

SPECIAL MEETING

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

Thursday, March 4, 2021

MINUTES

Trustee Greg Dennis called the special meeting of the Palomino Valley General Improvement District (PVGID or GID) to order at 6:01 p.m. Thursday, March 4, 2021 at 21555 Pyramid Highway, Reno, Nevada.

1. **Roll Call:** Trustees present were Larry Johnson, Larry Chesney, John Patterson, Don Otto, and Greg Dennis. Also present were Shawn Kelly, Operations Manager; Cathy Glatthar, Assistant to the Board, and Louie Test, Legal Counsel.

2. **Public Comment:**

Pam Roberts said on behalf of Susan Ambrose, she had fire safety pamphlets for the Board members and staff as a thank you for allowing the Fire Adapted Community and other fire signs to be posted.

Ms. Roberts reported on a Washoe County Development Code Amendment workshop being held via Zoom on Wednesday, March 10, 2021 from 5:30 to 7:00 p.m. She questioned what role the PVGID had when developers come in with heavy equipment and damage roadways?

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

3. **Road Committee Appointees:**

Trustee Dennis stated that Trustee Johnson had spent many years on the Road Committee and had done a very good job. Trustee Dennis said, as the new President of the Board, he was going to make some changes to the Road Committee, and appointed himself and Trustee Chesney to the committee. At a later date he wanted to rotate other Board members onto the committee (with only two Trustees on the Road Committee at one time).

In response to Trustee Johnson, Trustee Dennis clarified that Trustee Johnson was no longer on the Road Committee.

4. **Capital Budget Funding:**

a. **Reconsideration of Authorization to Fund and Move Forward with Proposed New Maintenance Building:** Trustee Dennis said he would address both 4.a. and 4.b. at the same time because public comment was received on both items. He asked Cathy to read those comments into the record.

Cathy read comments from Brian DiMambro and John Glatthar into the record (see attached); both were in favor of purchasing and moving forward on the new maintenance building.

Trustee Dennis explained we face a considerable cost for the maintenance building and a considerable, higher cost associated with maintaining the PVGID roads. It would be nice if we could afford a maintenance building, which we have not had, ever. He handed out a spreadsheet (see attached) and explained we have to

maintain our Cape-sealed roads. He referred to the spreadsheet and stated without Range Land and Sharrock, we have 18.58 miles of hard surfacing (14.3 miles of which is GID-installed Cape seal).

In response to Trustee Johnson's comment that the number of miles of Cape seal was incorrect, Trustee Dennis said those numbers were taken directly off of the report Cathy gave him.

Cathy explained those mileage numbers were from the road survey report (see attached) and represented the hard-surfaced, "paved" road sections.

Trustee Dennis said when you look at the cost to maintain the Cape seal, per the spreadsheet, you are looking at some substantial numbers, and that doesn't include any other costs to the GID. He believed we were not going to have the funds to make it work with other additional costs. It's a difficult issue, because he looks like an ogre when he's trying to make the balance sheet work. He said we don't have this kind of money, and if we did, we would have had a workshop a long time ago.

He said the other issue is does this mean, when the public comments are, we do our own maintenance and therefore we need a workshop. He said he has not been an advocate for doing our own maintenance, when in fact, we should be buying the right equipment that has little maintenance. If we do have major overhauls, we have others do that work. That is the way most general contractors work. He said when he asked, with regards to a staff of two and doing the maintenance, he was told that it made no sense; you sub it out. You put people on the road for road work. Are we in the business of maintenance or the business of road maintenance? We are in the business of road maintenance.

He gave accolades to Shawn for doing an excellent job of maintaining the equipment and vehicles. However, he could not in good conscience come before this group and say, "we should have a maintenance building because we should have a maintenance building." The numbers don't show that the building is viable. We have costs associated with Cape seal, we want to put down Class E base on a regular basis, we want new equipment, which we haven't hardly even bought or afforded to buy. He said he was taking the brunt because he was looking like he wasn't doing this right, but the GID is not a rich organization.

He referred back to his handout and said at 25 cents a square foot, if you could even get it at that price for Cape seal and chip seal, we're at \$539,000 to do 18.5 miles. When the cost goes up and we're at 45 cents, we're at \$971,000.

He said he and Trustee Johnson have talked about the importance of maintaining those particular roads because they are heavily trafficked. If you imagine the dust those roads would create if Trustee Johnson had not taken the initiative and had those roads hard-surfaced; we need to make sure those roads are improved so they stay that way.

Trustee Dennis explained if we get into a program where we build the roads up and then we maintain them by putting Class E down, that would cut down on maintenance and other costs. So, if we spend our money right, and he was not saying we won't ever not have a maintenance building, but right now it just did not look favorable to spend \$100,000. He pointed out that he didn't think that building would only cost \$100,000. He addressed Shawn and said as a public entity we can't just put in sewer stuff for bathrooms or "bootleg" things in; this is a public entity and

we can't do that. If we put something out to bid, it's got to be a building and it's got to have approvals through the building department, and it can't be done the way Shawn thinks it can be done. He said Shawn was making a big mistake; plus it has to have engineering drawings, structural calculations, and a lot of different things that he thought Shawn was not aware of.

Shawn said he has called around and he did speak to a planner who said the plumbing could be stubbed in.

Trustee Dennis reiterated that he honestly did not think Shawn could build that building, if Shawn stubbed it out, for that kind of money. We don't have a bid, we don't have plans. Are we going to buy a building and let it sit there and then hope we can build something on it?

Shawn said he would have had the plans, but Trustee Dennis told him to stop.

Shawn said he did some calculations on work done by the crew since he's been with the GID and work done by outside shops. Outside work for approximately two and a half years totaled \$82,000, and basically in that same time frame they have spent about \$12,000 on parts and supplies for maintenance work done by the crew; for a costs savings of \$70,000.

In answer to Trustee Chesney's question, Shawn stated the \$12,000 did not include labor; he didn't have the time to get that figure. He added when the GID crew did the work, there was no downtime waiting for someone to come out.

Trustee Dennis said he agreed with the downtime issue, but if we had better equipment, that doesn't breakdown, that is cost-effective, then we should be in a much better situation. Instead of spending money on a maintenance building ... how many hours is that maintenance building going to be used? Are we in the maintenance business or are we in the road maintenance business? We belong out on the roads with the equipment. What he has been told, a workshop for two employees, with what equipment we have, was not a wise decision.

Shawn stated he had leasing quotes for new graders (all-wheel drive), as follows:

- Caterpillar 140 lease agreement \$294,649
monthly payment of \$5,432
plus \$23,000 maintenance
- John Deere 872 lease agreement \$398,296
monthly payment of \$5,000
purchase option at end of 60-month lease \$165,972
- Caterpillar 160 lease agreement \$347,484
monthly payment of \$7,500

In response to Trustee Dennis' comment, Shawn said to buy any of these graders outright would still cost \$200,000 to \$300,000.

Trustee Dennis said it may be costing \$200,000 to \$300,000, which means we're at a bigger deficit because one of these days we're going to have to replace some equipment and it's a bigger debt. Again, we have lots and lots of money we have to spend, and we're going to build a maintenance building instead of maybe buying some equipment?

