

## REGULAR MEETING

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT  
9732 Pyramid Hwy #407, Sparks, NV 89441

Thursday, August 20, 2020

### MINUTES

Trustee Larry Johnson called the regular meeting of the Palomino Valley General Improvement District (PVGID or GID) to order at 6:03 p.m. Thursday, August 20, 2020 at 5105 Wayside Road, Reno, Nevada.

1. **Roll Call:** Trustees present were Larry Johnson, Greg Dennis, Jim Currivan (by phone), and Donald Otto (by phone). Trustee Marty Breitmeyer was absent. Also present were Shawn Kelly, Operations Manager; Cathy Glatthar, Assistant to the Board; and Louie Test, Legal Counsel (by phone).

2. **Public Comment:**

Trustee Johnson reported receiving public comment from two residents, Sharon Gustavson and John Patterson. Trustee Johnson read both statements into the record (see attached).

In regards to Ms. Gustavson's comments, Trustee Johnson asked Cathy Glatthar to send Ms. Gustavson the resolution that outlines the procedure for bringing roads up to GID standards and requesting such roads be considered for maintenance by the GID.

3. **Approval of Minutes – July 16, 2020:**

Trustee Johnson referenced the last sentence in the last full paragraph on page 6 and asked to have quotation marks added, as follows: "I moved in and I want my road raised in standards." He also asked to have the wording in the second paragraph on page 8 changed from: "Trustee Dennis said he thought Trustee Johnson was right about putting too much verbiage into snow removal ..." to: "Trustee Dennis said he thought Trustee Johnson was right about not putting too much verbiage into snow removal ..."

Trustee Dennis asked to have the wording in the next sentence in that same paragraph changed from: "... other than saying when it gets over eight inches we have people who are going to be removing snow." to: "... other than saying when it gets over eight inches, our policy will be to have our crew out there removing snow."

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

4. **Payment of Bills and Other Financial Matters:**

- a. **Transaction Report and Payment of Bills:** Cathy Glatthar reviewed the transaction report (see attached). She stated the total cash in all accounts was \$304,862.00. She stated the income for the month was Ad Valorem (Property Tax) \$609.96, Consolidated Tax (CTX) \$34,787.16, LGTA (Fair Share) \$2,785.37, and interest income \$2.45, for a total of \$38,184.94. She explained there was a payment to: (1) Granite Construction for \$3,264.00 for 32 tons of patching material for Range Land Road that was done back on July 1st and 6th, (2) the net payroll of \$12,423.92 was higher than usual because there were five weeks since the last meeting and for

three of those weeks we had a seasonal worker; (3) Martin Marietta Materials for \$3,599.05 was for the 686.77 tons of aggregate material put on Right Hand Canyon Road back on June 17th and 18th.

In response to Trustee Dennis' question, Shawn Kelly explained that Martin Marietta has not had time to screen the material to our specifications, but the aggregate material they got for Right Hand Canyon was pretty good material.

Trustee Johnson asked if we had received another bill from SNC (Sierra Nevada Construction) for the additional mix ordered for the edge paving? Cathy stated we had not. Trustee Johnson said a bill will be forthcoming.

Trustee Currivan made a motion to approve the transaction report and pay the bills for August. Trustee Dennis seconded the motion, and hearing no opposition, the motion passed.

- b. Estimated Operating Funds Report:** Cathy Glatthar reviewed the Estimated Operating Funds for Road Improvements report (see attached). She explained this was the last month in the 12-month period which started September 1, 2019 and goes through August 31, 2020. She stated the estimated net operating funds for road improvements as of August 31, 2020 is \$230,754.

Cathy explained she had reduced both CTX (36,000 to 30,000 per month) and LGTA (2,920 to 2,000 per month) estimated revenue figures for the months of May through August because of the negative impacts to sales tax revenues due to the COVID-19 pandemic. She said since we were at the end of the reporting period, she redid this report (see attached) with the original, unadjusted CTX and LGTA estimated revenue figures and actual revenue for the 12-month period was less than estimated by only \$1,705.50.

## **5. Road Maintenance Reports:**

- a. Road Reports:** Trustee Johnson stated Shawn Kelly and the crew have been doing a lot of grading. He explained with the incredibly dry conditions, the crew has been using as much water as they can haul. He said Shawn has enlisted temporary help to run the second water truck in order to get enough moisture into the subgrade so the roads can be graded. He said he thought we were slightly behind in our maintenance requests; maybe by a week.

Trustee Johnson reported we had a flash flood a few weekends ago that plugged a culvert and filled the ditch with sediment which brought debris onto upper Axe Handle Road. He said Shawn and the crew cleaned it up immediately that following Monday.

Trustee Johnson said with the extended drought period, the bad news was we are having issues with our industrial well at Wayside; we can pump it dry with extended use. He said the well started reducing yield and pumping a little bit of sediment. He said he told Shawn to switch over to the Ironwood well, which can be a longer haul and a slower truck fill time.

Trustee Dennis said he has looked at some of the areas where the crew has been utilizing more water than was done in the past, and observed the integrity of the road has lasted a month or two longer than we've ever had before. He complimented Shawn for his initiative.

Shawn thanked Trustee Dennis and mentioned he's been doing a seal coat and that's what gives us that "crust."

Trustee Otto said on Amy short (between Ironwood and Wilcox Ranch Roads), where the crew removed the loose material that was on top of the road, it's really maintaining well since then. He said he thought that was proof of what he said previously about "turning over" the material deeper, and as you see, once the dry, sandy material was removed from the top, we have a whole new road. He said if we bring that material up and turn it over deeper in the first place, it will take a lot less water and the road would last longer without washboarding.

Shawn said to a certain extent that would work, but a lot of the roads have ditches full of rocks and there is no material to work with. He said he just did Twin Springs and he went down almost a foot and there was still a lot of sand; it depends on the area they are working in.

Trustee Johnson said there is no guarantee that if you go deeper, you are going to get better material.

Trustee Dennis said that's what happened on Range Land Road; you would have had to dig out a foot to get rid of the loose sand. He thanked Trustee Otto for his idea.

Trustee Otto said it is a method that would work on some of the roads.

In answer to Trustee Otto's question, Shawn explained the Class E Martin Marietta has set aside for the GID has less big rock than what the general public receives.

Trustee Johnson explained Class E is a four-inch-minus material; a widely varying material. He said we will be asking Martin Marietta to provide us with special material probably by next month; we will not be at the mercy of what they have in a stockpile.

- b. Future Road Improvement Projects:** Trustee Johnson said he thought our efforts this fall should be on getting Martin Marietta to produce the material we want, and using it to surface as many roads as we can. He said the only exception would be to continue the edge pavement project, and reinforce the section of Axe Handle from Pyramid Highway to Bacon Rind. He explained that is about half a mile. He said with Board permission he would explore with SNC and see if they can fit this into their schedule this fall. He said he would get a cost estimate and it should be less than \$50,000 and more likely less than \$20,000. He stated on projects less than \$25,000, we can sole-source the contract. He stated he wanted this item on next month's agenda.

Trustee Currivan asked the other Board members to take a ride and look at how the edges of Axe Handle (the first half mile) have deteriorated.

Trustee Johnson explained that section of Axe Handle was one of the first Cape seals done.

In response to Trustee Dennis' question, Shawn stated the shoulder material along Axe Handle is all DG (decomposed granite) and will work well when he does the shoulder backing after the edge paving is completed.

Trustee Dennis reiterated that we need to maintain the existing Cape seals instead of adding any new Cape seals; maybe we're at our limit right now.

Trustee Johnson said he thought we were at our limit, and did not foresee the GID having the budget to place new Cape seals.

Trustee Johnson returned to the topic of gravel surfacing roads this fall, and stated that he and Shawn would be meeting with Martin Marietta within the next couple of weeks. He said they will try to get a schedule for Martin Marietta's production and costs, and report back to the Board. He said he would like to get 10 to 12 miles of roads graveled this fall.

