

SPECIAL MEETING

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

Thursday, June 17, 2021

MINUTES

Trustee Greg Dennis called the special meeting of the Palomino Valley General Improvement District (PVGID or GID) to order at 5:02 p.m. Thursday, June 17, 2021 at 21555 Pyramid Highway, Reno, Nevada.

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

2. **Public Comment (limited to three minutes per speaker):**

Trustee Otto asked where did the closed session meeting recordings and minutes go?

Trustee Johnson stated the closed session audio recordings and minutes were confidential.

Trustee Otto clarified that he wanted to know if the minutes from past closed sessions could be reviewed by future Board members, such as Trustee Helton?

Trustee Johnson agreed that current and future Board members had a right to review previous closed session minutes.

Trustee Johnson explained these annual closed sessions for employee evaluations were necessary to discuss employees' performance and what areas you expected an employee to improve, and hold those employees accountable from year to year.

Trustee Otto asked if this was where you could give warnings?

Cathy clarified that in the closed session, no action such as hiring, firing, reprimands, etc. could be taken during the closed session; any such actions would have to be taken during the open session. Discussion during the closed session could only be regarding an employee's character, professional competence, etc.

Trustee Johnson clarified that during the closed session, Board members could express disappointment or criticism, state areas where the employee needed improvement, state what was unacceptable, etc.

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

3. **Retire to Closed Session:** Trustee Johnson made a motion to go into a closed session, pursuant to NRS 241.030, to review the performance appraisal of Equipment Operator, Chuck Blower, and Operations Manager, Shawn Kelly. No action would be taken and discussion during the closed session would be limited to considering the character and professional competence of said employees. Trustee Patterson seconded the motion, and hearing no opposition, the Board went into the closed session.

In response to Trustee Otto's question, Trustee Johnson explained we have evaluation of our personnel under the same closed session every year.

Reconvene for the Open Session of the Special Meeting.

Trustee Greg Dennis reconvened the special meeting at 6:01 p.m.

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

Trustee Dennis stated at the last Board meeting, Dan Helton was appointed to fill the vacant Trustee position. Trustee Dennis explained, to his knowledge, Mr. Helton had not signed his oath of office and had not completed the two required filings.

2. **Public Comment:**

George Boyce asked if anyone was interested in talking with our Federal representatives about getting the PVGID any money to better our roads from the infrastructure bill that would eventually be passed? The PVGID needed to get in line for some of that infrastructure money.

Shawn Kelly read a statement into the record (see attached). He said his statement was in response to and clarification of the comments made at the May meeting by the Trustee who resigned from the Board in May.

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

3. **Election of Officers by Board of Trustees:**

Cathy referred to a handout (see attached) which listed the current officers, and noted that the Vice President position was vacant. She also mentioned that the Secretary and Treasurer positions could be combined.

Trustee Dennis explained that we had a resignation by a Trustee who was the Vice President.

Trustee Johnson made a motion to elect Trustee Dennis as President, Trustee Patterson as Vice President, and Trustee Johnson as Secretary/Treasurer. Trustee Otto seconded the motion, and hearing no opposition, the motion passed.

4. **Approval of Minutes – May 20, 2021:**

Trustee Johnson suggested a clarification to the third sentence in the first paragraph on page 5, as follows:

From: “He said what Trustee Johnson had done in the past with increasing the slopes, like on Range Land, did very well.”

To: “He said what Trustee Johnson had done in the past with increasing the roadway crowns, like on Range Land, did very well.”

Trustee Dennis requested a clarification be made to the fourth paragraph under agenda item 7. Road Maintenance Reports on page 4, as follows:

From: “Trustee Dennis stated his job was to look out for the community and the taxpayers who paid for the GID, not to deal with what he considered insubordination. In looking at insubordination, he said one item of an individual’s action at one point in time, for all the good that individual does; what’s the scale? You must look at things like this and you must be patient because some people get very anxious about new bosses. He said they were working it out.”

To: “Trustee Dennis stated his job was to look out for the community and the taxpayers who paid for the GID; not necessarily what could be possibly considered insubordination. In looking at insubordination, he said one item of an individual’s action at one point in time, for all the good that individual does; what’s the scale? You must look at things like this and you must be patient because some people get very anxious about new bosses. He said they were working it out.”