Trustee Chesney said those were off-the-cuff estimates; that all the municipalities put these things out to bid to all the manufacturers. The manufacturers are watering at the mouth to come in with the lowest bid and put their equipment on your project. Just like with the steel building; he did not doubt that Shawn got a good quote on a steel building, but construction steel has gone up 30% in two months.

Shawn said he was told the prices were going up on steel buildings.

Trustee Chesney stated he was a certified construction manager. This building can't be built for \$100,000. The last project he was involved in, just a year ago, the site engineered drawings for a horse arena started at \$26,000 and ended up at \$64,000 by the time the County got through with their requirements; that was just for the site engineering alone. Even though we are a public entity, we fall under the same requirements as a private individual. Granted we have a septic system, but once we put a building to that septic system, would the Health Department accept it? He didn't think so because they hate septic systems.

Shawn stated the septic system had already been accepted.

Cathy agreed, adding that the septic system had already gone through the approval process.

Trustee Chesney stated it has not been approved for this building.

Trustee Otto said it wouldn't be approved until plans were submitted.

Trustee Chesney asked do we build the maintenance building or do we maintain roads?

Shawn said the building comes out of capital outlay which doesn't take any money from the roads.

Trustee Chesney said we appropriated it to capital outlay, but according to the meeting last month, that was just a place holder.

Cathy explained at the last meeting they were discussing two different fiscal year budgets. The \$150,000 was the place-holder for the tentative budget for fiscal year 2022. The \$25,000 was requested to be added to the already-approved \$75,000 for fiscal year 2021 (which we are in and ends on June 30, 2021) for the building.

Trustee Chesney said and then the comment was made, and supported by Shawn, that this money could be moved around, that it was all in one pot, and it doesn't have to stay where we put it. He didn't want to get into the weeds on the budget tonight, but listening to these budget conversations is sort of like a professor Irwin Corey presentation; it's not very clear. The way that these budget presentations go are not acceptable to a new person who has not dealt with the system for years.

Trustee Patterson asked Cathy if the \$100,000 for capital outlay had to be spent by June 30th of this year?

Cathy responded that they don't have to spend anything. Trustee Patterson asked if it then rolls over into the next fiscal year? Trustee Dennis said it could be retained earnings. Cathy said it doesn't work that way. Trustee Chesney asked then where does the money go; does it just evaporate? Trustee Johnson said it's in the bank account.

Trustee Patterson said he had an idea for the Board's consideration. What he's heard from the road crew, the people's employees, and in personal conversations, is

there's a need for a shelter to work on equipment, because no matter what we do, the employees will be working on equipment, and running water. His idea was to look at a smaller scale building, even if it's three sided that would accommodate our largest piece of equipment to do maintenance on it. A new modular with a half bath, getting running water and hook that up to the septic. He recommended researching this and taking it off Shawn's plate and having Trustee Chesney work on this with him. He said he was a plumber by trade.

Trustee Chesney said that would be fine; that he was a certified construction manager and an electrical engineer.

Trustee Johnson said Trustee Patterson echoed his feelings on this. Number one, in the middle of a pandemic, our employees don't even have the ability to wash their hands; we don't have running water. We're lucky somebody hasn't filed a complaint with the Health Department. We have a Sani-Hut ... this isn't a remote construction site, this is our home, our facilities; has been for decades and will be for decades. If we have an issue with the budget, form an exploratory committee. The building Shawn was looking at had three bays; maybe we only need one working bay to get a piece of equipment in and out of the weather and work on it, plus an area that could be converted to an office with running water. He was positive that this could be built for [the \$100,000] budget. He explained that he built a pre-fab barn for \$60,000 five or six years ago. He added that we would not be spending \$26,000 on engineering drawings. Those building fabricators/erectors have their own engineering, structurals, stamps, everything. Yes, we are going to have to do site drawings, but we have a level site. He said he did a lot of volunteer professional work on the special use permit; we have a professional engineer sitting here; those drawings could be prepared ... but let's put together all of the work items, costs associated with it, and bring it back to the Board. To sit here and say, "we don't need and we're not going to build this building," was an improper decision to reach tonight without further study.

Trustee Chesney said he agreed, and probably somewhere in the neighborhood of \$20,000 to \$30,000 we could get a replacement for the portable [office] building with a half bath in it. Then we have the proposition of running water which would have to be permitted and approved by the Health Department. A one-bay, three-sided [maintenance building] was acceptable to him. We have to get it out to bid, get a firm quote on it, lock it up, and get a deposit on it. Making a telephone call doesn't do any of that; we don't have a plan. Maybe as hard as Shawn works, it may be in Shawn's head, but we don't have a plan that we could bring to the public to show them how we are spending \$100,000. We need to be transparent enough that if a [constituent] comes to us and asks where we are getting the money to spend on this stuff, we're going to say we need it for our people, and here's what it's going to cost. By the way, we are not going to use our road crew to do the work (except possibly some site prep); our road crew's going to do road work. The rest has to be done above board; that's how you do municipal improvements. This is not the Palomino good 'ole boy club anymore out here. We've got a looking glass on us at all times from the County; they have two code enforcement officers out here, full time.

Trustee Patterson reiterated his idea was to work with Trustee Chesney to research this, get some numbers, figure out costs, and take it off Shawn's plate.

Shawn stated he was just trying to come up with some numbers ...

Trustee Chesney addressed Shawn and said everybody appreciates Shawn's work ethic and what Shawn was trying to do, and they were trying to make it all fit. He said Shawn had one thousand percent of his backing to get some sort of shelter, but he knew we could not build this building for \$100,000.

Louie Test said there would have to be a motion on reconsideration and if that is approved, a new motion could be made per Trustee Patterson's exploratory committee recommendation.

Trustee Patterson made a motion to reconsider the authorization to fund and move forward with the proposed new maintenance building. Trustee Johnson seconded the motion.

Trustee Otto asked if the [capital outlay budget] money had to be spent on this building, or was it allocated for a variety of other capital outlay items such as a truck or other equipment?

Trustee Chesney said he didn't think it was a line item for the building, was it?

Trustee Johnson said not originally, but at the last meeting, he thought the \$75,000 was set aside for this building.

Cathy added along with the additional \$25,000 for this [fiscal] year's budget.

Trustee Chesney said he disagreed; that the motion was to add \$25,000 to this year's capital improvement budget and \$150,000 for next year. He said Trustee Johnson had discussion that this could have Shawn get going on the building, but he said he never amended his motion.

Cathy said Trustee Chesney did agree with what Trustee Johnson said.

Trustee Chesney reiterated that he did not amend the motion.

Trustee Dennis said there are obviously two different ideas here: 1) a proper maintenance building for employees, and they deserve it, and 2) how do we fund something when we don't have enough funds to fund what we need to do on the roads. It's very difficult for him, he has to look at these dollars and we were moving ahead with a building that he didn't think was appropriate and he didn't think it was appropriate for the Operations Manager to deal with the building, but we were still moving ahead with it. He was told the only way to modify this was to have a special meeting in order to bring the facts out of what we needed to do or make decisions about. Do we fund this building and continue on, or do we look at the budget in terms of the entire budget; all the Cape seal that needs to be done. It's huge. You're talking about eating up the entire capital improvement budget for three years just to finish up the Cape seal. We haven't been able to finish the Class E base. These costs are now kind of fixed in place, where you want the Cape seals and you want these smoother roads with harder surfaces. We need a budget to get the Class E base down on these roads that have been restored. In the long run, the maintenance, the road conditions, and the safety will be greatly improved. But these big costs haven't been looked at with regards to everything that's going on. When you look at the building, how are we going to do all of this? We have to look at everything. It's not simple.