Trustee Dennis said that is what he's been saying for the past two meetings. He said if we can get 10 to 15 miles of roads a year covered with good material, it will minimize the dust, improve the road, and reduce the grading.

Shawn said we could go to a watering program.

Trustee Johnson stated this special base material from Martin Marietta has increased fines, and he thought it might be appropriate and advantageous to consider a dust palliative over those roads next year. He explained the polymerized mag-chloride products have the tendency to "glue" all of those fines together, so you would have a dust-free surface. He said that would be in his proposal to consider next spring.

Shawn said every time you see a car go down the road, the dust in the air means the fines have blown away.

Trustee Dennis summarized the plan would be to maintain what we have, see what we can do with regards to the special Class E base, and see how far we can get with it to improve other roads.

- c. **Operations Manager's Report:** Shawn Kelly stated they are grading roads. He addressed Trustee Otto and said as Trustee Otto knows, escapes take time to get done and get done right. He said when they get caught up, they will go out and focus on escapes and get them done before winter.

Trustee Otto thanked Shawn. He said the dirt roads he travels are Quaking Aspen, Wilcox Ranch, and Amy, and the upper half of the lower half of Quaking Aspen is horrendous with washboard. He said he understands there's not a lot that can be done without moisture, and there's so much loose rock.

Shawn said that section of road is on his list and he will get to it. He said he thought there would be enough fines to work with when he grades the road and that it will stick together a little better. He said once we they do "glue" it together, we need to get people to slow down.

Shawn said he has noticed that every entrance, even on the Cape seal, drivers are peeling out and it's going to destroy the surfacing. He said if we can't get people to slow down and go 35 miles per hour or slower, the roads will just continue to fall apart. He said he is seeing a lot of vehicles that were not designed for our dirt roads.

Trustee Otto asked Trustee Johnson the status of the idea to put down four-foot-wide bands of Cape seal over the construction joints on Ironwood? He said he was concerned about the small holes forming along the construction joint.

Trustee Johnson said he thought that should be a consideration for next spring.

Shawn stated we have a crack sealer now and it will actually seal the existing Cape seal and the new edge paving.

Trustee Johnson said he still wants to contact the crack seal technical representative and get verification that this crack seal product will seal over the top of the Cape seal.

Shawn stated the estimate for the crack sealing product (Crafco E-Z Pour) to seal the existing edge pavement would be in the \$12,000 to \$13,000 range.

## **6. Old Business:**

### **a. Second Reading and Possible Adoption of Resolution No. F20-R1 Roads Accepted for Maintenance and Level of Maintenance Designations:**

Trustee Johnson stated we had a first reading of this resolution at the last meeting. He reiterated that we had received public comment objecting to the change in the Level of Maintenance (LOM) designation for Broken Spur from a 1 to a 2. He explained that at the last meeting he proposed several LOM changes, as follows: Broken Spur, from Whiskey Springs south to end, changed from LOM 1 to 2; Quaking Aspen, from Wilcox Ranch Road to Hidden Canyon, changed from LOM 1 to 2; and, Sage Flat from LOM 2 to 3. He said his proposals were based on the number of residences served. He said he did not believe Mr. Patterson was correct when Mr. Patterson stated, "... almost 40 residences, homeowners and families ... access Broken Spur." He stated our list shows that Broken Spur serves 19 residences.

In answer to Trustee Otto's question, Trustee Johnson said the 19 residences includes all the homes on Broken Spur between Sharrock and Whiskey Springs.

In answer to Trustee Dennis' question, Trustee Johnson stated Amy is a LOM 1.

Trustee Dennis said that made sense because Amy connects to a number of feeders (e.g. Wilcox Ranch, Quaking Aspen, etc.). He said Broken Spur only connects Sharrock with Whiskey Springs. He said he could understand Mr. Patterson's concern, but Broken Spur is not a major collector. He said he did not believe the change in LOM designation meant the level of service would go down; that's the whole point. He said the major collector roads are designated LOM 1, and the LOM 2 roads are not major collectors, but are more heavily traveled throughways.

Trustee Otto said he drove through and there are a lot of homes in that new area. He said if there's going to be a whole lot more homes built there, then it shouldn't be changed now from what it has been for ten years. He suggested putting off the LOM change for a year or two, and see what transpires and address it again.

Trustee Johnson said or five years or ten years; the resolution says this shall be reviewed and updated every ten years. He said he believed the LOM 1 was inappropriate in the first place, and was put in because of the special plan area and the potential for homes. He said he didn't think we should base our decision on "potentials." He said if that potential is realized, we should update it at that time, and not before.

Trustee Currivan agreed with Trustee Johnson; if we start speculating on how many houses might come in, that could cause a lot of problems and ill feelings.

In response to Trustee Otto's comment, Trustee Johnson reiterated that he proposed the change for Broken Spur because it serves 19 homes, not 100 homes.

Trustee Dennis addressed Trustee Otto and said, to be clear, we are talking about a road that is not a major collector. He asked why would we have a designation of LOM 1 for a road that is not a major collector?

Trustee Otto said there are a lot of homes down there.

Trustee Otto reiterated that he thought Quaking Aspen should be a LOM 2 from Wilcox Ranch to Microwave, and a LOM 3 from there on.

Trustee Johnson said the resolution, as written, as have past resolutions, state that Quaking Aspen from the western edge of his property all the way to the end is a seasonal road, and by this and the past resolution, we are deleting the term "seasonal road" and elevated those roads to LOM 3.

Trustee Dennis asked Trustee Otto if he would like it reversed, and get rid of LOM 3 and keep it as a seasonal road?

Trustee Otto said he was looking at the LOM sheets and it doesn't say anything about seasonal roads; just LOM 1, 2, or 3 at the different locations. He stated Trustee Johnson wanted to change the lower end of Quaking Aspen from a 1 to a 2, which he said made sense to him because it's not a collector either. He said as far as from Microwave on down, there's a lot more traffic than a number 3.

Trustee Johnson repeated Trustee Dennis' question and asked Trustee Otto if he would prefer if that reverted back to a seasonal road?

Trustee Otto asked why would we do that?

Trustee Dennis said because that's the option.

Trustee Otto said we were already going to get rid of the seasonal roads.

Trustee Dennis said no, we're voting on it.

Trustee Otto said sure we'll vote on that, too, but we're also voting on some road LOM changes.

Trustee Johnson said we have a resolution tonight and he has stated his opinion on the resolution and so have Trustees Otto and Dennis. He asked Trustee Currivan if he had any further comment?

Trustee Currivan said he had no further comment; that the resolution had been pretty well discussed.

Trustee Dennis made a motion to approve Resolution F20-R1 as written and including the three LOM changes (Broken Spur, from Whiskey Springs south to end, changed from LOM 1 to 2; Quaking Aspen, from Wilcox Ranch Road to Hidden Canyon, changed from LOM 1 to 2; and, Sage Flat from LOM 2 to 3) and changing Quaking Aspen end of maintenance to Mountain Aspen Road. Trustee Currivan seconded the motion. Upon the vote, the motion passed with Trustees Johnson, Dennis, and Currivan in favor, and Trustee Otto against.

**b. Second Reading and Possible Adoption of Resolution No. F20-R2 Amendment of Resolution Nos. F89-R1 and F91-R1 and Motion No. F93-M5, Snow Removal:**

Discussion centered on the bullet points from the resolution, as follows:

- Snow removal from GID-maintained roads should be performed when snow depths reach four to six inches. It is understood that snow depth

determinations are subjective as snow accumulation varies rapidly with elevation, wind patterns, etc.

- If significant snowmelt from sunshine or above freezing temperatures are forecast, snow removal from higher elevation roads first may be appropriate.
- If snow depths are significant (greater than six inches) throughout the valley, or if clouds and colder temperatures retard snowmelt, the major collector roads shall be plowed first (i.e. Ironwood, Whiskey Springs, Axe Handle, Amy, Wilcox Ranch, and Range Land Roads).
- The GID operations manager shall establish priorities, schedules, and the need for overtime to accomplish these goals.
- Snow removal shall be performed as needed on a seven-days-a-week schedule.

