

REGULAR MEETING

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

Thursday, October 18, 2018

MINUTES

Larry Johnson called the regular meeting of the Palomino Valley General Improvement District (PVGID or GID) to order at 6:01 p.m. Thursday, October 18, 2018 at 21555 Pyramid Highway, Reno, Nevada.

1. **Roll Call:** Trustees present were Marty Breitmeyer (arrived at 6:10), Mitch Gerlinger (arrived at 7:05), Greg Dennis, Jim Currivan, and Larry Johnson. Also present were Shawn Kelly, Operations Manager; Maureen Sidley, Assistant to the Secretary (arrived at 6:11); Cathy Glatthar, Assistant to the Board; and Louie Test, Legal Counsel.

2. **Public Comment:**

George Boyce asked about the mounds of dirt in the drainage ditches on both sides of Range Land.

Greg Dennis said this would be discussed under road reports.

Bob Gunn asked if the GID had statistics on the increase in traffic on the main roads over the past 15 years or so?

Larry Johnson replied we do not. He said in 2011 the GID did traffic counts on the four main collector roads and determined that Ironwood was the most heavily trafficked, Whiskey Springs second, Axe Handle third, followed by Range Land as the fourth most heavily trafficked. He said obviously we have more traffic than five years ago. Mr. Gunn stated that since he built here in 1998 till now there's been a substantial increase in traffic, but he doesn't know to what degree.

Sharon Korn stated she lives on Grass Valley between Whiskey Springs and [Pyramid] Highway and she lives about mid-point. She said the road is worse for the first half mile at the intersections with Pyramid Highway and Whiskey Springs, and she asked if the GID thought about grading just those areas more frequently instead of grading the entire road?

Larry said we have been largely reactive this year in responding to maintenance requests; they come in as fast as we can grade. He said our roads will deteriorate in mid-, late-summer, early fall until we get moisture. He explained traffic blows the fines out of the subgrade in the form of dust that goes away, exposing rocks; granular soils wash board in dry conditions. He said our best periods for a smooth ride is in late fall after we get moisture and in the springtime after we get moisture. He said we are not at a point where we can selectively grade some spots and not others.

Bob Gunn thanked Larry Johnson for installing the "Blind Hill" signs on the south end of Amy Road.

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

3. Approval of Minutes – September 27, 2018:

Jim Currivan said he had a question on page 5, third paragraph, the third line starts with “He,” was that Louie Test or Don Otto? Larry Johnson read the paragraph and said the “He” should be “Louie.” Cathy Glatthar acknowledged the change.

Greg Dennis said he made a comment that the Range Land [project] cost was under \$30,000 [page 2, item 4. b., second paragraph], but at this point he wasn’t sure what those costs were going to be and that needs to be recognized [statement will be stricken from the minutes].

Greg said Susan Ambrose had brought up [under item 6. a., third paragraph on page 3] the point that he had reviewed a set of questions for the County [regarding the Specific Plan], and it looked like those questions were ones that someone asked either in a GID meeting or outside of a GID meeting [i.e. the Task Force’s survey], so that needed to be addressed.

Greg then asked if the GID proposed, formally, that the County eliminate the Financing Plan? He added he remembered we formally requested that a complete revision of the Specific Plan take place. Larry Johnson said his statement to the County Commission [on October 25, 2018] is on page 4 of the minutes, and it was the position of the GID to have the Financing Plan eliminated and to completely revise the Specific Plan.

Greg then said he didn’t know if it was an issue or not, but there was no agenda item to formally request fuel tax provision through Washoe County. Larry Johnson said we could bring that up under item number 12 later in the meeting.

Cathy Glatthar proposed to strike the following sentence in Susan Ambrose’s statement under item 7. a. [page 6]:

“She said they came up with a Risk and Hazard Assessment Plan for the valley and did fuel reduction around home owners’ properties as part of that program.”

Cathy explained Ms. Ambrose was referring to the Volunteer Fire Department and the volunteers did not come up with the Risk and Hazard Assessment Plan. She said that plan was done by a company back in 2006. She said she spoke with Susan Ambrose and Susan agrees to have the sentence stricken.

Greg Dennis made a motion to approve the minutes as amended. Jim Currivan seconded the motion. Hearing no opposition, the motion passed.