Trustee Dennis said he appreciated Trustee Patterson's comments to take another look at it and come to a solution where we look at the budget and we look at what we're going to do. We haven't set out a five-year plan, and especially for the new

Board, we need to show how we are going to move forward with all of this. We were going to move forward on the building no matter what, and he could not let that happen.

Heather Kelly, in the audience, said she understood we are a road maintenance operation, but we're not like Washoe County. Washoe County has a road department; they have a crew that works on the roads and they also have a maintenance department. So, when we're talking about trying to save money and work within a budget, she was totally for that, but she also wanted the Board to be able to balance how much more it was going to cost to bring somebody in to do the maintenance versus doing the maintenance in house, and those cost savings could be put towards road work. No matter what, there will be maintenance the crew has to do, and she would be thrilled if there was a compromise on some kind of shelter.

Upon a vote, the motion to reconsider the authorization to fund and move forward with the proposed new maintenance building passed unanimously.

Trustee Patterson made a motion to set up an exploratory committee made up of himself and Trustee Chesney to bring options for a building back to the Board. Trustee Chesney seconded the motion.

Trustee Otto said the numbers Trustee Dennis provided for chip sealing the roads would not leave any money for other work, such as base. This building would take time out from our employees to just organize and keep track of. This building isn't going to get supervised by itself. It should be a turn-key contract.

Trustee Chesney said he could manage the construction of the building project.

Trustee Patterson stated that was what he said earlier; that he and Trustee Chesney would take that headache away from Shawn, but still work with Shawn to get information.

Trustee Dennis said Trustee Otto made three points: 1) the cost of everything overwhelms what we can do, and are we going to prioritize keeping a building or not keeping a building as part of the capital improvements for this GID? The subcommittee will come back with recommendations, and we will revisit this in maybe more peaceful terms.

Trustee Chesney said he didn't think we were unpeaceful. He said the employees are working in literally unsanitary jobsite conditions right now. We are an employer and we have to have something better for our employees. He and Trustee Patterson need to expedite their analysis of this and he suggested a deadline of the April meeting.

Trustee Patterson asked for more time and requested to be ready for the May meeting.

Trustee Otto pointed out that there are probably 500 mechanics in town with their own trucks working for construction companies and they are out there all the time and they've been doing that forever. These men go out in any condition, and even at nighttime, and try to repair stuff when it's freezing out and snowing, so that the equipment will be running the next day. They're not working in any shop or anything. The heavy mechanic work that we require, should be subbed out to a mechanic. Small maintenance - changing cutting edges, filters, oil changes - he thought they could take care of. We have a cement slab in the yard. As far as the water goes, he

thought the crew should have water and a useful bathroom that's a little more functional than a Sani-Hut, although construction companies use Sani-Huts every day, all over the world.

Trustee Chesney interjected and said the crew has to have water and we're not a construction company, we're a permanent employer.

Trustee Johnson said "oranges and apples." First of all, those mobile mechanics are travelling to construction sites that are spread all over the place. Every construction company has their own shop, their own mechanics, and those guys are working inside.

Trustee Otto interjected and said they don't bring all that "iron" in there to get repaired in those shops.

Trustee Johnson said of course not; when they are on a construction site, they have to be repaired out, but everyone of those companies has their own shop, their own mechanics who work in good working conditions. Those mobile mechanics do so because those construction sites are sufficiently removed to where they have to.

Trustee Chesney cited an example of Reno Tahoe Construction that has a three-bay shop and three full-time mechanics. He said we don't have that luxury; we're blessed that we have Shawn and Chuck who have the mechanical abilities to do what they do. When Shawn and Chuck retire, we're not going to have those luxuries, and we're never going to have the money to have a full-time mechanic. We're going to have to improvise and do the best that we can possibly do to accommodate everybody.

Trustee Johnson said we don't have the equipment that needs a full-time mechanic.

Trustee Dennis said that's the other issue.

Marvin Reed, in the audience, said he had no idea how many hours were on the motorgraders that are parked in the GID's yard. He gave up on his when it had over 19,000 hours on it. Not once did he have a shop or even a concrete slab to work on; rain or shine he worked. You have two motorgraders, two water trucks, you got a roller, you got a vacuum truck for cleaning culverts instead of using a water truck and a hose; that's 40-some thousand dollars you threw away. You have to have a shop for what? Four pieces of iron? What is so different now than it was 20 years ago? You still have the same miles of roads, you have chip seal that's done excellent, and what are the requirements of maintenance on that? It's not like maintaining a gravel road or a dirt road. The people who live out off of the end of Wilcox Ranch Road, they are so happy with the work you have done on the roads, so far. He was tickled to death with the road base that was put down in front of his place; you did an excellent job there and yet the mag-chloride that you put down leading to that is a piece of "doo doo."

Shawn said that was not mag-chloride.

Mr. Reed said he was dead-set against any money being spent on a building. Why do you need a big building and an office more than what's there? If you don't like the conditions you're working on, then go find a job someplace that you do like.

George Boyce, in the audience, asked why take the whole amount for the building out of the budget? Why don't they finance the building over a 30-year period? Borrow the money and pay it yearly; the interest rates are pretty low.

Trustee Dennis thanked Mr. Boyce and recommended that the committee overseeing the building look into some of those options.

Trustee Dennis said he was still considering that we have a big expense coming our way with keeping up the chip seal and [continuing with] the Class E base and minimizing the maintenance because we've done the proper amount of work to the roads to minimize the maintenance and minimize the crew and improve ourselves and get ourselves in a position where will we need a maintenance building? He agreed that we had to have a place to wash your hands. He thought the office trailer had a toilet, but if it didn't have even that, that's pretty sorry.

Gretchen Miller said she recalled the last time she was at a meeting there was a big discussion on the water truck, and how inadequate it was and how it was breaking down and how we couldn't even afford to replace that. She knew there were comments about how our graders were starting to break down and we were wringing our hands over where are we going to get the money to improve our equipment situation. It seemed to her that the Board should be putting together a budget with accurate projections, not just, "I guess" or "I think this might be able to happen." They have to be accurate numbers so that you can make intelligent, informed decisions on what you're going to do with the money you have, which is very limited. The only thing she has taken away from these meetings is that you barely have enough money to maintain the roads and keep the equipment running. So, it was beyond her why we're discussing ... she understood the cold weather and she understood it would be nice to have a building, but she also understood it would be nice to have equipment that works to maintain the roads. She said correct her if she was wrong, but she understood last summer that the roads weren't being maintained because the water trucks weren't running. That the International water truck was not made for the roads that we have, so it kept breaking down; we were going to replace it at some point. But now the conversation has shifted to a new building. It behooves the Board to sit down and look at a list of things we need and must get done and do we have the amount of money we need to put the building in, or are we now saying the building is the priority and not the roads?