Trustee Dennis said he thought we said eight inches, but this resolution states: “Snow removal from GID-maintained roads should be performed when snow depths reach four to six inches.” He said he sees four inches of snow all the time on these roads, and it will melt off in a day; it’s a huge amount of labor for nothing.

Shawn Kelly said it depends on the time of the year.

Trustee Dennis agreed and said that is why he wanted to have the [Operations] Manager making judgment decisions ...

Trustee Johnson interjected and stated that’s what the resolution says; fourth bullet states: “The GID operations manager shall establish priorities, schedules, and the need for overtime to accomplish these goals.”

Trustee Dennis reiterated that [bullet] number one states that snow removal when it gets four to six inches deep, is a must; so, it does not say the Operations Manager is to use his judgment.

Trustee Johnson read the second sentence of the first bullet point: “It is understood that snow depth determinations are subjective as snow accumulation varies rapidly with elevation, wind patterns, etc.” He then read bullet points two and three (as listed above).

Trustee Johnson asked if Trustee Dennis felt it was appropriate to add to any of these bullets, “at the discretion of the Operations Manager” or similar wording?

Trustee Dennis said he would really like that, because logically the Operations Manager needs to manage it. He said he wanted to give the Operations Manager as much flexibility as possible, and he asked Louie Test to weigh in on this.

Louie Test said he was concerned that actual snow-depth figures, “four to six inches,” are stated in the resolution.

Trustee Johnson said every previous resolution had “six inches.”

Trustee Dennis moved to defer this to the next meeting.

Trustee Otto read into the record the proposal he made previously:

- Snow removal on GID roads should commence when depths reach 6”+.

- If daytime forecast temps are above freezing and expected to melt snow, then removal should only commence on higher elevation roads and proceed till all those roads are passable. Any unsafe road conditions should be avoided until those conditions improve.
- Overtime authorized when 10”+ is encountered.
- Use LOM sequence as guideline for work when appropriate.

Trustee Otto said with all the extra wording and gibberish, it’s just asking for more trouble from people expecting things.

Trustee Currivan said we could go over this ad nauseam, but he thought the resolution gives very good guidelines for the Operations Manager to use his judgment.

Trustee Dennis said we all have too much language in here, and we could simplify it with two sentences: “Snow removal will be the responsibility of the Operations Manager to manage and ...” He said let the Operations Manager be responsible for operations management.

Trustee Currivan agreed.

Trustee Otto said he thought he covered that when he said, “when snow depths are above six inches.”

Trustee Dennis said we won’t mention a depth.

Trustee Otto said he thought we needed to give the [Operations Manager] some direction.

Trustee Dennis addressed Trustee Otto and said you want to micro-manage or let him do his job?

Trustee Otto said he didn’t say “micro-manage,” he said “some direction.” He said we need to give some indication of what we want him to do; otherwise you’re just laying all this onto Shawn ...

Shawn Kelly said to let him take it; his shoulders were broad. He said if they didn’t like what he was doing, then they could discuss it. He said to let him have the opportunity to fail.

Trustee Johnson said he liked the resolution as written. He said he thought the public has a need to know there is a policy, rather than saying the Operations Manager will take care of it. He said whether we mention a specific depth, he thought we clearly state the Operations Manager shall establish priorities, etc. He said the second bullet even talks about the higher elevation may be appropriate, but that’s the Operations Manager’s decision. He reiterated that he thought the public needs to know this District does have a policy for snow removal.

Trustee Otto asked if the policy was to leave it up to Shawn or his successor?

Trustee Johnson stated that’s not necessarily so; it gives general guidelines.

There was discussion on the intent of the word “should” as used in the first bullet point. Trustee Johnson said he used “should” in order to give the Operations Manager the latitude of making that decision; “should” is not mandatory, it is a recommendation.

Louie Test stated “should” gives a direction; it tells the Operations Manager he should do this and if he doesn’t, he can be fired.

Trustee Dennis said the problem is that snow removal is subjective; that having these defined, absolute requirements for action means that if he makes the wrong move in the middle of the night and somebody has four inches of snow in front of their house and the snow wasn’t removed ... He said he still thought it should be the Operations Manager’s responsibility and we need to rewrite this resolution.

Shawn said he plowed snow in Lake Tahoe for a lot of years and he pushed walls of snow. He said he is not one to let everybody flounder here; if there is snow to be removed, he’s going to remove it. He said the policy for the north shore of Lake Tahoe was they went out when the snow reached six inches.

Trustee Johnson suggested the following changes:

1. First bullet, first sentence - leave the word “should,” and strike the words “four to”
2. Second bullet - no changes
3. Third bullet - change “shall” to “should”
4. Fourth bullet - add “potential” between “the” and “need for overtime...”
5. Fifth bullet - no changes

The bulleted items, with these suggested changes, would read as follows:

- Snow removal from GID-maintained roads should be performed when snow depths reach six inches. It is understood that snow depth determinations are subjective as snow accumulation varies rapidly with elevation, wind patterns, etc.
- If significant snowmelt from sunshine or above freezing temperatures are forecast, snow removal from higher elevation roads first may be appropriate.
- If snow depths are significant (greater than six inches) throughout the valley, or if clouds and colder temperatures retard snowmelt, the major collector roads should be plowed first (i.e. Ironwood, Whiskey Springs, Axe Handle, Amy, Wilcox Ranch, and Range Land Roads).
- The GID operations manager shall establish priorities, schedules, and the potential need for overtime to accomplish these goals.
- Snow removal shall be performed as needed on a seven-days-a-week schedule.

In response to Trustee Dennis making a motion to approve the resolution as amended, Trustee Johnson explained because changes were made to the resolution, this becomes the first reading. He said we’ll need to have this on next month’s agenda in order to have the second reading and possible adoption.

7. **New Business:** None

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

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

- Cathy and Vickie have been preparing for the annual audit, and Cathy will take the files to the auditor next week.

**10. Correspondence:**

Cathy Glatthar reported the five-year review of the Wayside aggregate pit special use permit was approved on July 29, 2020.

**11. Public Comment:**

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

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

Trustee Johnson reiterated for next month's agenda, under road improvements, he would present a proposal to the Board for Axe Handle Road edge paving.

Trustee Johnson explained by the next meeting he and Shawn will have met with Martin Marietta about the special blend of material and have a schedule and a cost and hopefully Martin Marietta can have material produced and available for us sometime next month.

Trustee Dennis said he thought our constituents would like to know what we might be able to get done before winter this year, and then a set of possible projects for the spring.

Trustee Johnson added that we'll want to see the performance of that special material on those roadways over the winter before we make a decision on whether or not to use a dust palliative.

Trustee Johnson said the "Future Road Improvement Projects" agenda item was sufficient in order to address these matters.

**13. Adjournment:** Trustee Dennis made a motion to adjourn the meeting. Trustee Currivan seconded the motion, and hearing no opposition, the meeting adjourned at 7:20 p.m.

PVGID MINUTES AUGUST 20, 2020  
ATTACHMENT  
PUBLIC COMMENT: Agenda Item #2

FROM: Sharon Gustavson

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**Re: PVGID Agenda and Draft Minutes**

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**Sharon Gustavson**

Sun, Aug 16, 2020 at 10:10 AM

To: Palomino Valley GID <[palvalgid@gmail.com](mailto:palvalgid@gmail.com)>

PV GID MAINTENANCE OF ROAD RUNNER ROAD ONLY TO ERNIE IS VERY UNFAIR AND DISCRIMINATORY AND HAS ALWAYS BEEN SO!!!