4. Financial Reports and Payment of Bills:

a. Financial Reports: Maureen Sidley reported we received LGTA funds and a small amount of ad valorem revenue. Cathy Glatthar reviewed the revenue items on the Net Operating Funds for Capital Improvements report. She stated we did receive \$7,000 in ad valorem which is outside of what we usually receive; giving us \$9,500 more than estimated. She said we do not show any CTX revenue for this month because we received both the September and the October payments by September 27th which was our late meeting last month; overall CTX is \$8,000 more than expected. She said LGTA came in higher than expected at \$4,400; putting LGTA \$1,500 more than projected. She stated overall, revenue is \$19,000 more than expected for the past two months. She explained she did increase the average monthly expenses amount to \$30,000. She said the Net Operating Funds for Capital Improvements is \$293,000, but it’s early. Larry Johnson said we need to have a

handle on that number by early spring so we can do our planning, design, and contract and bid documents, etc.

Cathy explained back in June she mentioned that AT&T was going to receive a refund because they overpaid their use taxes. She said she checked into that to try and find out approximately how much the refund would affect the GID's CTX distribution, and she said she learned the amount would be around \$500 per month; so it should not have a big impact of the GID's revenue.

- b. Payment of Bills:** Maureen Sidley reviewed the bills and explained that she broke out the Granite Construction bill to show how much was for rental returns and how much was for material. Shawn Kelly questioned the amount for rental returns and it was determined that the correct breakdown was rented signs \$121.80, purchased signs, posts, etc. \$922.44, and asphalt patch material \$2,751.90 for a total of \$3,796.14. Larry Johnson said there is a progress bill for the annual audit. Maureen said the audit is complete, it's another clean audit, and she just received a draft copy of the audit. Cathy Glatthar commented that the draft audit needs to be sent to the Board and herself for review before the next meeting. Larry asked Maureen if she is having Shawn review these invoices? Maureen responded no. Larry said Shawn's the one who knows if these invoices are correct or not. Maureen said she would scan the invoices and send them to Shawn. Cathy requested that Maureen make those corrections to the transaction report and resend it. Greg Dennis requested the actual costs be compiled for the Range Land Road project including labor, equipment, equipment rental, materials, and trucking. Marty Breitmeyer made a motion to pay the bills. Greg Dennis seconded the motion, and hearing no opposition, the motion passed.
- c. Status of Establishing a Line of Credit:** Maureen Sidley said she was still working on it.

5. Road Maintenance Reports:

- a. Road Reports:** Larry Johnson asked Shawn Kelly to report on what has been done. Shawn said he has not done a lot of routine maintenance. He said they have done a lot of culvert installation before it rains; two culverts were installed on Range Land, culverts were put in at "puddle 1" and "puddle 2" on Ironwood, took care of a problem at 605 Ironwood, and built a pond at "puddle 1" on Ironwood.

Shawn said they did also grade quite a few roads. In response to Larry's question, Shawn said he did not grade the Wilcox hill, yet; instead he graded upper Quaking Aspen and Piute Creek. Shawn acknowledged the Wilcox hill was in bad shape. Larry said Wilcox Ranch is in bad shape, and Amy is in bad shape; the system is dry. Larry said we got a maintenance request for Wilcox Ranch between Crazy Horse and Amy stating there were rock pockets protruding out of the subgrade, and it's not just that segment. He said any of the roads in granular material on the alluvial fans probably have rock pockets protruding out of them. He said there are a couple of solutions; one is to bring material out of the Wayside pit and cover up those rocks. He explained the material from Wayside has some clay content and will stick in place, whereas the material from the Ironwood pit is cohesionless; better structural material, but doesn't stay in place in dry weather. Larry said an example of the performance of the material out of the Wayside pit is the first section of Quaking Aspen, which is a rock pile. He explained Shawn hauled in 75 to 100 yards of

material to cure about a 300 foot segment. Larry said the bottom line is we don't have the time or the man power to do this to every place that needs it. He said he would like to see that treatment continue in the nastiest of rock spots. Shawn agreed and said special projects are done and he is going to blade here on out.

Shawn then addressed Ms. Korn and her suggestion about grading Grass Valley [east] just in from the intersection with Pyramid Highway and the intersection with Whiskey Springs. Shawn explained that they did grade about half of the section of Grass Valley from Whiskey Springs north, but he said by the time he came back the other way, what he just graded was destroyed because people were driving even faster because he had smoothed out that lane. He said it's frustrating and he wished people would slow down; if people would just do the speed limit, our roads would last longer. He added he needs water.