Trustee Dennis said that was a good question and one of the things they needed to do as a new Board ... It's kind of hard because the people get elected to the Board at the end of December and the budget takes place end of June for the next fiscal year, so by the time a Board Trustee comes on, the budget's been in place for six months and we don't talk about the budget for another six months. When looking at the budget, he thought they needed to set priorities. To him the Cape seals have always been a necessity because we can't do without it because the place would turn into a dust hazard without it. Maybe we should re-look at our budget, especially in terms of the Cape seal and how this Cape seal is going to be paid for if we're going to maintain it.

Trustee Johnson said our Operations Manager presents us with equipment needs and budgets; this is not done helter-skelter. It is carefully analyzed on an annual basis, always has been and hopefully it always will be. Shawn and Chuck have been very proficient in weeding out old equipment and replacing it with better equipment. When Shawn brought this building proposal to us, it was not at the expense of the roads, it was, with the exception of the \$25,000 increase in approved budget, it was using monies that were pre-approved for equipment purchases, trades, and upgrades, that our Operations Manager did not feel were necessary in

this time period. So, everything Ms. Miller was asking for, has been done. And, no, we did not lose maintenance last year other than a day here or a day there due to broken equipment. We did not ever go long periods of time in which road maintenance was not performed because of equipment breakdowns.

Charles Blower, in the audience, said he was an employee, and said he was not hearing anyone complain about the roads because the roads are in pretty good shape right now. In the past two years since he and Shawn have been here, they've spent well over \$125,000 so far on equipment (purchasing and repairs) and the roads are still in good shape and they have not neglected the roads over the past two years. So the Board has managed to figure out how to spend money on equipment and we're still maintaining and making the roads better. When the Board is talking about the budget and how to allocate the funds, he didn't think it needed to be a choice between road maintenance or the building; he wanted them to figure out how to do all of it.

Trustee Dennis said sometimes it doesn't work that way.

Mr. Blower said that he thought it was possible because of the money that had been spent in the past two years. When he first started working for the GID, he kept hearing, "these roads haven't been this bad in the last 30 years" and now he hears, "wow, these roads haven't been this good in the last 30 years." For the most part, he thought people were pretty happy.

Mr. Blower said this building is not only for maintenance. We have a sander that can't be filled because the sand is frozen. If they had a shop, the sander could be filled the day before and stored in the shop and would be ready to use the next morning. He said if this motion [establishing a subcommittee to explore the building options] is passed, he hoped the subcommittee would involve and consult with the employees. He reiterated that he hoped the Board could make both work.

Marvin Reed said he has yet to see any sand put on any of the roads out here.

Scott Gilgovan, in the audience, said he's lived in this valley for 30 years and he used to ask questions of the former Operations Manager about why certain things were not done and was told the equipment was broken down or we didn't have the equipment needed. He said he was the temporary employee mentioned earlier, and when he came to work for the GID, he noticed that Shawn had fixed everything, and now we have dump trucks, working water trucks, a roller; you now have the equipment to maintain these roads. That equipment needs to be taken care of. He said he worked for Washoe County for 30 years, in the road department, and retired as a supervisor. They had their own shop with leased equipment that they maintained. The GID crew asking for a shop to work in, was understandable. He built his own building and didn't spend \$100,000. When he ordered his building, it came with engineered plans; all he had to do was a site plan. The crew needs a place to fix the equipment; he's been with them out in the wind, in the sun, in the dust, in the cold trying to maintain something. Things are improving around this place and it's a good thing. He thought a lot of it had to do with Shawn and Chuck. What's been done, works.

Trustee Dennis commented that he's reticent about a maintenance building without it being a very useful thing. We have such a small crew and if we're not maintaining things all the time, that building going to sit vacant most of the time anyway. He

debated whether subcontracting out work or having Shawn do it, is appropriate. Our building subcommittee is going to have to look at that with regards to the total budget. If the County didn't have any money, they wouldn't have a maintenance building. If we look at this on a macro level, we might come to a better solution with regards to how we should approach this. Again, a two-man crew doesn't warrant a maintenance building. We have to have funds for other things. He was willing to look at this if everyone else thought we should.

Upon a vote, the motion to set up an exploratory committee made up of Trustee Patterson and Trustee Chesney to bring options for a building back to the Board passed unanimously.

b. Reallocation of Approved Capital Funds for a Maintenance Building at GID Wayside Yard:

Cathy said she thought this item was not applicable at this point and could be stricken.

Trustee Chesney agreed.

Trustee Otto said he asked earlier if the money could be used for something else?

Trustee Johnson said yes it could be used for something other than the building.

Cathy added that it is a budget figure for capital outlay items not for road improvements. However, if the Board does not spend all of the capital outlay budget, it can be moved elsewhere and spent elsewhere.

5. Board Oversight and Management of Future Capital Funding:

a. Oversight of Future Building or Roadway Improvement Projects:

Trustee Dennis said he thought this item had been discussed enough at this point.

Trustee Johnson asked what about roadway improvement projects?

Trustee Dennis said the idea that we needed to look at this from a higher up or macro level in terms of the costs associated with putting the Cape seal together, how we're maintaining the roads, how we're going to do maintenance. He thought some of this needed to be re-looked at a little bit. He thought that was what he asked in that motion, and he thought Trustee Johnson had some of that in his motion that's going to cover that and he's satisfied with that right now if Trustee Johnson was satisfied.

Trustee Johnson said he was fine.

Trustee Otto asked what Trustee Dennis was going for with this agenda item?

Trustee Dennis said we needed to look at this in a way that brought more than one element in; not just a building, not just Cape seal. Looking at the entire budget and future being how far out are we going to go with regards to looking at the needs out in the future for one, two, three, four, five years so we can plan with regards to what's going to go on and make sense of it and then bring that back to the community and back to the Board. That would be a future agenda item.

Trustee Johnson said that our best projections ... he started doing that many years ago and promptly fell flat on his face because, for example, maintenance of Cape seals, expense budgets, on and on, were so dependent on how wet the winter was; how many freeze-thaw cycles we got. He had made an inspection, personally, of all

of the Cape-sealed areas, Otta-sealed areas, blade-laid Type 7 areas, every spring and laid out a program of what was needed that year. You can't project that for five years; he tried that and it didn't work. He looks at that every spring, after the winter, and decides what each segment needs.

Trustee Chesney said that was the proposal Trustee Johnson made at the last meeting, right, and we accepted it.

Trustee Johnson said with multi-year projections, you must keep in mind that if you put a plan out there listing what is going to be done, quite frankly, a bunch of the public is going to hold your feet to the fire and if something else comes up, like a flood, that interrupts that ... He said he was accused of lying to the people on Right Hand Canyon because his projection of what we could do fell flat after the flood of 2017 and 2018. It was not his intent to lie to anybody; he made the best projections with what data he had available. You can say we're going to do certain projects, but in reality, you had better qualify it thoroughly, because it doesn't work.

b. Future Equipment Purchases and Evaluations to Minimize Equipment Maintenance:

Trustee Dennis said he put this on the agenda because he thought it would be wise to think about maintenance and our equipment purchases. Is it the Board's intention to look for equipment that is newer and going to provide us with less maintenance and therefore savings in time for the road crew to be on the roads or are we going to be more inclined to buy older equipment and be very heavy on the maintenance to keep it up? That is an issue that he thought could not be solved right now, but he put it on the agenda so people would get an idea that we need to look at this carefully; it's just as tough as the flood. This item will need be on a future agenda.