Please provide this in public comment for upcoming GID meeting under my name.  
Thank you, Sharon T

Follow up comments:

Thank you, Cathy. I know it will fall on deaf ears as I'm alone out here & the 2 absent property owners do not do anything to maintain their share of Road Runner Road past Ernie nor Theodore Lane! Wish I could get them to do this but how? So it's ALL on me! Also, not much money from taxes go to GID from me or the other 2 property owners so I get this is a problem, I get that. But I praise the GID for rescuing Road Runner! Great job there!

Thank you again, Sharon T

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On Sun, Aug 16, 2020, 9:38 AM Palomino Valley GID <[palvalgid@gmail.com](mailto:palvalgid@gmail.com)> wrote:

Please find attached the agenda for the August 20, 2020 meeting. Please note the following:

**NOTICE:** Due to the ongoing COVID-19 pandemic, the Washoe County Shooting Facility is not available to use for meetings. Therefore, in accordance with Governor Sisolak's Emergency Directive 006 (as amended) in regards to public meetings, this meeting will be held via teleconference only. The public will still be afforded the opportunity for public comment in advance of the meeting. Please submit your comments via email to [palvalgid@gmail.com](mailto:palvalgid@gmail.com) no later than 5:00 p.m. on Wednesday, August 19, 2020. Please use subject "August 20, 2020 PVGID Meeting Public Comment" and indicate your name and which item(s) you are commenting about in your email. All advance public comment received will be provided to the Board of Trustees prior to the meeting and will be included as an attachment to the minutes.

Also, attached is agenda packet 1, which contains the two resolutions for items 6. a. and 6. b. A second packet will be sent prior to the meeting with the financial reports and the operations report.

Also, please find attached the draft minutes from the July 16, 2020 meeting.

Regards,

*Cathy Glatthar*  
Assistant to the Board

PVGID MINUTES AUGUST 20, 2020  
ATTACHMENT  
PUBLIC COMMENT: Agenda Item #2

FROM: John Patterson

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**August 20, 2020 PVGID Meeting/Public Comment**

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**John Patterson**

Tue, Aug 18, 2020 at 6:00 AM

Reply-To: John Patterson

To: "palvalgid@gmail.com" <palvalgid@gmail.com>

From: John Patterson

Re: Resolution No. F20-R1 Broken Spur Designation on LOM

Palomino Valley GID Board of Trustees,

As a homeowner on a property adjacent to Broken Spur, I am concerned that Resolution No. F20-R1 would downgrade the level of maintenance designation from a level 1 to a level 2 road on the 2.4 miles of Broken Spur from Whiskey Springs south to the end. Before purchasing our property in the Specific Plan Area of Palomino Valley, we researched the PVGID website and the current Level of Maintenance Guidelines on roads adjacent to our property and roads accessing Pyramid Highway. To downgrade the LOM designation for Broken Spur would be unfortunate for the almost 40 residences, homeowners and families that are adjacent to and access Broken Spur. This 2.4 miles of Broken Spur has been a Level 1 road on the LOM Guidelines for over a decade and there are many reasons to maintain that designation.

- 1.) There has been an **increase** of over 20 homes added to the properties that are either adjacent to or accessing Broken Spur **after** the original designation to a Level 1 road.
- 2.) Broken Spur is one of two main roads, running north and south, between Ironwood and Whiskey Springs. The other connector road is Amy, which is still a Level 1 road and has fewer residents.
- 3.) Many properties that are adjacent to and will access this 2.4 mile section of Broken Spur are for sale and have sold in the last year. Some of these properties have active/current building permits on record with Washoe County which will equate to even heavier use of Broken Spur in the near future.
- 4.) Broken Spur is on the primary bus route for the Washoe County School District, more building in the SPA has led to more school age children living adjacent to this section of road.
- 5.) The north end of Broken Spur often floods and becomes impassable to access Whiskey Springs in wet winters. This was evident recently during the winters of 2017 and 2019.

I appreciate the forward thinking by this Board of Trustees to review and update the Policies and Resolutions of the Palomino Valley General Improvement District, but request this Board keep the 2.4 mile section of Broken Spur as a Level 1 designation on the LOM Guidelines, the current designation that has been in place for more than a decade.

Thank you for consideration of this matter.

Respectfully,

John Patterson

105 Paloma Ranch Court

**PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT**

**TRANSACTION REPORT**

As of August 20, 2020

<b>Total of all Bank Accounts:</b>	<b>Balance as of August 20, 2020 - Almost CD #5010</b>	<b>287,110.78</b>
	<b>Balance as of August 20, 2020 - A/P / General Ckg #4179</b>	<b>351.22</b>
	<b>Balance as of August 20, 2020 - Payroll #4430</b>	<b>17,000.00</b>
	<b>Balance as of August 20, 2020 - Petty Cash</b>	<b>400.00</b>
	<b>Total Cash In All Accounts</b>	<b><u>304,862.00</u></b>

<b><u>Wells Fargo - Almost CD #5010</u></b>	<b>Balance as of July 16, 2020</b>	<b>282,462.70</b>
Income for the Month		
Ad Valorem/Property Tax	609.96	
Consolidated Tax (CTX)	34,787.16	
LGTA/Fair Share	2,785.37	
Other Income	<u>0.00</u>	
<b>TOTAL</b>	<b>38,182.49</b>	
Interest Income	2.45	38,184.94
Transfer to Wells Fargo #4179	(8,500.00)	
Transfer to Wells Fargo #4430	(25,036.86)	<u>(33,536.86)</u>
	<b>Balance as of August 20, 2020</b>	<b><u>287,110.78</u></b>

<b><u>Wells Fargo - A/P / General Ckg #4179</u></b>	<b>Balance as of July 16, 2020</b>	<b>470.92</b>
Transfer from Wells Fargo #5010	8,500.00	
Interest Income	0.04	8,500.04

NAME	CK #	AMOUNT	DESCRIPTION	
Catherine Glatthar	9822	1,720.92	Secretarial Services \$892.83, Accounting \$595.00, Office Supplies \$233.09	
Flyers Energy	9823	2,049.17	Fuel	
Granite Construction	9824	3,264.00	32 tons patching material for Range Land Rd	
Hoffman & Test	9825	435.00	Monthly retainer and travel expenses	
Napa	9826	208.15	Operating Supplies	
Pyramid Business Services	9827	942.50	Monthly Bookkeeping, Payroll	
<b>TOTAL</b>		<b><u>8,619.74</u></b>		<b>(8,619.74)</b>
			<b>Balance as of August 20, 2020</b>	<b><u>351.22</u></b>

**PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT**

**TRANSACTION REPORT**

**As of August 20, 2020**

<b><u>Wells Fargo - Payroll #4430</u></b>		<b>Balance as of July 16, 2020</b>	<b>17,000.00</b>
Transfer from Wells Fargo #5010	25,036.86		
Interest	0.12		25,036.98
Net Payroll	12,423.92	Net Payroll	
LJ's BECC 8/3/2020 Stmt			
Sani-Hut	LJ's CC	129.87	Monthly restroom bill
Prominence	LJ's CC	3,056.32	Health Insurance
American Truck & Trailer Repair	LJ's CC	334.47	05 International Water Truck Repairs
Martin Marietta Materials	LJ's CC	3,599.05	Right Hand Canyon Rd Class E 686.77 tons \$3,433.85; Yard Stockpile Base 23.60 tons \$165.20
SK's BECC 8/3/2020 Stmt			
Alhambra & Sierra Springs	SK's CC	12.25	Monthly Office Water
Waste Management	SK's CC	30.40	Utilities - Waste Removal
Home Depot	SK's CC	104.85	Equipment Maintenance Expense \$13.97; Operating Supplies \$90.88
Peterbilt Truck Parts & Equipment	SK's CC	96.50	Parts for Peterbilt 379 Tractor
SK's BECC 9/3/2020 Stmt			
Verizon	SK's CC	35.53	Monthly cell phone bill
Alhambra & Sierra Springs	SK's CC	49.50	Monthly Office Water
Employment Security Department	5931	480.72	Nevada Unemployment for 2nd Quarter 2020
PERS	5932	3,512.00	PERS Monthly Payment
NV Energy	5934	83.37	Utilities - Electric
Washoe County Treasurer	5933	8.79	Water Rights Annual Admin Fee
Federal 941 Payment	EFTPS	1,079.44	Payroll Taxes
		<u><u>\$25,036.98</u></u>	<u><u>(\$25,036.98)</u></u>
		<b>Balance as of August 20, 2020</b>	<b><u><u>17,000.00</u></u></b>