Larry agreed and said we need storms; we need water in the subgrade. He said for twenty five years, he has watched a segment on Wilcox Ranch just north of the Quaking Aspen mailboxes, that is one rock-protruding mess in the summer, and with the first rain, clays pump up to the surface and you never see a rock for the next six months.

Donald Otto suggested on the curve at Wilcox Ranch and Amy on the Amy side it erodes in so much and he wondered if some of the material from Wayside could be put on that super and maybe that would hold together better than the native soil that's there now. Shawn said that might hold it; but what doesn't work is people driving too fast.

Mr. Otto said when we finally do get some rain, he is available to run the second blade.

Larry then addressed potential cattle guard installations, or striping. He explained there was another incident on Whiskey Springs where two horses were hit and killed. Greg Dennis mentioned he heard from an individual he knows that another horse was hit on Whiskey Springs just before Amy, but the horse got up and walked away. Larry drew a diagram on the white board describing from Pyramid Highway east on Whiskey Springs there are two abandoned cattle guards approximately one and a half miles apart. He explained with the fences along the north and south sides of Whiskey Springs, it forms an alley from the BLM fire station west past Pratt's, and past the [abandoned] cattle guard. He said when the horses get into this area, there's no way for them to get out. He said the horses come through this area at night to feed in Pratt's field with the pivot [wheel]. He explained the cattle guards have been filled and abandoned since he has been a resident of this Valley for 25 years. He said he would like to initially try a striping pattern that would involve building a winged fence that goes to the right-of-way fences on both sides of Whiskey Springs at the BLM fire station's west entrance, with a sloping apron and stripe a cattle guard on the roadway surface.

In answer to Don Otto's question, Larry said the horses will be able to see the striping at night. Shawn said he will put flagging on the fence and they will do whatever they can to deter the horses. Larry said his biggest fear with the cattle guards, is that traffic would drive the horses into the cattle guards and the horses would break legs and we'd have a disaster on our hands. Shawn said he looked into this and cattle guards don't always work for horses. Marty Breitmeyer said the type

that work for horses are the type installed at Damonte Ranch, that everyone is complaining about; they cost about \$50,000 a piece. He said it's correct that horses will either just step across a regular cattle guard or break a leg. He said on Highway 50 and 95 you see the striping and the reflectors on the A-frame; it's a special reflector that disrupts the horse's vision and scares them off. Don Otto suggested installing speed bumps. Marty said that won't do anything; that he deals with a group of horses and he only drives five to ten miles an hour and they just walk into the side of his truck. There was some discussion about people feeding horses from the back of their trucks, so the horses are no longer afraid of vehicles and believe they are going to be fed. Jim Currivan asked who owns the horses? Larry said this is between the State and BLM and the Reservation.

Larry proposed we try the faux-cattle-guard striping and see if that helps. Shawn commented that he has been trying to get a company to come out and give him an estimate on the striping, but they are real busy and haven't been able to come out here. Marty said it's reflective, raised striping that's burned onto the road surface and he agreed to look into exactly what it is called. Greg Dennis made a motion to approve the reflective cattle guard with the caveat that it is first determined that it can be applied to a Cape-sealed surface and if it can't be, then a reflective paint will be used instead. Jim Currivan seconded the motion, and hearing no opposition, the motion passed.

Marshall Todd said he lives at the corner of Amy and Whiskey Springs and usually gets home around dusk and those horses are there 25 to 30 percent of the time and we need to slow people down. Greg Dennis said it's not just speeding; the person he mentioned earlier was only going 15 to 20 miles per hour and still hit the horse because he just couldn't see it.

Shawn talked about people not slowing down when he has been on the side of the road with his flashers on; people still fly by going 40 to 50 miles per hour; even with "road work" signs. The discussion returned to speed bumps, and Greg Dennis said when he was with the City of Reno, speed bumps cost between \$30,000 and \$50,000 a piece. Marty agreed to look into the cost of speed bumps and other options. Shawn said he looked into rumble strips to use in work zones and he was told it would be cheaper to rent them because they cost tens of thousands of dollars; and people will just drive up on the shoulders to avoid them.