Trustee Otto asked Shawn and Chuck what they spent most of their timing doing as far as maintenance on which pieces of equipment?

Shawn replied that it's pretty much been regular maintenance since he had gotten rid of a lot of the bad equipment. The only thing that takes the most maintenance at this point in time is the [International] water truck.

Trustee Otto asked then it's mostly in the truck department?

Shawn said he wouldn't say that because he has bought some trucks that don't require a lot of ... they're just getting oil changes.

Trustee Otto asked about the graders?

Shawn said the 770 runs like a champ. It has little issues here and there, but it's a fantastic machine. It has 12,000 hours and for that year, it's going to go for a minimum of 19,000 hours and probably more, if it's maintained.

Trustee Otto said when Trustee Dennis was talking about the maintenance and how to minimize the crew's hours spent on maintenance, it's scattered, it's all over the place. There is a bunch of "iron" in the yard; a lot of pieces, roughly a dozen. In order to bring down this maintenance, being that it's spread over everything, he did not see how buying one piece was going to change things any. In order to cut this back, you'd have to buy a whole spread of near-new or new equipment to cut it down lower than the regular maintenance - changing oil, cutting edges, tires, whatever. All of that typical stuff has to be done on newer equipment as well as older equipment. So, some of that is a wash. We were talking about a new grader and sure, one with

all-wheel drive would be nice to have; get you back out of some mud when you start getting in some mud to help you get out of there. Well, if you get stuck, you get stuck, big deal; get something and pull it out and move on. He was now starting to say he didn't know if we needed a bunch of new equipment. Even the motorgrader, maybe we should try to make this last another year, two years, three years? Use that money for something else. Shawn has upgraded a whole lot of trucking and maybe we could get some years out of that without replacing any of them. He asked Shawn if Shawn wanted a new run-around truck?

Shawn said they had an '83 Ford pickup that's the weld and service truck, and the carburetor is leaking and every time you put it in drive it stalls, so we either do something or we get something updated.

Shawn said if they were looking at another blade, he said he would not go any higher than a [2005], because then you get into the different tiers of emissions that have a lot of problems and more expense in running them. He said what if he found an 870-ish, in that range, a bigger machine, same 14-foot blade, all-wheel drive, and he could get it for somewhere between \$60,000 and \$80,000, depending on what's available. In California, they can't run anything old [because of emissions restrictions], so they are getting rid of equipment, so if he could come across that good price on a blade. It's one of those things that then we would put our 770 as the secondary blade and sell the 670 to offset the cost of the newer grader. We may end up with a good, \$50,000 machine that requires less maintenance.

Shawn said when he started working here, there was a lot of junk that past Board members thought we really needed. He just wanted to make sure that if a Board member is trying to get us equipment, to make sure we get decent equipment.

c. Approved Budget Items Versus Authority to Pursue Listed Budget Items Without GID Board Approval or Oversight:

Trustee Dennis said he brought this up because he thought the Board needed a refresher on what we've approved and what we haven't approved with regards to budget items. Cathy has been very good at reigning him in; that road improvement projects are different than capital outlay for equipment. The Board needs to really understand that if we are going to give approvals for capital outlay, what kind of oversight is going to be given and what's going to come back to the Board with regards to responses of when we do purchase things and the reasoning thereof. He thought that's been a little bit missing, but the Board really needs to think about that.

Trustee Patterson said he believed we approved a tentative budget of \$150,000 for next year's capital outlay. He wanted any expenditure out of that, to come to this table to be voted on so each one of us puts a yea or nay to it. Is that how it works?

Trustee Dennis said that's not how it works.

Trustee Patterson said that's how it should work.

Trustee Dennis addressed Cathy and said there's capital outlay for road improvement projects, such as chip seal, that comes back to the Board and then the Board authorizes an individual or a Trustee to sign for the GID under that approval. If it's an equipment capital outlay, it does not come back to the Board right now.

Cathy explained road improvement projects are separate from capital outlay. Capital outlay includes equipment, vehicles, buildings, those types of things. Our road

improvement projects are not capital improvement projects because we are a road maintenance and repair operation; we do not construct new roads, which are considered capital improvements. That is why she changed the estimated funds report from “capital” improvements to “road” improvements. She said each road improvement project has been approved by the Board. Each project is brought to the Board; the plan, the scope of the work. Trustee Johnson has done this many, many times as far as having the complete contract documents drawn up each time we do a big road improvement project. When the Board approved a project, they usually authorized Trustee Johnson to authorize payment of and administer the project.

Cathy said going back to capital outlay, which, again is equipment, vehicles, and buildings, in the past the GID has lost out on a lot of deals. Trustee Marty Breitmeyer was going to online auctions and lost out on deals because he had to wait for a meeting to get approval to purchase an item. So, what was done years ago, the Board approved a list of items, just like the list we had at the last meeting, which was approved at the June 2020 meeting, and if an approved item became available, it could be purchased. Now we have Shawn searching for items on the approved list and if he finds an item, he would then go to the President and make sure the funds were available.

Trustee Chesney said that was fair.

Cathy said that’s the way it’s been set up, but if this Board decides they want to change that, that’s what they need to do.

Trustee Dennis said that was why he brought that up, so the new Board members would understand exactly how things are operating right now.

Trustee Patterson said on the priority list for capital outlay (see attached handout from the February 18, 2021 meeting) there are dollar amounts (“upper end cost to purchase”) put with items. What if the cost to purchase an item is higher than the cost shown on the capital outlay list?

Trustee Johnson believed they had never gone forward with a purchase that exceeded the [upper end] cost estimate.

Cathy said the list back in June [2020] did not have any dollar figures listed. Also, the list from last month’s meeting, does not show the net cost if an existing piece of equipment were to be sold. For example, if a newer grader was purchased, the 670 grader would be sold, and the net cost would be lower than that upper figure shown on the list. We didn’t want to list a net cost because we have no guarantee of what the new item would actually cost or how much the old item (if any) would sell for.

Shawn said we have so much old stuff that’s not worth anything.

Cathy said Shawn was pretty darn good about selling stuff, and that wasn’t done in the past.

Trustee Chesney agreed that Shawn has done a fantastic job with the fleet.

Trustee Dennis said the point he brought up, and some of the people were concerned, he didn’t know if there were any checks and balances with regards to equipment purchases and how that process went.

d. Road Improvement Contract Approvals by the GID Trustees or Specific Designated Signatories:

Trustee Johnson said he wanted to clarify that for the past decade, for every road improvement project, he had determined need, scope, he wrote the contract documents, specifications, bid documents, and went to the Board for review. Actually, at the meeting prior, scope was discussed and the decision was made to proceed, and then he wrote the plan specifications, bid documents, allowed the Board to review those documents, and then advertised and put those projects out to bid. The Board approved the lowest bidder or selected the appropriate contractor, and typically authorized him to sign and administer the contracts; both construction inspection as well as cost administration. He has presented back to the Board approval for progress and final payments. Every step of the process has had Board involvement and Board approval.

Trustee Dennis asked Trustee Johnson whether or not Trustee Johnson would still go ahead with the two Cape seal projects for this year?