<b><u>Wells Fargo - Petty Cash</u></b>		<b>Balance as of July 16, 2020</b>	<b>400.00</b>
Transfer from Wells Fargo #4430			0.00
	AMOUNT	DESCRIPTION	
	<u>0.00</u>		
<b>TOTAL</b>			0.00
		<b>Balance as of August 20, 2020</b>	<b><u><u>400.00</u></u></b>

Reviewed by Cathy Glatthar, Assistant to the Board:           CAS                     8/17/2020



**REVENUE - ACTUAL AND ESTIMATED**

NOTE: As of 08/20/2020 Actual Revenue Exceeds Estimated By:

**\$25,974.50**

<b>AD VALOREM</b>				
Date	Estimated	Actual	Difference	YTD Difference
at 09/19/19 (35%)	99,750.00	108,753.21	9,003.21	9,003.21
at 10/17/19	0.00	6,410.74	6,410.74	15,413.95
at 11/21/19 (21%)	59,850.00	47,481.08	-12,368.92	3,045.03
at 12/19/19	0.00	6,251.36	6,251.36	9,296.39
at 01/16/20	0.00	77.09	77.09	9,373.48
at 02/20/20 (21%)	59,850.00	59,245.88	-604.12	8,769.36
at 03/19/20	0.00	178.84	178.84	8,948.20
at 04/16/20 (21%)	59,850.00	46,418.64	-13,431.36	-4,483.16
at 05/21/20	0.00	565.05	565.05	-3,918.11
at 06/25/20	0.00	16.46	16.46	-3,901.65
at 07/16/20 (2%)	5,700.00	8,730.98	3,030.98	-870.67
at 08/20/20	0.00	609.96	609.96	-260.71
	<b>285,000.00</b>	<b>284,739.29</b>	<b>-260.71</b>	
<b>CTX</b>				
Date	Estimated	Actual	Difference	YTD Difference
at 09/19/19	36,000.00	37,881.70	1,881.70	1,881.70
at 10/17/19	36,000.00	36,664.07	664.07	2,545.77
at 11/21/19	36,000.00	38,015.61	2,015.61	4,561.38
at 12/19/19	36,000.00	37,934.26	1,934.26	6,495.64
at 01/16/20	36,000.00	37,277.90	1,277.90	7,773.54
at 02/20/20	36,000.00	35,715.05	-284.95	7,488.59
at 03/19/20	36,000.00	42,305.79	6,305.79	13,794.38
at 04/16/20	36,000.00	35,660.65	-339.35	13,455.03
at 05/21/20	30,000.00	32,652.71	2,652.71	16,107.74
at 06/25/20	30,000.00	32,726.94	2,726.94	18,834.68
at 07/16/20	30,000.00	26,648.08	-3,351.92	15,482.76
at 08/20/20	30,000.00	34,787.16	4,787.16	20,269.92
	<b>408,000.00</b>	<b>428,269.92</b>	<b>20,269.92</b>	
<b>LGTA</b>				
Date	Estimated	Actual	Difference	YTD Difference
at 09/19/19	2,920.00	2,871.61	-48.39	-48.39
at 10/17/19	2,920.00	3,147.83	227.83	179.44
at 11/21/19	2,920.00	3,120.95	200.95	380.39
at 12/19/19	2,920.00	4,181.99	1,261.99	1,642.38
at 01/16/20	2,920.00	0.00	-2,920.00	-1,277.62
at 02/20/20	2,920.00	5,751.23	2,831.23	1,553.61
at 03/19/20	2,920.00	4,686.50	1,766.50	3,320.11
at 04/16/20	2,920.00	0.00	-2,920.00	400.11
at 05/21/20	2,000.00	6,196.76	4,196.76	4,596.87
at 06/25/20	2,000.00	2,423.74	423.74	5,020.61
at 07/16/20	2,000.00	2,159.31	159.31	5,179.92
at 08/20/20	2,000.00	2,785.37	785.37	5,965.29
	<b>31,360.00</b>	<b>37,325.29</b>	<b>5,965.29</b>	

**ESTIMATED OPERATING FUNDS FOR ROAD IMPROVEMENTS**

**SPECIAL REPORT WITH ORIGINAL, UNADJUSTED REVENUE FIGURES FOR CTX & LGTA**

Total Cash in all Bank Accounts as of August 20, 2020	<b>304,862</b>	
Additional Revenue Expected Through August 31, 2020	0	
<b>ESTIMATED OPERATING FUNDS THROUGH AUGUST 31, 2020</b>		<b>304,862</b>
<b>LESS</b> Average Monthly Expenses (\$30,000)	0	
<b>LESS:</b> Capital Outlay (\$17,000 + \$6,725 - \$8,569 - \$1,048 = \$14,108)	-14,108	
<b>LESS</b> Reserve Funds (= Ending Fund Balance per Budget)	-60,000	
<b>ESTIMATED EXPENSES &amp; RESERVES THROUGH AUGUST 31, 2020</b>		<b>-74,108</b>
<b>ESTIMATED NET OPERATING FUNDS FOR ROAD IMPROVEMENTS AS OF AUGUST 31, 2020</b>		<b>230,754</b>

**Additional Revenue Expected Through August 31, 2020:**

From 2019/2020 Final Budget	Figures Used for Est Op Funds Rpt		
285,324	285,000	Ad Valorem	0
492,091	432,000	CTX*	0
35,000	35,040	LGTA*	0
<b>812,415</b>	<b>752,040</b>		<b>0</b>

\* This report shows the CTX and LGTA revenue figures unadjusted for COVID-19

**MONTHLY EXPENSES:**

	Average	Actual	Difference	
Payroll	17,000	20,552	-3,552	
Other (non Road Maint)	13,000	6,242	6,758	
	30,000	26,794	3,206	
			A/P Acct Exps	8,620
			P/R Acct Exps	25,037
Road Maintenance		6,863	Petty Cash Exps	0
<b>TOTAL EXPENSES</b>		<b>33,657</b>		<b>33,657</b>

**REVENUE - ACTUAL AND ESTIMATED**

NOTE: As of 08/20/2020 Actual Revenue is Less Than Estimated By:

**-\$1,705.50**

<b>AD VALOREM</b>				
Date	Estimated	Actual	Difference	YTD Difference
at 09/19/19 (35%)	99,750.00	108,753.21	9,003.21	9,003.21
at 10/17/19	0.00	6,410.74	6,410.74	15,413.95
at 11/21/19 (21%)	59,850.00	47,481.08	-12,368.92	3,045.03
at 12/19/19	0.00	6,251.36	6,251.36	9,296.39
at 01/16/20	0.00	77.09	77.09	9,373.48
at 02/20/20 (21%)	59,850.00	59,245.88	-604.12	8,769.36
at 03/19/20	0.00	178.84	178.84	8,948.20
at 04/16/20 (21%)	59,850.00	46,418.64	-13,431.36	-4,483.16
at 05/21/20	0.00	565.05	565.05	-3,918.11
at 06/25/20	0.00	16.46	16.46	-3,901.65
at 07/16/20 (2%)	5,700.00	8,730.98	3,030.98	-870.67
at 08/20/20	0.00	609.96	609.96	-260.71
	285,000.00	284,739.29	<b>-260.71</b>	
<b>CTX</b>				
Date	Estimated	Actual	Difference	YTD Difference
at 09/19/19	36,000.00	37,881.70	1,881.70	1,881.70
at 10/17/19	36,000.00	36,664.07	664.07	2,545.77
at 11/21/19	36,000.00	38,015.61	2,015.61	4,561.38
at 12/19/19	36,000.00	37,934.26	1,934.26	6,495.64
at 01/16/20	36,000.00	37,277.90	1,277.90	7,773.54
at 02/20/20	36,000.00	35,715.05	-284.95	7,488.59
at 03/19/20	36,000.00	42,305.79	6,305.79	13,794.38
at 04/16/20	36,000.00	35,660.65	-339.35	13,455.03
at 05/21/20	36,000.00	32,652.71	-3,347.29	10,107.74
at 06/25/20	36,000.00	32,726.94	-3,273.06	6,834.68
at 07/16/20	36,000.00	26,648.08	-9,351.92	-2,517.24
at 08/20/20	36,000.00	34,787.16	-1,212.84	-3,730.08
	432,000.00	428,269.92	<b>-3,730.08</b>	
<b>LGTA</b>				
Date	Estimated	Actual	Difference	YTD Difference
at 09/19/19	2,920.00	2,871.61	-48.39	-48.39
at 10/17/19	2,920.00	3,147.83	227.83	179.44
at 11/21/19	2,920.00	3,120.95	200.95	380.39
at 12/19/19	2,920.00	4,181.99	1,261.99	1,642.38
at 01/16/20	2,920.00	0.00	-2,920.00	-1,277.62
at 02/20/20	2,920.00	5,751.23	2,831.23	1,553.61
at 03/19/20	2,920.00	4,686.50	1,766.50	3,320.11
at 04/16/20	2,920.00	0.00	-2,920.00	400.11
at 05/21/20	2,920.00	6,196.76	3,276.76	3,676.87
at 06/25/20	2,920.00	2,423.74	-496.26	3,180.61
at 07/16/20	2,920.00	2,159.31	-760.69	2,419.92
at 08/20/20	2,920.00	2,785.37	-134.63	2,285.29
	35,040.00	37,325.29	<b>2,285.29</b>	

## PVGID OPERATIONS REPORT

Report Period 7/13/2020 to 8/16/2020

ATTACHMENT: 8/20/2020 Meeting Agenda Item 5.c.

### ROADS GRADED AND/OR COMPACTED:

[Grader Hours: 770 Grader = 115 hours; 670 Grader = 0 hours]

1. Wilcox Ranch: Morning Dove – Quaking Aspen, Spread 526.28 tons Material in various places
2. Amy: Whiskey Springs – James Ranch
3. Prairie: Winnemucca – Jackrabbit
4. Jackrabbit: N
5. Jackrabbit: S
6. Yellow Tail: Crazy Horse – Pioche
7. Amy Short: Scrape and haul off 125 yards sand material to Ironwood pit
8. Pasture View: N
9. Chieftan
10. Twin Springs: Wilcox – Cul-de-sac. Push back shoulders, Pull material from ditch cover road put escapes in. "Lots of rocks and sand" 2 Miles
11. Crossover: Twin Springs – Wild Horse
12. Bacon Rind S: Axe Handle – Sky Cyn
13. Bacon Rind N: Axe Handle – Near 4300 Bacon Rind
14. Wilcox Ranch: Quaking Aspen – Bottom of Hill
15. Amy: Whiskey Springs – James Ranch, Scrape sand & loose material off
16. Broken Spur: Whiskey Springs – Morgan Ranch

### OTHER ROAD WORK:

1. Axe Handle Rd: Bacon Rind – Curnow Cyn. Flash flooding caused sand & debris to fill ditches and flowed over roadway. Clean ditches and road 2.3 miles, using backhoe and 10 wheel dump truck, hauled off 100 yards sand and debris near 5400 Axe Handle then on upper 2 miles dipped ditch and placed on downhill side. Used pull broom to clean road.
2. Curnow Cyn: Fill in first 200' on west side road, Ditch was 2-4' deep. Open both ends of culvert, dig ditch to culvert. Used Vactor to clean 2 culverts. Dig and build dam for settling pond at Axe Handle & Curnow Cyn
3. Twin Springs: Culvert plugged with tumble weeds used backhoe to clean out
4. Whiskey Springs: Near BLM, Paint cattle guard
5. Whiskey Springs: Grass Valley – Near 5871 Whiskey Springs, Center line striping

### OTHER:

1. Post Agenda
2. Road survey
3. Meeting at Martin Marietta, Went to town for supplies

### EQUIPMENT:

1. 05 International water truck: Engine died. American Truck came out, found a bad & melted wire connector and repaired it. Water tank had more leaks, Welded up.
2. 88 Chev 6.2: AC belt broke knocking all belts off. Had belt in stock and installed.
3. 770 Grader: Rotated tires

Second Reading and Adoption  
Regular Meeting  
August 20, 2020

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT

RESOLUTION NO. F20-R1

ROADS ACCEPTED FOR MAINTENANCE AND  
LEVEL OF MAINTENANCE DESIGNATIONS

WHEREAS, Resolution No. F06-R1 - Roads Accepted for Maintenance and Level of Maintenance (LOM) Designation - was intended to supersede Resolution No. F77-R4 - Road Maintenance, Seasonal Roads - but the resolution, as written, did not specifically state that it superseded the earlier resolution; and;

WHEREAS, Resolution No. F93-R1 - Resolution for Accepting Seasonal and Future Roads for Normal Maintenance by Palomino Valley General Improvement District - was revised by Resolution No. F16-R2 - Revision of Resolution No. F93-R1 - Procedure for Accepting Roads for Maintenance by the PVGID and the Requisite Road Standards. The revised resolution did not include any language regarding roads designated and listed as "Seasonal Roads" in the 1977 resolution.

NOW, THEREFORE, be it RESOLVED:

1. This resolution supersedes previous resolutions F77-R4, F93-R1, and F06-R1 for maintenance of existing roads.
2. Acceptance of new roads for maintenance is covered by Resolution No. F16-R2.
3. The classification of "Seasonal Roads" described in previous Resolution No. F77-R4 is hereby terminated. These roads will be elevated to LOM 3. Residents on roads previously listed as seasonal who desire to have road improvements beyond normal grading shall bear the cost of road improvements. It will not be the responsibility of the PVGID to upgrade these roads except where deemed practical and cost effective by the Board. These roads shall be maintained in their present condition and width.
4. The list of Palomino Valley GID Accepted Roads and Level of Maintenance Amended August 20, 2020 is attached and made a part hereto. This list should be reviewed and possibly updated every ten (10) years as growth occurs within the District.
5. Upon a resolution to add, delete, or change the level of maintenance for an accepted road, the Board of Trustees must draft a resolution to amend the list of "Accepted Roads and Level of Maintenance." The resolution must include the following:
  - Name of Road
  - Portion of Road to be Added or Deleted (if applicable)
  - Number of Miles to be Added or Deleted (if applicable)
  - Level of Maintenance Designation (1, 2, or 3)

- 6. The Level of Maintenance designation for each road or road segment was based on the level of traffic when Resolution No. F06-R1 was written in 2006, and generally correlates with the number of residences served. The LOM classifications are not a guarantee of how many times a year any particular road segment will be graded since other factors such as weather events, and subgrade soil characteristics are also involved. The Operations Manager shall, on a regular basis, survey roadways and establish priorities for maintenance. Requests for maintenance received from residents shall be analyzed by the Operations Manager who will determine validity and establish priorities for grading and other maintenance. The LOM designations set standards that can be used as a guide with the understanding that in certain situations a road may require repair or maintenance that is not commensurate with its LOM, but is necessary to keep a road serviceable.
- 7. Roads throughout the District will not be maintained when weather and/or road conditions are unsafe or hazardous to GID personnel and/or equipment.

BE IT FURTHER RESOLVED that this Resolution be spread at large upon the minutes or attached thereto.