Greg Dennis then addressed Mr. Boyce's concern about Range Land Road and the drainage area just west of Easy Jet. Greg explained that they needed to be sure water would drain away from the edge of the Cape seal, so drainage ways were installed on either side. He said at Easy Jet they are still working on how to get the water directed to the big culvert. After some discussion, Larry stated they will look at it and report back at the next meeting.

- b. Report on Flood Repairs and Mitigation and FEMA and State Disaster Funding:** Larry Johnson stated that we still haven't had an inspection and still haven't received reimbursement.
- c. Pasture View Road Diversion of Natural Drainage:** Larry Johnson explained a man built a house and diverted the channel, which may cause the road to be washed out. He said we need to write the owner a description of what needs to be done. Larry said he would write the letter and have Louie Test send it out on his letterhead.

Shawn Kelly said he did get in touch with the owner who doesn't live here anymore and the property is for sale. Louie said a copy will go to the Realtor.

d. Operations Manager's Report - Including Need for Additional Personnel:

Shawn Kelly said he had nothing further to report. Larry Johnson said we would not be discussing the need for additional personnel.

6. Old Business:

a. Possible Coalition with Warm Springs Community Task Force and Truckee Meadows Fire Protection District's Palomino Valley Volunteer Fire Station to Form a Network of Fire Adapted Communities' Charter: Susan Ambrose [representing the Warm Springs Community Task Force] said there were two guests present tonight: the Program Coordinator with the Nevada Division of Forestry, [Michael] Beaudoin, and Maureen O'Brien, representing the Truckee Meadows Fire Protection District.

Larry Johnson wanted everyone to understand that the Palomino Valley General Improvement District has the duty to maintain roads; that is our only authority. He asked how does this Charter interface with road maintenance?

Michael Beaudoin said he is with the Nevada Division of Forestry and is the statewide coordinator for the Nevada Network of Fire Adapted Communities. He explained the Nevada Network works with communities for wildfire awareness and preparedness, but they also work with communities to make sure their routes for ingress and egress are maintained correctly so that if there is a fire, the firefighters can get into the area safely and efficiently. He said they also want to make sure folks can get out of the area if they have to evacuate. He explained there are other components that are not related to a GID, but they would benefit the community as a whole. He said there are services he can provide such as helping with a Community Wildfire Protection Plan, as well as going after grant funding for hazardous fuel removal, or community chipping program.

Larry asked how Mr. Beaudoin could assist us with safe ingress and egress?

Mr. Beaudoin replied they could help with removal of hazardous fuels along right-of-ways, and making sure there are fuel breaks along the sides of roadways.

Jim Currivan mentioned widening of roads. Mr. Beaudoin said a lot of the grants would not pay for that; the grants focus on reducing hazardous fuels and having evacuation plans in place.

Susan Ambrose stated she did receive a post-fire grant application from Mr. Beaudoin that covers some items not mentioned such as erosion and flood control (i.e. culverts) which could be considered within the realm of the GID. She said the community is growing and with some of our outlying areas, there is a concern about people getting in and out in case of a wildland fire. She said there are merits to forming a Charter and the GID would not assume the brunt of responsibilities of the Charter.

After some more discussion about what a [Fire Adapted Community] Chapter is and its value to a community, it was decided that the GID is statutorily limited to maintaining roads and that the Task Force would form the Chapter themselves. The GID would provide support, when possible, if it involved the roads. Appreciation was expressed to the guests for attending and to the Task Force for their efforts.

b. Status of Draft Agreement with LW Land Company: Larry Johnson said we haven't heard from them. Cathy Glatthar stated there is an area modifier that states if you want to connect with a PVGID-maintained road, you must get approval from the [PVGID]. She agreed with Larry that the GID has not been approached, but the County essentially gave LW Land Company that option to connect with Ironwood. Greg Dennis asked what legal authority the GID has to approve or not approve access to the GID roads? Cathy explained it's an area modifier and said she believed it is Article 226 of the County's Development [Code]. She said she thought the GID should pursue this. In answer to Larry's question, Cathy explained that LW Land Company has moved ahead [on the Ironwood access] by obtaining an easement and doing some preliminary grading of that easement.