Trustee Johnson said at the last meeting he presented his recommendations for contracts this year (see attached). He thought he had made an error in his calculations, but he had not. He thought he had not factored in the costs for the [edge paving] done on Axe Handle, but that was a separate contract; so the costs on his proposal were appropriate. His recommendations were for putting out two contracts: one, as soon as the weather warms up, and then the second contract probably in late August or September; definitely before winter. He believed those recommendations were still appropriate. If the Board is so inclined, he would prepare contract documents for the first contract.

In answer to Trustee Otto's question, Trustee Johnson said he always has numbers back from contractors before he puts these proposals together.

Cathy reiterated that Trustee Johnson's proposals were presented at the last meeting.

Trustee Dennis said oil is not going down and the cost per ton of the emulsion increased by \$20 a ton this past week or so; the cost of oil products is going up again. So, maybe we should do as much as we can on chip seal now, rather than later.

Trustee Johnson said he would inquire on whether there was a concern ... a lot of these paving companies lock contract prices, and he would make that inquiry and report back at the next Board meeting.

Shawn stated that he stopped by the Teichert (formerly Martin Marietta) quarry, and they have produced a lot of the special Class E for us. Starting this coming Monday, he planned to finish putting the material down on Wilcox Ranch Road. He hoped that this could be fit into the budget, and he needed to know if he should cancel the trucking?

Trustee Dennis asked how many tons?

Shawn said he had probably four miles left to get to the top of the Wilcox hill.

Trustee Johnson interjected and said let's put this in perspective. Everyone is saying we have these budget concerns. The Cape seal proposals he presented are for \$200,000 and our road improvement budget for the year is \$441,000. We have

all kinds of money to place "Type 7" on all kinds of roads. If material becomes available and the weather is right, we have ample budget to do some really good things. Years ago he had thought that we should be picking off a handful of roads a year, and in priority; priorities were Wilcox hill, Quaking Aspen because of the deep mud, Right Hand Canyon because of the DG and the washboards. He would like this Board to sit with Shawn and develop those priorities, and he would be glad to be a part of it since he knows all of the roads. We have 44 roads in the system; if we could pick off five of them in a year, then in less than a decade, we'd have everything shining. He asked why didn't past Boards start doing this? He realized he was a "road guy" - design, construction, and maintenance - and he brought about a lot of this, but what was done for 44 years?

Trustee Dennis said in the last 10 years, Trustee Johnson did a lot right.

Trustee Otto said he had a public comment, too. He still didn't think an adequate amount of time was being spent grading the roads and doing the maintenance ...

Trustee Dennis interjected and said he'd move to item 6, public comment, and told Trustee Otto that he was welcome to talk.

Shawn spoke up, and stated he had one more thing to bring up. He talked to the new plant manager at Teichert, and the cost of the [special Class E] material is going up from \$5.00 per ton to \$5.50 per ton. They have 10,000 tons "on the ground" for us.

Trustee Chesney said let's get it on the roads, then.

Trustee Dennis said he thought we should take advantage of things when we can and Shawn had a thumbs up from him to proceed.

Shawn said he would continue with putting material down on Wilcox Ranch on Monday.

Trustee Johnson said every Monday morning the Road Committee should be discussing those sorts of things.

Shawn said he'd be out on the road early this coming Monday morning and could not attend a Road Committee meeting.

Trustee Chesney said Shawn was key to the meeting, so ...

Trustee Johnson interjected and suggested, for times when Shawn can't meet on Monday, they move the meeting to Thursday. That would accommodate Trustee Patterson, and secondly, it's garbage day and everyone has their garbage cans in the roadway.

Shawn said they don't normally grade on Thursdays because of the garbage cans.

Trustee Dennis said that made good sense.

Trustee Otto said that sounded ridiculous to him; not grading because it's garbage day. There are plenty of roads out here that don't have garbage cans sitting out. Range Land, the majority of that is wide open, and right now it's very rough. He didn't know where Range Land was on Shawn's priority list, but it's very rough.

Shawn said he was sure you'd find a couple of roads that are that way because they do fall apart.

6. **Public Comment:**

- George Boyce said they did not answer his earlier question, and asked if there was some reason why the GID could not borrow money [for the building]?

Trustee Dennis clarified that he requested that when they look at the building options, that Trustees Chesney and Patterson will look at long-term financing also as part of the option.

Mr. Boyce said with 3% interest, pay it over 30 years.

Louie Test stated it would be public property and there would be nothing to lien by a bank, so you can't take a mortgage out against government property.

Mr. Boyce said they can, in their public identity, use municipal bonds.

Louie Test agreed with Mr. Boyce that the GID could sell municipal bonds.

Mr. Boyce said we could put a bond out and build a good building, finance it over 30 years; a government bond is tax free, so you'd even get a lower interest rate.

- Marvin Reed said they still hadn't proved to him that they needed a building. These two guys have been, with all due respect, their minds have been corrupted by working for Washoe County. He understood they are on average only putting in 70 hours a month, and with a 32-hour week for two weeks that's 64 hours, so what are those guys doing the other week?
- Trustee Dennis thanked everyone for showing up and he appreciated everybody's input. This was not an easy meeting, and let's move forward and make everything more positive as we go. He thanked the Board members for their comments; there was good input on this.

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

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

- Trustee Johnson asked to place an item on the next agenda: Trustee Conduct and Ethics.
- In response to Trustee Dennis, Cathy said the "Future Road Improvements" item will be on the March 18th agenda and should cover the topics he wants to address.
- Trustee Dennis thanked Shawn and said he thought Shawn was doing a great job; and Chuck, too.

- ## 8. **Adjournment:** Trustee Chesney made a motion to adjourn the meeting. Trustee Johnson seconded the motion, and hearing no opposition, the meeting adjourned at 8:06 p.m.

PVGID MINUTES MARCH 4, 2021

ATTACHMENT

Public Comment for Agenda Items 4.a. and 5

FROM: Brian DiMambro

Special Meeting 03/04/21 - My Comments

Brian L. DiMambro

Thu, Mar 4, 2021 at 1:27 PM

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

PV GID Board of Trustees,

I am sending this comment to be read into the public record concerning the purchasing of a maintenance and office building for the GID. I am 100% in favor of this purchase for the following reasons:

- It makes absolutely no sense to me that since the GID employees maintain and fix the road grading and repair equipment so critical to the maintenance of our roads, that they have to do this outside and probably in the dirt. Think about it, it is winter, cold, snowing, or raining, the grader is broken and the operations manager or other employee(s) are going to have to fix it before work (snow plowing, etc...) can continue. If the weather is too severe, I expect, the grader will not get fixed until the weather clears. I understand this actually happened 3-4 years ago and the grader was out of action for 2 weeks. How many of you on the board of trustees or in the meeting room would like to work on your vehicles outside in the weather and in the dirt during the winter when it's bitter cold, wet, and windy, or in the heat of the summer? I find it amazing that a government entity like the GID does not have weather-sheltered maintenance areas (a building with work bays) to maintain the heavy equipment needed to maintain our roads.