Upon motion by Trustee \_\_\_\_\_, and seconded by Trustee \_\_\_\_\_, the foregoing Resolution was passed and adopted this \_\_\_ day of \_\_\_\_\_, 20\_\_\_\_ by the following vote:

AYES: \_\_\_                      NAYS: \_\_\_                      ABSENT: \_\_\_                      ABSTAIN: \_\_\_

Board of Trustees of the Palomino Valley General Improvement District

By: \_\_\_\_\_  
Larry J. Johnson, President

**NOTE:** This Resolution cannot be amended or cancelled without a vote of the PVGID Board of Trustees.

PALOMINO VALLEY GID ACCEPTED ROADS AND LEVEL OF MAINTENANCE  
AMENDED AUGUST 20, 2020

LEVEL OF MAINT	ROAD NAME	MILES	PORTION ACCEPTED	END GPS
1	Amy	2.45	Whiskey Springs South to . . . .	Ironwood
1	Amy	0.4	Ironwood South to . . . . .	Wilcox Ranch
2	Amy	1.4	Wilcox Ranch South to . . . . .	End
2	Amy	0.1	Whiskey Springs North to . . . .	N end: 39° 47.810N 119° 36.698W
3	Anniversary	0.5	All	
1	Axe Handle	3.0	All	39° 44.138N 119° 38.850W
2	Bacon Rind	1.5	Axe Handle So. to . . . . .	39° 43.017N 119° 40.652W (Sage Cyn)
2	Bacon Rind	1.7	Axe Handle North to . . . . .	End
3	Big Dog	0.6	Prairie to . . . . .	39° 46.389N 119° 42.321W (4700 BD)
3	Bootstrap	0.5	Broken Spur East to . . . . .	39° 48.336N 119° 36.694W
2	Broken Spur	2.4	Whiskey Springs South to . . . .	End
3	Broken Spur	0.2	Whiskey Springs North to . . . .	End
3	Chantry Flats	1.1	All	
3	Chieftan	0.8	Pasture View to . . . . .	Vista Trail
2	Crazy Horse	1.1	All	
2	Crossover	0.6	Wild Horse South to . . . . .	Twin Springs
3	Crossover	0.2	Wild Horse North to . . . . .	N end: 39° 45.171N 119° 35.058W
2	Curnow Canyon	0.9	Axe Handle to . . . . .	39° 43.676N 119° 39.229W (Quonset)
3	Curnow Canyon	1.7	39° 43.676N 119° 39.229W to	39° 43.018N 119° 38.404W (190 CC)
3	Easy Jet	0.4	All	
3	Flagstone	0.2	All	
3	Grass Valley	3.6	Pyramid Hwy West to . . . . .	End
2	Grass Valley	3.1	Pyramid Hwy Southeast to . . .	Whiskey Springs
2	Grass Valley	0.8	Whiskey Springs South to . . . .	Turf Farm--39° 47.582N 119° 37.842W
2	Grass Valley	0.8	Sharrock North to . . . . .	N End: 39° 46.722N 119° 37.835W
3	Grey Van	1.2	Range Land South to . . . . .	End
3	Hay Canyon	0.3	All	
3	Hockberry	1.0	All	
1	Ironwood	4.9	Pyramid Hwy to . . . . .	Amy
3	Ironwood (Little)	1.0	Whiskey Springs South to . . . .	Ironwood

Level of Maintenance: 1 = Primary 2 = Secondary 3 = Tertiary

PALOMINO VALLEY GID ACCEPTED ROADS AND LEVEL OF MAINTENANCE  
AMENDED AUGUST 20, 2020

LEVEL OF MAINT	ROAD NAME	MILES	PORTION ACCEPTED	END GPS
3	Jackrabbit	1.0	All	
3	Lost Spring	1.0	All	
3	Mid	0.3	All	39° 42.108N 119° 32.838W
3	Morning Dove	0.2	All	
2	Pasture View	2.0	Whiskey Springs South to . . . .	End
3	Pasture View	0.8	Whiskey Springs North to . . . .	End
2	Peak	0.7	Winnemucca Ranch East to . .	Peak
2	Peak	1.7	Range Land South to . . . . .	End
3	Pioche	0.2	All	
3	Piute Creek	1.7	Whiskey Springs to . . . . .	39° 46.650N 119° 31.841W (2155 PC)
3	Pony Springs	0.8	All	
2	Prairie	1.0	All	
2	Quaking Aspen	1.4	Wilcox Ranch to . . . . .	Hidden Canyon
2	Quaking Aspen	0.6	Hidden Canyon to . . . . .	O'Hara
3	Quaking Aspen	3.3	O'Hara East to . . . . .	Mountain Aspen
1	Range Land	2.9	All	
3	Rebel Cause	1.2	Range Land South to . . . . .	End
2	Right Hand Canyon	3.2	Whiskey Springs to . . . . .	Raptor: 39° 45.333N 119°32.592W
3	Right Hand Canyon	1.8	Raptor South to . . . . .	End: 39° 44.853N 119°31.008W
3	Roadrunner	1.4	Winnemucca Ranch to . . . . .	Ernie: 39° 50.814N 119° 42.884W
3	Sage Flat	1.3	Whiskey Springs North to . . . .	End
2	Sharrock	2.1	All	
3	Silver Horse	1.0	Wild Horse to . . . . .	39° 45.383N 119° 34.498W
3	Space Test	0.5	All	
3	Tartan	0.2	All	
2	Twin Springs	0.3	Wilcox Ranch East to . . . . .	Crossover
3	Twin Springs	1.9	Crossover East to . . . . .	End
3	Two Forty	0.4	All	
2	Wayside	0.8	Grass Valley to . . . . .	End: 39° 48.664N 119° 37.126W
1	Whiskey Springs	7.0	All	

Level of Maintenance: 1 = Primary 2 = Secondary 3 = Tertiary

PALOMINO VALLEY GID ACCEPTED ROADS AND LEVEL OF MAINTENANCE  
AMENDED AUGUST 20, 2020

LEVEL OF MAINT	ROAD NAME	MILES	PORTION ACCEPTED	END GPS
1	Wilcox Ranch	4.0	Amy to . . . . .	Goodher
2	Wilcox Ranch	1.0	Goodher to . . . . .	Mid
2	Wild Horse	3.4	Whiskey Springs South to . . . .	End
3	Wild Horse	0.8	Whiskey Springs North to . . . .	End
3	Wrangler	0.8	Right Hand Canyon to . . . . .	39°45.782N 119° 32.381W
2	Yellow Tail	2.1	All	
<b>TOTAL Miles Maintained</b>		<b>93.25</b>		
	Miles of Asphalt	19.95		
	Miles of Dirt	73.30		
<b>LEVEL OF MAINTENANCE (LOM) DEFINITIONS</b>				
PRIMARY -- LOM 1:		24.65	Miles	
	> High Traffic			
	> Main Collector Road (Most of these roads connect with Pyramid Hwy)			
SECONDARY -- LOM 2:		34.7	Miles	
	> Moderate Traffic			
	> Secondary Collector Road (One or more roads connect with these roads)			
	> Seasonal Maintenance--Road will not be maintained when weather and/or road conditions are unsafe or hazardous to GID crew and/or equipment.			
TERTIARY -- LOM 3:		33.9	Miles	
	> Low Traffic			
	> Not a Collector Road			
	> Seasonal Maintenance--Road will not be maintained when weather and/or road conditions are unsafe or hazardous to GID crew and/or equipment.			