Greg asked if the modifier gives the GID any input on the alignment quality of the road or anything of that nature? Cathy said she would provide the Board with the area modifier.

Cathy said her other point is that the traffic studies for the SPA [Specific Plan Area] were based on roads within the SPA, and Ironwood is not a road within the SPA. Greg Dennis said he expounded on that at the Parcel Map Review Committee hearing, and did not get anywhere on that with the County.

Cathy said she thought the GID should push both matters. Louie Test asked Cathy to get them the information and he could approach Nate Edwards [County Deputy District Attorney].

c. Washoe County Proposed Refund of SPA Developer Fees and Master Plan Amendment: Larry Johnson said we have no further update on this matter. Cathy Glatthar stated there will be a meeting here tomorrow night regarding the Master Plan Amendment to remove the financing plan from the SPA. She explained she has posted a notice of possible quorum just in case there are three or more Board members present. She added that Board members can attend and participate in the discussion, but they are not allowed to deliberate or take action on anything that happens in that meeting. Louie Test explained this is necessary to be in compliance with the open meeting law.

There was some discussion about the GID's position on the removal of the financing plan and opening up the entire plan for revision. Larry said that was exactly what he said in his closing statement to the Board of County Commissioners. Mitch Gerlinger asked if the Board's position was still to have the SPA removed from the GID's jurisdiction? Greg said that was the motion made [at a previous meeting]. Larry said he thought that depended on the proposed development that's coming forward; that it is premature to make those types of conclusions.

d. Report from Subcommittee to Explore Revenue Generation: Greg Dennis said he thought Larry's idea of looking at requesting fuel tax dollars through Washoe County, which is a legal entity that can obtain dollars for us, is something worthwhile.

Louie Test stated he prepared an opinion, along with the NRS [Nevada Revised Statutes] provisions, and basically, the way it's set up, our roads meet the definition of a highway or an easement that can receive funds. He said however, the only entities that can get the funds are [counties], incorporated cities, and in some instances, townships. He said the formulas are based on the miles of roads maintained by those entities. He said [one] way he sees that the GID could get

funds is by having GIDs added to that NRS section and then we would submit the request. He said the issue is the pot is only so big, and if we are getting money from that pot, it will reduce what the cities and the county receive. He said if we could be included with Washoe County's roads, which would give them more money because it would increase the number of miles of roads maintained, then we might get some leverage with the Legislature.

Larry asked if we could enter into some kind of contract with the County by which we become subordinate ... Louie interjected and said you might be able to enter into an interlocal agreement with the County that states that. He said maybe tie it into what our original charter was when the County approved the GID to take care of the roads, and use that as the basis; that we're maintaining roads in the County that the County would have otherwise had to maintain if the GID had not been formed. Larry said you have to get past the issue that by adding our 95 miles of roadway, it does dilute everybody else's share in an incremental manner. He said in that interlocal agreement we could make sure by the formula that Washoe County is made whole; we may not get our full funding per the existing formula, but we'd be happy to get a [discounted sum]. Louie said he did not think it would take away from the County because by adding our roads, they would get more money because this is a statewide allocation system. He said the more roads you add under maintenance, you should get a bigger percentage of all the funds.

After some additional discussion, Louie suggested trying to get an interlocal agreement with the County first. Addressing Greg Dennis, Larry said he would set up a meeting with the chair of the County Commission, the County Manager, and probably the head of Community Development for a kick off meeting and get started on this.

Greg Dennis said everybody out here pays taxes and why shouldn't we try and get some portion of that back for this community? Louie said that's the argument we use; that the GID assumed the responsibility when it was set up, which would have normally been the County's responsibility to take care of these roads, and therefore they should try to include us in their formula.

Jim Currivan said at a previous meeting someone asked if we knew of other GIDs and nobody could think of any, yet [Mr. Beaudoin] mentioned two GIDs. Various GIDs were mentioned, but none of them maintain roads; most handled water and sewer. Cathy Glatthar said she obtained a list of GIDs from our liaison with the State Department of Taxation, but the list did not indicate which GIDs maintain roads. After some discussion, Larry asked Cathy to find out if any other GIDs maintain roads.