- This building project has already been approved. The operations manager has already collected bids for the work. I am asking any of the trustees who are now trying to undo this already voted on and approved project to explain how reversing this decision and not having a building to work on the GID's equipment out of the weather will improve our roads? Maybe you would like to work on and maintain the equipment outside in the weather so this already approved money can be spent on ... what? I am all for saving money and through personal experience, I find being penny wise and pound foolish never really works out well.

I am also looking at item 5 of the agenda and this really does not make a lot of sense to me as the board of trustees already has oversight. The way this reads is that you are asking for oversight of the oversight you already have. Will you please explain and note in the public record what you are trying to do here?

Thank you for your time.

Brian

Brian L. DiMambro

PVGID MINUTES MARCH 4, 2021

ATTACHMENT

Public Comment for Agenda Item 4.a.

FROM: John Glatthar

**Public comment to be read into the record
from John Glatthar on Agenda item #4,
the proposed maintenance building**

Thursday March 4, 2021

Successful organizations have strong leaders. A good leader, be it in the military or private sector, has certain positive traits. Among them is setting a good example for his people to follow. Further, a good leader will never ask or order his people to do something that he himself would not be able or willing to do.

With our primarily cold climate here in northern Nevada, working outside on equipment in cold conditions is not only difficult, but painful. Further, cold hands are *not* agile hands, so the risk for personal injury is much higher.

It would be difficult, if not impossible, to name any vehicle or equipment repair shop in town that requires its employees to work outdoors. Do you know of any? Yet our GID crew is expected to work on heavy equipment in brutal, harsh conditions. My question to those of you opposed to providing a basic shelter for the employees is: would you willingly work in such conditions? Not just for an hour, but for several, and over the course of several days and several months as the equipment needed repair or maintenance. If you answered "yes", then show us. Lead by example. Grab a wrench. Now, while the wind is blowing, the temps are in the high 30s, crawl under of a piece of equipment in the cold mud and get to work. Now do it again tomorrow and the next day.

If you are not willing or able to do that, you have failed as a leader, and you have no justification to order others to work in such harsh conditions. There is no need to prolong the torment - let these good men work indoors in civilized conditions - with heat and running water. They are not asking for much - only to be treated with a little respect as human beings.

CAPE SEAL AND/OR CHIP SEAL CAPITAL NEEDS

	MILES	ROADS LEFT OUT	LINEAL FEET	22' wide SF	UNIT COST ESTIMATE	ROAD IMPROVEMENT COST AT COST PER SQUARE FOOT BELOW									
						\$	0.25	\$	0.30	\$	0.35	\$	0.40	\$	0.45
P Amy (James Ranch - Ironwood) 0.88	0.88		4646.4	102220.8	0.25	\$25,555.20	\$	30,666.24	\$	35,777.28	\$	40,888.32	\$	45,999.36	
P Axe Handle (Pyramid - Curnow Canyon) 3	3		15840	348480	0.25	\$87,120.00	\$	104,544.00	\$	121,968.00	\$	139,392.00	\$	156,816.00	
P Bacon Rind (N: Axe Handle - End of Surfacing) 0.5	0.5		2640	58080	0.25	\$14,520.00	\$	17,424.00	\$	20,328.00	\$	23,232.00	\$	26,136.00	
P Broken Spur (S: Morgan Ranch - Sharrock) 0.9	0.9		4752	104544	0.25	\$26,136.00	\$	31,363.20	\$	36,590.40	\$	41,817.60	\$	47,044.80	
P Ironwood (Pyramid - Ironwood Crossover) 0.7	0.7		3696	81312	0.25	\$20,328.00	\$	24,393.60	\$	28,459.20	\$	32,524.80	\$	36,590.40	
P Ironwood (Ironwood Crossover - Pit) 2	2		10560	232320	0.25	\$58,080.00	\$	69,696.00	\$	81,312.00	\$	92,928.00	\$	104,544.00	
P Ironwood (Pit - Amy) 2.2	2.2		11616	255552	0.25	\$63,888.00	\$	76,665.60	\$	89,443.20	\$	102,220.80	\$	114,998.40	
P Range Land (Cattle Guard - Grey Van) 0.87		0.87	0	0	0.25	\$0.00	\$	-	\$	-	\$	-	\$	-	
P Right Hand C (Whiskey - End of Asphalt) 1.4	1.4		7392	162624	0.25	\$40,656.00	\$	48,787.20	\$	56,918.40	\$	65,049.60	\$	73,180.80	
P Sharrock (Broken Spur - Amy) 0.5		0.5	0	0	0.25	\$0.00	\$	-	\$	-	\$	-	\$	-	
P Whiskey Springs (Pyramid - RHC) 5	5		26400	580800	0.25	\$145,200.00	\$	174,240.00	\$	203,280.00	\$	232,320.00	\$	261,360.00	
P Whiskey Springs (RHC - End) 2	2		10560	232320	0.25	\$58,080.00	\$	69,696.00	\$	81,312.00	\$	92,928.00	\$	104,544.00	
TOTALS	18.58		98,102.40	2,158,252.80	0.25	\$539,563.20	\$	647,475.84	\$	755,388.48	\$	863,301.12	\$	971,213.76	

ATTACHMENT
03/04/2021 Meeting
Agenda Item 4.a.

ROAD SURVEY					Page 1	
Date:			Severity			
P = Paved			Low	to	High	
UP = Unpaved		Miles	1	2	3	Notes
UP	Amy (N)	0.1				
UP	Amy (Whiskey Springs - James Ranch)	1.57				
P	Amy (James Ranch - Ironwood)	0.88				
UP	Amy (Ironwood - Wilcox Ranch)	0.4				
UP	Amy (S) (Wilcox Ranch - End)	1.4				
UP	Anniversary	0.5				
P	Axe Handle (Pyramid - Curnow Canyon)	3				
P	Bacon Rind (N: Axe Handle - End of Surfacing)	0.5				
UP	Bacon Rind (N: End of Surfacing - End)	1.2				
UP	Bacon Rind (S: Axe Handle to Sky Canyon)	1.25				
UP	Bacon Rind (S: Sky Canyon - End/Sage Cyn)	0.25				
UP	Big Dog (Prairie - Turn/4700 Big Dog)	0.6				
UP	Bootstrap	0.5				
UP	Broken Spur (N)	0.2				
UP	Broken Spur (S: Whiskey - Tumbleweed)	0.38				
UP	Broken Spur (S: Tumbleweed - Morgan Ranch)	1.12				
P	Broken Spur (S: Morgan Ranch - Sharrock)	0.9				
UP	Chantry Flats	1.1				
UP	Chieftan (Pasture View - Vista Trail)	0.8				
UP	Crazy Horse (Wilcox - Yellow Tail)	0.73				
UP	Crazy Horse (Yellow Tail - End)	0.37				
UP	Crossover (N)	0.2				
UP	Crossover (Wild Horse - Twin Springs)	0.6				
UP	Curnow Cyn (Axe Handle - Quonset)	0.9				
UP	Curnow Cyn (Quonset - Top of Hill 455 CCRd)	0.9				
UP	Curnow Cyn (Top of Hill - Stop/190 CCRd)	0.8				
UP	Easy Jet (Range Land S - End)	0.4				
UP	Flagstone	0.2				
UP	Grass Valley (W) (Pyramid - End)	3.6				
UP	Grass Valley (Pyramid - Wayside)	2.6				
UP	Grass Valley (Wayside - Whiskey)	0.5				
UP	Grass Valley (S) (Whiskey - Turf Farm)	0.8				
UP	Grass Valley (Sharrock N - Turn Around)	0.8				
UP	Grey Van (Range Land S - End)	1.2				
UP	Hay Canyon	0.3				
UP	Hockberry	1				
P	Ironwood (Pyramid - Ironwood Crossover)	0.7				
P	Ironwood (Ironwood Crossover - Pit)	2				
P	Ironwood (Pit - Amy)	2.2				
UP	Ironwood (Crossover/Little)	1				
UP	Jackrabbit (S)	0.5				
UP	Jackrabbit (N)	0.5				
UP	Lost Spring	1				
UP	Mid	0.3				
UP	Morning Dove	0.2				
UP	Pasture View (Whiskey - Sharrock)	1.5				
UP	Pasture View (Sharrock - South End)	0.5				
UP	Pasture View (N)	0.8				
UP	Peak (E - W)	0.7				
UP	Peak (N - S)	1.7				

