the law says "may". Greg Dennis agreed.
- c. Washoe County Proposed Refund of SPA Developer Fees:** Larry Johnson said he didn't believe there is an update on this matter. Cathy Glatthar commented that this was what Walter West [Washoe County engineer] referred to when he would not

remove the condition about having the developer provide paved access. Cathy then read Mr. West's remarks as follows:

"Mr. Gilles would like to add language to the condition to waive the requirement of constructing asphalt paved roadways with collection of fees to cover future roadway paving. It is my understanding that Washoe County has determined to no longer waive the construction of paved roadways since recent court actions have directed Washoe County to refund previously collected roadway and other improvement fees."

Larry said it means that the developer has to build paved roads to either Ironwood or Whiskey Springs. He added that he put two calls in to Walt West saying that condition was messed up because neither Ironwood or Whiskey Springs are truly paved.

d. Contracting for Materials and Hauling: Larry Johnson said it's getting late and we did not need to discuss this until next time.

8. New Business:

a. Repairs to Developer-placed Cape Seals: Larry Johnson said he has discussed with the County engineer that we need assistance and how to put teeth into any development agreement to do so.

b. Consider Replacing Water Truck Driver: Larry Johnson suggested putting this off; he has another suggestion that will come under item number 13 [below].

c. Rescheduling the May Budget Hearing Meeting: Cathy Glatthar explained the budget hearing has to be held between the 21st and 31st of May, but the third Thursday in May is the 17th. She suggested rescheduling our May meeting to the fourth Thursday in May, the 24th. The Board agreed.

9. Judicial/Government Affairs:

a. Poundstone Culverts: Larry Johnson said his email to the Poundstones stated they are responsible for maintenance of their own culverts. Louie Test agreed.

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

- The signing of the tentative budget will be on next month's agenda

11. Correspondence:

None

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

13. Board Member and Staff Items:

- Larry Johnson said in light of the last two Board meetings and again tonight, he thought we needed to have a personnel session. He asked Louie Test how that had to be handled. Louie said they have to be closed sessions, and you have to notify the employees of the meeting. Larry said he wanted to have personnel sessions for both Dan Schaufus and Jim Hicks. Cathy Glatthar said closed sessions are usually held prior to the regular meeting and asked when they wanted to start? Larry said two hours ahead at 4:00. Cathy suggested they combine the emergency meeting to discuss the dump truck and the roller with these personnel sessions. Larry

suggested Thursday, March 8th at 4:00, and he said he would like to see everybody present. Cathy clarified that we would forgo the regular meeting on the 15th and just have one meeting on the 8th starting with the two closed sessions and then going into the open session starting at 6:00. The Board members agreed.

14. **Adjournment:** Marty Breitmeyer made a motion to adjourn the meeting. Greg Dennis seconded the motion, and hearing no opposition, the meeting adjourned at 9:30 p.m.

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT

BANK & DISBURSEMENT RECONCILIATION

@ February 15, 2018

Total of all Bank Accounts:

Balance@ February 15, 2018 - Money Market - #5010	211,767.80
Balance@ February 15, 2018- Savings - #4658	2,000.90
Balance@ February 15, 2018 - PR/Petty Csh - #4430	17,000.00
Balance@ February 15, 2018 - General Ckng - #4179	273.34
<i>Total Cash IN All Accounts</i>	<u>231,042.04</u>

WELLS FARGO-ALMOST CD #5010

Balance'@ January 18, 2018 181,482.94

Income for the Month

Consolidated Tax	28,301.33	
Ad Valorem	49,382.21	
LGTA	0.00	
Total Income	<u>77,683.54</u>	77,688.61
Interest Income	5.07	

Transfer to Wells Fargo #4430	(15,703.75)
Transfer to Wells Fargo #4658	0.00
Transfer to Wells Fargo #4179	(31,700.00)

Balance'@ February 15, 2018 211,767.80

WELLS FARGO-SAVINGS #4658

Balance'@ January 18, 2018 2,000.85

Transfer from Wells Fargo #5010	0.00
Transfer to Wells Fargo #4179	0.00
Interest Income	0.05

Balance'@ February 15, 2018 2,000.90

Wells Fargo - PettyCsh/P/R Acct#4430

Balance'@ January 18, 2018 17,000.00

Transfer from Wells Fargo #5010	15,703.75	Deposit	15,703.75
Net Payroll	9,407.29	Net Payroll	
Wells Fargo - 941 Pmt	EFTPS 1,992.44	Mo. 941 deposit - January	
Wells Fargo - 941 Pmt	EFTPS 366.86	Mo. 941 deposit - January	
PERS	5760 2,845.41	PERS - January	
Public Agency Comp Trust	ECH 1,091.75	Qtrly Workman's Comp	

\$15,703.75

(\$15,703.75)

Balance'@ February 15, 2018 17,000.00

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT
 BANK & DISBURSEMENT RECONCILIATION
 @ February 15, 2018