Trustee Patterson made a motion to approve the May 20, 2021 minutes as amended. Trustee Otto seconded the motion. Hearing no opposition, the motion passed.

5. Payment of Bills and Other Financial Matters:

a. Transaction Report and Payment of Bills:

Cathy Glatthar reviewed the transaction report (see attached). The total cash in all accounts was \$575,237.11. Income for the month was Consolidated Tax (CTX) \$43,323.13 and LGTA (Fair Share) \$3,726.15.

Cathy reviewed several of the payments: 1) A&H Insurance for the annual property and liability insurance policy renewal for \$9,308.11, which was a slight increase over last year mainly due to equipment purchases and normal rate increase from year-to-year; 2) Teichert/Pyramid Materials for 359.18 tons of Class E for Quaking Aspen Road for \$1,955.78. Cathy noted at last month’s meeting, the Board pre-approved a payment to Teichert in the amount of \$767.81 for 141.01 tons of Class E for Quaking Aspen Road.

Cathy stated they had not received the bill from SNC (Sierra Nevada Construction) for the chip seal project, but it should be close to the contract amount of \$180,000; she asked the Board to preapprove the payment tonight so it could be made before the next meeting.

Trustee Johnson explained 600,000 square feet of chip seal was done which was the contracted amount and the invoice should come in at \$180,000.

Trustee Johnson made a motion to approve the transaction report and pay the bills, including preapproval to pay SNC’s bill for the chip seal project. Trustee Patterson seconded the motion, and hearing no opposition, the motion passed.

b. Estimated Operating Funds Report:

Cathy Glatthar referred to the report (see attached) and stated that the estimated net operating funds for road improvements as of August 31, 2021 was \$441,293, which was slightly higher than last month by about \$16,000. She said to keep in mind that SNC’s \$180,000 had not been taken out of that total; nor had the \$85,000 for the edge paving contract.

Trustee Johnson stated the operating funds available by August 31st would be approximately \$176,000.

Cathy continued and stated actual revenue was greater than the year-to-date estimated by almost \$26,000, which was mostly due to CTX coming in higher than estimated.

6. Road Maintenance Reports:

Trustee Dennis asked if there were any public comments on items 6a through 6d?

Cathy asked that public comment be solicited during each agenda item in an effort to keep the topics in agenda order.

a. Road Reports:

Trustee Dennis said he had been driving on a few of the roads that had the mag-chloride applied and he was very impressed with its durability. We have had rain on those roads and they have held up without potholing, unraveling, etc. Issues had been brought up about not being able to grade, etc. but it was such an improvement, that maybe we should consider using more mag-chloride.

b. Operations Manager's Report:

Shawn reviewed the Operations Report (see attached) and stated they graded a number of roads, hauled Class E and spot-spread about 500 tons on about a one-mile section of Quaking Aspen Road, addressed the issue with the crown on the first section to the block house on Right Hand Canyon Road by placing approximately 150 yards of Class E, and had some typical maintenance on vehicles. He stated it was getting hot and dry, and asked people to please slow down.

Trustee Johnson said the mag-chloride certainly retards the washboard of the roads tremendously. Whenever we graded Amy short, and the intersections with Ironwood and Wilcox Ranch, those roads, untreated, would washboard/corrugate within one week of grading. The mag-chloride had glued that surface tremendously to where those washboards did not form.

In answer to Trustee Dennis' question, Trustee Johnson stated without the mag-chloride, we lose the minus-200 fraction in dust that just goes away; that was one of the factors of over the years our roads being depressed. Some of that was improper grading, too, and putting excess material on the shoulders. He explained our roads are recessed for a couple of reasons, because we lose material due to fines; we pump fines back up to the surface when they get wet in the wintertime, and we blow them away the next summer. When that cycle goes on for 40 years, the roads go down and become depressed. He said so far, he was fairly well pleased with the performance of the mag-chloride that had gone down.

Trustee Dennis thanked Shawn for reintroducing mag-chloride and coming up with a formula; it had worked so far as he could see.

Trustee Otto said he thought one of the reasons why that spot where you turn onto Amy short from Ironwood washboarded out so quickly was because all that was done was the washboard was just filled with loose material. That happened on a lot of the roads out here; they weren't turned over deep enough, conditioned with water and compacted. He said you saw how [Amy short] lasted before the mag-chloride was applied; that was because the material was put down thick enough, with water, beat it in and it stayed for quite a while.