Road Survey					Page 2	
Date:			Severity			
			Low	to	High	
		Miles	1	2	3	Notes
UP	Pioche	0.2				
UP	Piute Creek (Whiskey - Turn)	0.5				
UP	Piute Creek (Turn - Stop/2155 PCRd)	1.2				
UP	Pony Springs	0.8				
UP	Prairie (Winnemucca - Big Dog)	0.45				
UP	Prairie (Big Dog - Jackrabbit)	0.55				
UP	Quaking Aspen (Wilcox - O'Hara)	2				
UP	Quakng Aspen (O'Hara - Microwave)	1.4				
UP	Quaking Aspen (Microwave - Rossow)	1				
UP	Quaking Aspen (Rossow - Mtn Aspen)	0.9				
UP	Range Land (Pyramid - Cattle Guard)	0.03				
P	Range Land (Cattle Guard - Grey Van)	0.87				
UP	Range Land (Grey Van - Peak)	1				
UP	Range Land (Peak - Winnemucca)	1				
UP	Rebel Cause	1.2				
P	Right Hand C (Whiskey - End of Asphalt)	1.4				
UP	Right Hand C (End of Asphalt - Raptor)	1.8				
UP	Right Hand C (Raptor - Ed's 3300 RHC)	0.8				
UP	Right Hand C (Ed's 3300 RHC - End)	1				
UP	Roadrunner (Winnemucca - Ernie)	1.4				
UP	Sage Flat	1.3				
UP	Sharrock (Grass Valley - Broken Spur)	0.5				
P	Sharrock (Broken Spur - Amy)	0.5				
UP	Sharrock (Amy - East)	1.1				
UP	Silver Horse	1				
UP	Space Test	0.5				
UP	Tartan	0.2				
UP	Twin Springs (Wilcox - Crossover)	0.3				
UP	Twin Springs (Crossover - Cul-de-sac)	1.6				
UP	Twin Springs (Cul-de-sac - End)	0.3				
UP	Two Forty	0.4				
UP	Wayside (Grass Valley - Yard)	0.4				
UP	Wayside (Yard - End)	0.4				
P	Whiskey Springs (Pyramid - RHC)	5				
P	Whiskey Springs (RHC - End)	2				
UP	Wilcox Ranch (Amy - Morning Dove)	0.6				
UP	Wilcox Ranch (Morning Dove - Crazy Hrs)	0.65				
UP	Wilcox Ranch (Crazy Hrs - Twin Springs)	0.4				
UP	Wilcox Ranch (Twin Springs - Quaking A)	0.75				
UP	Wilcox Ranch (Quaking Aspen - Goodher)	1.6				
UP	Wilcox Ranch (Goodher-Mid)	1				
UP	Wild Horse (Whiskey - Sharrock)	1.2				
UP	Wild Horse (Sharrock - Crossover)	1.7				
UP	Wild Horse (Crossover - Silver Horse)	0.5				
UP	Wild Horse (N)	0.8				
UP	Wrangler	0.8				
UP	Yellow Tail (Crazy Horse - Chantry)	1.3				
UP	Yellow Tail (Chantry - Pioche)	0.25				
UP	Yellow Tail (Chantry - End)	0.55				
Rev 06-03-2020	P = 19.95	UP = 73.30	Total	93.25		

CAPITAL OUTLAY BUDGET PROJECTIONS

[Note: All Items, Except Welding Truck, Approved at June 25, 2020 Meeting]

February 18, 2021 Meeting Agenda Item 4.f.

Priority	Item Description		Upper-end cost to purchase	Notes
1	Building to include maintenance shop, office, and bathroom (office trailer would be sold and monthly rental of Sani-Hut restroom would end = \$1,690 year)		\$100,000	Propose adding \$25k to FY21 Budget Propose \$150k for FY22 Budget
2	Water Truck (would sell 2005 Int'l water truck)		\$60,000	
3	Pickup Truck to replace 1983 Ford welding truck		\$15,000	
4	Water Tank (would replace the tank on the 1995 Peterbilt water truck)		\$28,000	
5	Grader (would sell John Deere 670 grader)		\$100,000	
6	Tilt Bed Trailer (would sell Zieman tilt bed trailer)		\$20,000	
7	Excavator (would sell 1989 Case dozer)		\$75,000	
8	Loader (would sell 1990 Case loader)		\$60,000	
9	Hot Patch / Edge Paving Program Equipment:			
	Paver	\$30,000		
	36" smooth-drum roller	\$15,000		
	Trailer for roller	\$10,000		
	Tack pot	\$15,000	\$70,000	

Possible motion:

I make a motion to approve an increase of \$25,000 in the fiscal year 2021 capital outlay budget, \$150,000 for the fiscal year 2022 capital outlay budget, and add a pickup truck to replace the 1983 Ford welding truck to the list of capital outlay items the Operations Manager is authorized to purchase.

PVGID 2021 PAVEMENT REHABILITATION (PROPOSED)

I. Edge Reinforcement Paving

- Scope: Whiskey Springs from Amy to Right Hand Canyon
- Cost:
 - a) Past 2 years 15.2 edge miles at \$200,000 or \$13,160/mile
 - b) Whiskey Springs from Amy to Right Hand Canyon - 4.2 edge miles
 - c) Estimated probable construction cost - \$55,272

II. Chip Seal (not Cape Seal) Whiskey Springs and Ironwood

- Scope - as budget allows:
 - a) Ironwood - 22 ft x 5 miles 580,800 sq ft
 - b) Whiskey Springs - 22 ft x 2.6 miles 302,016 sq ft
 - c) 3/8" chip, CRS-2 emulsion, SSH fog seal
- Cost - \$0.35/sq ft:
 - a) Ironwood \$203,280
 - b) Whiskey Springs \$105,705

III. Recommendations

- 1st Contract
 - a) Edge Reinforcement Whiskey Springs \$ 55,000
 - b) Chip Seal Whiskey Springs 128,000 sq ft/1.1 miles \$ 45,000
 - Estimated Probable Construction Cost \$100,000
- 2nd Contract:
 - a) Chip Seal Whiskey Springs 1.5 miles \$ 60,000
 - b) Chip Seal Ironwood 1 mile± \$ 40,000
 - Estimated Probable Construction Cost \$100,000