NAME	CK #	DESCRIPTION	
<u>WELLS FARGO-GENERAL #4179</u>		Balance'@ January 18, 2018	72.31
Transfer from W.F.#5010	31,700.00		
			31,700.00
PUBLIC WORKS			
Alhambra & Sierra Springs	9355	23.18	Monthly Water
AT&T - Cell	9356	98.85	Cell Phone
Bruce Mackay Pump	9354	1,313.95	Trouble shot Wayside Pump
Cal-Nevada Towing	9357	375.00	Service Call
Catherine Glatthar	9358	1,559.67	Monthly Work
Dynamic Diesel	9359	2,664.51	Repairs on 2001 Ford F-450
Flyers Energy	9360	2,044.41	Fuel
Hoffman, Test	9361	435.00	Monthly Fee
Home Depot	9362	12.97	150W Bronze Quartz Mini Flood
Hose & Fittings, Etc	9363	16.88	Misc Fittings
Humana	9374	258.02	Health Insurance
Humana	9375	91.10	Health Insurance
Intermountain Supply Co	9364	194.00	Battery
K&B Transportation	9365	9,423.50	Trucking
Maureen Sidley	9376	388.00	Monthly Bookkeeping Work, Copies
Martin Marietta Materials	9373	10,238.76	Type 2 Aggregate Base
Napa	9367	320.79	Misc. auto parts
Nv Energy	9368	261.79	Office Utilities
Purcell Tire Co	9370	832.24	Misc Tire Repairs and service calls
Prominence Health	9369	784.66	Health Insurance
Sani Hut	9371	129.87	Monthly Charge
Waste Management	9372	31.82	Waste Removal
TOTAL		<u>31,498.97</u>	<u>(31,498.97)</u>
		Balance'@ February 15, 2018	<u><u>273.34</u></u>

PVGID OPERATIONS REPORT
Report Period 01-15-2018 to 02-09-2018

ATTACHMENT: 02/15/2018 Meeting Agenda Item 5. c.

ROADS GRADED:

Broken Spur
Roadrunner
Grey Van
Pasture View (S)
Peak (N-S)
Two Forty
Anniversary
Jackrabbit (S)
Curnow Canyon
Bacon Rind (S)
Bacon Rind (N)
Wilcox Ranch (Amy-Crazy Horse)
Amy (Ironwood-Wilcox Ranch)
Sage Flat

OTHER ROAD WORK:

Add material - Wilcox Ranch (Goodher-Mid)
Add material - Quaking Aspen
Add material - Turn on Yellow Tail
Reshape Roadbed and Ditches - Amy (Ironwood-Wilcox Ranch)

OTHER:

None

EQUIPMENT:

None

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT
SUMMARY OF ROAD IMPROVEMENT PROJECTS
As of February 9, 2018

ATTACHMENT 02/15/2018 Meeting Agenda Item 6

YEAR	ROAD	SEGMENT	SCOPE	QTY - LF	COST
2011	Whiskey Springs	Near Broken Spur	Pulverize, Regrade, Prime Coat, Chip Seal, Fog Seal	3305	\$63,612
	Axe Handle	Pyramid Hwy to Bacon Rind		1990	
2012	Ironwood	Pyramid Hwy East 1 mile	Prime Coat, Chip Seal, Fog Seal	5280	\$170,031
	Whiskey Springs	4 Segments (worst deterioration)		4900	
	Axe Handle	3 Segments (upper portion)		4055	
	Range Land	Pyramid Hwy to Grey Van		4420	
2013	Axe Handle	Segment at 5200 Axe Handle	Cape Seal (Chip Seal and Slurry Seal)	925	\$93,007
	Ironwood	Pyramid Hwy East 1 mile	Slurry Seal	5280	
	Range Land	Pyramid Hwy to Grey Van	Slurry Seal	4420	
	Whiskey Springs	Pyramid Hwy East 2 miles	Cape Seal	10,560	
2014	Ironwood	1.4-mile Segment beginning 1 mile east of Pyramid Hwy	Otta Seal	7392	\$73,516
	Whiskey Springs	Segment from Amy Road to 0.5 mile ± NW	Cold Mix Material and Trucking	2640	\$45,045
2015	Ironwood	Segment from Amy Road to 2.6 miles West	Otta Seal	13,300	\$158,007
	Axe Handle	Segment from Bacon Rind to 0.45 mile East		2620	

LF = Linear Feet

SUMMARY OF ROAD IMPROVEMENT PROJECTS (Contd)

YEAR	ROAD	SEGMENT	SCOPE	QTY - LF	COST
2016	Right Hand Canyon	4 Segments (worst deterioration)	Micro Slurry Seal	2190	\$231,940
	Range Land	2013 Segment		4420	
	Whiskey Springs	2011, 2012, and 2013 Segments		18765	
	Ironwood	2012 and 2015 Segments		18580	
	Axe Handle	2011 and 2012 Segments		6045	
2017	Axe Handle	Remaining Untreated Segments	Cape Seal	7740	\$86,378
	Whiskey Springs	Segment from Amy Road to Right Hand Canyon		10,524	\$130,497
	Axe Handle	2017 Segment (Sharp Curves)	Double Application of Micro Slurry Seal	300	\$864
	Whiskey Springs	2017 Segment (Curves)		400	\$1,280
	Axe Handle	2015 Segment	Micro Slurry Seal	2620	\$7,546
	Ironwood	2014 Segment		7305	\$23,376

LF = Linear Feet