Level of Maintenance: 1 = Primary 2 = Secondary 3 = Tertiary

**PALOMINO VALLEY GID ACCEPTED ROADS AND LEVEL OF MAINTENANCE  
AMENDED AUGUST 20, 2020**

<b>NUMBER OF MILES BY LEVEL OF MAINTENANCE</b>				
<b>LEVEL OF MAINT</b>	<b>ROAD NAME</b>	<b>MILES</b>	<b>PORTION ACCEPTED</b>	<b>END GPS</b>
1	Amy	2.45	Whiskey Springs South to . . . .	Ironwood
1	Amy	0.4	Ironwood South to . . . . .	Wilcox Ranch
1	Axe Handle	3.0	All	
1	Ironwood	4.9	Pyramid Hwy to . . . . .	Amy
1	Range Land	2.9	All	
1	Whiskey Springs	7.0	All	
1	Wilcox Ranch	4.0	Amy to . . . . .	Goodher
	<b>LOM 1 Miles</b>	<b>24.65</b>		
<b>LEVEL OF MAINT</b>	<b>ROAD NAME</b>	<b>MILES</b>	<b>PORTION ACCEPTED</b>	<b>END GPS</b>
2	Amy	1.4	Wilcox Ranch South to . . . . .	End
2	Amy	0.1	Whiskey Springs North to . . . .	N end: 39° 47.810N 119° 36.698W
2	Bacon Rind	1.5	Axe Handle South to . . . . .	End
2	Bacon Rind	1.7	Axe Handle North to . . . . .	End
2	Broken Spur	2.4	Whiskey Springs South to . . . .	End
2	Crazy Horse	1.1	All	
2	Crossover	0.6	Wild Horse South to . . . . .	Twin Springs
2	Curnow Canyon	0.9	Axe Handle to . . . . .	39° 43.676N 119° 39.229W
2	Grass Valley	3.1	Pyramid Hwy Southeast to . . .	Whiskey Springs
2	Grass Valley	0.8	Whiskey Springs South to . . . .	Turf Farm--39° 47.582N 119° 37.842W
2	Grass Valley	0.8	Sharrock North to . . . . .	N End: 39° 46.722N 119° 37.835W
2	Pasture View	2.0	Whiskey Springs South to . . . .	End
2	Peak	0.7	Winnemucca Ranch East to . .	Peak
2	Peak	1.7	Range Land South to . . . . .	End
2	Prairie	1.0	All	
2	Quaking Aspen	2.0	Wilcox Ranch to . . . . .	O'Hara: 39° 43.286N 119° 32.715W
2	Right Hand Canyon	3.2	Whiskey Springs to . . . . .	Raptor: 39° 45.333N 119° 32.592W
2	Sharrock	2.1	All	
2	Twin Springs	0.3	Wilcox Ranch East to . . . . .	Crossover
2	Wayside	0.8	Grass Valley to . . . . .	End: 39° 48.664N 119° 37.126W
2	Wilcox Ranch	1.0	Goodher to . . . . .	Mid
2	Wild Horse	3.4	Whiskey Springs South to . . . .	End
2	Yellow Tail	2.1	All	
	<b>LOM 2 Miles</b>	<b>34.7</b>		

Level of Maintenance: 1 = Primary 2 = Secondary 3 = Tertiary

**PALOMINO VALLEY GID ACCEPTED ROADS AND LEVEL OF MAINTENANCE  
AMENDED AUGUST 20, 2020**

LEVEL OF MAINT	ROAD NAME	MILES	PORTION ACCEPTED	END GPS
3	Anniversary	0.5	All	
3	Big Dog	0.6	Prairie to . . . . .	39° 46.389N 119° 42.321W
3	Bootstrap	0.5	Broken Spur East to . . . . .	39° 48.336N 119° 36.694W
3	Broken Spur	0.2	Whiskey Springs North to . . . .	End
3	Chantry Flats	1.1	All	
3	Chieftan	0.8	Pasture View to . . . . .	
3	Crossover	0.2	Wild Horse North to . . . . .	N end: 39° 45.171N 119° 35.058W
3	Curnow Canyon	1.7	39° 43.676N 119° 39.229W to	39° 43.018N 119° 38.404W
3	Easy Jet	0.4	All	
3	Flagstone	0.2	All	
3	Grass Valley	3.6	Pyramid Hwy West to . . . . .	End
3	Grey Van	1.2	Range Land South to . . . . .	End
3	Hay Canyon	0.3	All	
3	Hockberry	1.0	All	
3	Ironwood	1.0	Whiskey Springs South to . . . .	Ironwood
3	Jackrabbit	1.0	All	
3	Lost Springs	1.0	All	
3	Mid	0.3	All	39° 42.108N 119° 32.838W
3	Morning Dove	0.2	All	
3	Pasture View	0.8	Whiskey Springs North to . . . .	End
3	Pioche	0.2	All	
3	Piute Creek	1.7	Whiskey Springs to . . . . .	39° 46.650N 119° 31.841W
3	Pony Springs	0.8	All	
3	Quaking Aspen	3.3	O'Hara East to . . . . .	End: 39° 42.282N 119° 32.710W
3	Rebel Cause	1.2	Range Land South to . . . . .	End
3	Right Hand Canyon	1.8	Raptor South to . . . . .	End: 39° 44.853N 119° 31.008W
3	Roadrunner	1.4	Winnemucca Ranch to . . . . .	Ernie: 39° 50.814N 119° 42.884W
3	Sage Flat	1.3	Whiskey Springs North to . . . .	End
3	Silver Horse	1.0	Wild Horse to . . . . .	39° 45.383N 119° 34.498W
3	Space Test	0.5	All	
3	Tartan	0.2	All	
3	Twin Springs	1.9	Crossover East to . . . . .	End
3	Two Forty	0.4	All	
3	Wild Horse	0.8	Whiskey Springs North to . . . .	End
3	Wrangler	0.8	Right Hand Canyon to . . . . .	39° 45.782N 119° 32.381W
	<b>LOM 3 Miles</b>	<b>33.9</b>		
	<b>TOTAL Miles Maintained</b>	<b>93.25</b>		

Level of Maintenance: 1 = Primary 2 = Secondary 3 = Tertiary

Second Reading and Adoption  
Regular Meeting  
August 20, 2020

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT

RESOLUTION NO. F20-R2

AMENDMENT OF RESOLUTION NOS. F89-R1 AND F91-R1 AND MOTION NO. F93-M5

SNOW REMOVAL

WHEREAS, on January 3, 1989, the Board of Trustees approved Resolution No. F89-R1, Administrative, Road Committee and Priority Roads for Snow Removal; and

WHEREAS, on April 9, 1991, the Board of Trustees approved Resolution No. F91-R1, Road Maintenance, Snow Removal; and

WHEREAS, on January 26, 1993, the Board of Trustees approved Motion No. F93-M5, Amending Resolution No. F91-R1, Snow Removal on Private Roads and Driveways;

NOW, THEREFORE, be it RESOLVED, that this resolution amends and supersedes all previous resolutions and policies regarding snow removal, as follows:

- Snow removal from GID-maintained roads should be performed when snow depths reach four to six inches. It is understood that snow depth determinations are subjective as snow accumulation varies rapidly with elevation, wind patterns, etc.
- If significant snowmelt from sunshine or above freezing temperatures are forecast, snow removal from higher elevation roads first may be appropriate.
- If snow depths are significant (greater than six inches) throughout the valley, or if clouds and colder temperatures retard snowmelt, the major collector roads shall be plowed first (i.e. Ironwood, Whiskey Springs, Axe Handle, Amy, Wilcox Ranch, and Range Land Roads).
- The GID operations manager shall establish priorities, schedules, and the need for overtime to accomplish these goals.
- Snow removal shall be performed as needed on a seven-days-a-week schedule.

BE IT FURTHER RESOLVED that this Resolution be spread at large upon the minutes or attached thereto.

Upon motion by Trustee, \_\_\_\_\_, seconded by Trustee \_\_\_\_\_, the foregoing Resolution was passed and adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2020 by the following vote:

AYES: \_\_\_\_\_ NAYS: \_\_\_\_\_

ABSENT: \_\_\_\_\_ ABSTAIN: \_\_\_\_\_

Board of Trustees of the Palomino Valley General Improvement District

By: \_\_\_\_\_  
Larry J. Johnson, President

**NOTE:** This Resolution cannot be amended or cancelled without a vote of the PVGID Board of Trustees.