Donald Otto asked how many roads were out here prior to the GID being set up and if the County was in charge of those roads? Larry explained the roads were private, developer roads, and prior to McCulloch, was Rocketdyne, and prior to Rocketdyne, it was BLM and ranches - Wilcox Ranch, Home Ranch, Winnemucca Ranch, etc. Mitch Gerlinger asked how Winnemucca Ranch Road became a County-maintained road? Larry said Winnemucca Ranch Road was the main stagecoach route to Susanville, and that is probably why it's a County road.

- e. **Health Insurance Interlocal Agreement with Washoe County:** Louie Test explained that the City of Reno refused to accept an agreement. He said Mary

Kandarus [a County attorney] met with [Washoe County] human resources and John Slaughter, the [County] Manager, and Ms. Kandarus said the GID needs to contact John Slaughter to discuss the possibility of joining the County's health plan. Louie said he would coordinate that with Cathy [Glatthar], because he will be gone next week. Greg Dennis asked if Washoe County has any other interlocal [agreements] like this that are similar? Cathy said not for health [coverage].

7. **New Business:** None

8. **Judicial/Government Affairs:** Louie Test said he had nothing to report.

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

- Cathy said she mentioned this last month prematurely: The Road Committee working on the sanding or aggregate basing of the road segments that are an issue in the winter. Larry Johnson acknowledged this item.
- Our next meeting is November 15th.
- The acceptance of the audit will be on next month's agenda. She asked that the Board members review the audit after Maureen sends it to them. She said it will be marked "draft" and will not become final until after the Board accepts it.
- Maureen Sidley needs to file the Quarterly Economic Survey by November 14th.
- Maureen will need to submit proof of beneficial use or request extensions on the water rights by November 26th. Greg Dennis wanted to know if we've proved beneficial use of our water rights? Cathy looked up the water rights records and stated we have five permits totaling 21.98 acre feet, three are for the Wayside well with two certificated (9 acre feet) and one not certificated (4.98 acre feet), and two for the Ironwood well (8 acre feet) which are not certificated. Larry said he wants a report on water usage for the calendar year. Maureen said she has the meter readings and will provide those numbers next month. In answer to Greg's question, Larry explained we have more than enough water rights for what we do. He said if we used as much as we have permitted, we would have filed for beneficial use and would have certificated water rights. Greg then asked if we could lease our water rights in order to prove beneficial use? Louie Test said that could be addressed under the revenue generation item, and Greg could look into it. Larry said we have been told before that that's either not possible or that it's a bad idea.

10. **Correspondence:** None

11. **Public Comment:**

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

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

- Greg Dennis asked to keep the revenue generation item on the agenda so we can discuss the progress on the fuel tax revenue matter.
- Greg also wants an item to discuss what to do with equipment that is no longer working, such as the [steel drum] roller. Larry said it is good winter work, and for now Shawn needs to be fixing roads. Greg agreed to wait on this item.

- Shawn Kelly said he would like to discuss replacing the dozer with an excavator, and he said he could probably sell the dozer for the same amount the excavator would cost to buy. Larry said Shawn will need to have numbers. Shawn said he would.
13. **Adjournment:** Greg Dennis made a motion to adjourn the meeting. Marty Breitmeyer seconded the motion, and hearing no opposition, the meeting adjourned at 8:00 p.m.

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

Total of all Bank Accounts:	Balance'@October 18, 2018 - Money Market - #5010	216,231.18
	Balance'@October 18, 2018- PR/Petty Csh - #4430	17,000.00
	Balance'@October 18, 2018- General Ckng - #4179	<u>478.10</u>
	<i>Total Cash IN All Accounts</i>	<u><u>233,709.28</u></u>

<u>WELLS FARGO-ALMOST CD #5010</u>	Balance'@September 27, 2018	233,841.78
Income for the Month		<u>11,493.21</u>
Consolidated Tax	0.00	
Ad Valorem	7,072.60	
LGTA	<u>4,416.71</u>	
Total Income	11,489.31	
Interest Income	3.90	
Transfer to Wells Fargo #4430	(11,103.81)	
Transfer to Wells Fargo #4658		
Transfer to Wells Fargo #4179	(18,000.00)	
	Balance'@October 18, 2018	<u><u>216,231.18</u></u>

<u>Wells Fargo - PettyCsh/P/R Acct#4430</u>	Balance'@September 27, 2018	17,000.00
Transfer from Wells Fargo #5010	11,103.81	Deposit
Interest	0.24	11,104.05
Net Payroll	7,212.88	Net Payroll
NS_DAFT	5883 40.00	Employee Drug Test
Wal-Mart	1040 124.73	Misc.
Wells Fargo - PERS Deposit	5884 1,858.68	PERS Deposit
Wells Fargo - 941 Deposit	EFTPS 1,867.76	Payroll Taxes
	<u><u>\$11,104.05</u></u>	<u><u>(\$11,104.05)</u></u>
	Balance'@October 18, 2018	<u><u>17,000.00</u></u>

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

NAME	CK #	DESCRIPTION	
<u>WELLS FARGO-GENERAL #4179</u>		Balance'@September 27, 2018	261.58
Transfer from W.F.#5010	18,000.00		
Interest Income	0.03		18,000.03
PUBLIC WORKS			
Alhambra & Sierra Springs	9550	36.41 EST Monthly Water	
Catherine Glatthar	9549	958.72 Monthly Work	
Flyers Energy	9548	382.35 Fuel	
Granite Construction	9547	3,796.14 Rental Returns 121.80 / Signs, posts, etc. \$922.44 - Material \$2,751.90	
Hoffman, Test	9546	435.00 Monthly Retainer	
Kohn & Co.	9545	5,800.00 Progress Billing - annual audit	
Les Schwab	9544	1,857.18 Tires	
Maureen Sidley	9551	248.00 Monthly Bookkeeping, Copies, finalize audit	
Martin Marietta	9543	98.96 3/4 Class B Material	
Napa	9542	292.63 Battery, Circuit Tester, Lamps	
Nv Energy	9541	67.06 Office Utilities	
Praxair	9540	141.90 Cylinder Rental	
Prominence Health	9539	1,674.92 Employee Health Insurance	
Silver State International	9538	769.85 Insulators, A/C O Rings, Gaskets	
Sonsray Machinery LLC	9537	471.44 Motor Grader 770 - Leakin g engine coolant	
Verizon	9536	38.69 Mobile Phone	
Waste Management	9535	32.51 Waste Removal	
Western Nevada Supply	9534	681.75 Culvert, Bands, Gasket & Elbow	
TOTAL	<u>17,783.51</u>		<u>(17,783.51)</u>
		Balance'@October 18, 2018	<u>478.10</u>

PVGID OPERATIONS REPORT

Report Period 09-17-2018 to 10-14-2018

ATTACHMENT: 10/18/2018 Meeting Agenda Item 5. d.

ROADS GRADED:

1. Amy - Ironwood to Wilcox Ranch
2. Wilcox Ranch - Amy to Mid
3. Mid
4. Amy - Whiskey to James Ranch
5. Wilcox Ranch - Amy to Quaking Aspen
6. Pasture View - Whiskey to Sharrock
7. Pasture View - Sharrock to south end
8. Regrade Wild Horse - Whiskey to Sharrock
9. Wild Horse - N
10. Grass Valley - W
11. Bacon Rind - N
12. Bacon Rind - S
13. Lost Spring
14. Rebel Cause
15. Twin Springs - Import 50 yds Wayside material. Wilcox Ranch to Crossover
16. Twin Springs – Crossover to cul-de-sac

OTHER ROAD WORK:

1. Ironwood Patch E-W Hill (Back hoe, 10-wheel dump)
2. Wilcox Ranch Patch culverts #4 and #12
3. Install 2 culverts on Ironwood (puddles 1 & 2)
4. 6105 Range Land, Install driveway culvert
5. 6205 Range Land, Install driveway culvert
6. Clean up rock & debris on Range Land
7. Pull ditch on Broken Spur - N & Bootstrap
8. Pull ditches on Range Land – Grey Van to Pyramid
9. Build pond on Ironwood (puddle #1)

OTHER:

1. Install two Bump signs & two Dip signs on Whiskey Springs
2. Install two Blind Hill signs on Wilcox Ranch

EQUIPMENT:

1. Check 10,000 Gal water tank at Wayside yard Works good! 3 Min fill
2. Battery's bad in Ford F-450 had to R&R
3. 05 Int bushings where bad on hood. Hood was rubbing on radiator and broke a/c condenser. Had bushings replaced and new condenser.
4. Wayside generator no start. Had corrosion on neg battery terminal had to cut bad bolt on battery terminal, clean and repair.