Trustee Johnson said as a geotechnical professional, he disagreed with Trustee Otto. Trustee Johnson explained we had added material to that return; we had added aggregate base, we had added DG (decomposed granite), we had added all sorts of material, in all kinds of depths, for the past 12 years that he had been on this Board and nothing had performed nearly as well as Class E with sufficient binder that locked up, but that still washboarded within a couple of weeks. When it was glued together with the mag-chloride, six weeks later, it still had not washboarded.

c. Capital Outlay Including Maintenance/Office Building Options:

[Refer to attached handout]

Trustee Dennis explained the capital outlay balance [of \$91, 537] had already been allocated and approved by the Board.

Trustee Johnson stated that at the last meeting he had requested a series of alternatives and associated costs be presented tonight. The maintenance shop was one alternative, the raising of Range Land Road was another alternative, spending similar dollars to import Class E and cover up more roads was another option. He said he envisioned a discussion of each of those items; the pros and cons, their costs, and the Board establishing priorities.

Trustee Dennis asked if Trustee Johnson wished to combine this capital outlay agenda item and agenda item 6 d iv: Future Road Improvement Projects?

Trustee Johnson replied that was correct.

Trustee Dennis said that would be combining the \$176,000 for future road improvement projects and the \$91,000 for capital outlay for a total budget of approximately \$267,000 through the end of August [2021].

Trustee Patterson reported on the building options. He began by addressing the sanitary conditions of the office trailer. He stated he was a plumber by trade and said he worked with Shawn on this, and they came up with a game plan. He explained they needed up to \$5,000 to get water to the trailer and hook up the sewer to the septic. They would leave the trailer as is, and bring the sanitary conditions to it and lose the Sani-hut.

Trustee Otto asked if that required our crew's labor and equipment to do that?

Trustee Patterson said the plan, as he discussed with the Operations Manager, was that the crew would do the work, and it was pretty basic, and would not take too much time.

Shawn said it was pretty simple and entailed putting some pipe in and connecting to the existing septic system.

Trustee Patterson added that it probably wouldn't take \$5,000, but they were unsure of the condition of the water heater and other fixtures, including a big wash basin that would replace the existing small sink.

Trustee Otto said he thought it was a good thing to have completed.

Trustee Johnson asked if the water was potable?

Shawn said the water would come from the elevated storage tank and would not be used for drinking; they have bottled water from Alhambra for drinking.

Trustee Dennis clarified that the office trailer would remain as a standalone office trailer, and the maintenance building would not have an office or a bathroom; it would only be a shop building.

Trustee Patterson then discussed the maintenance building and reported that the road committee had discussed reducing the size of the building to 40' x 50' with two bays. In order to reduce costs now, the thought was to do this building project in phases. He said he spoke with the project consultant at the metal building

manufacturer about getting the building now, storing it for about a year, and then doing the build out in 2022. Trustee Patterson explained that the project consultant said that was a common practice right now because of the price of steel. The idea was to order the structure (which included the engineered plans, materials, and everything delivered for the building itself, with the foundation plans, and with the doors) and that total cost would be \$44,550. What was not included in this initial cost was the concrete (estimated \$22,000 to \$24,000), the erection (estimated \$15,000 to \$16,000), and the insulation (estimated \$4,950) leaving a balance of approximately \$41,000 in another phase to complete the project.

Trustee Johnson said that would be a good \$100,000, or more, total.

Trustee Dennis said getting electrical to the building would be another cost, along with permitting costs. He said if we were going to buy the building, he thought at the same time the plans and the design had to be part of the purchase so we could get those plans submitted to the building department for approval. Then the people who would submit the structural engineering components (foundation, wind loads, etc.), would be required to submit that for approval as part of the building purchase contract. He did not want us to be stuck with a building that did not meet County building codes.

Shawn said typically metal building outfits have the codes, wind loads, snow loads, etc. for your area.

Trustee Otto said he built a metal building a few years ago, and the County required him to have an architect. He found it necessary to get the building permit okayed before he bought the building. The permit was good for 18 months, and that fits with this plan. You would have to submit the architectural and structural plans to the County and get it approved and then purchase the building.

Trustee Dennis said the question was do we buy the building after we have the plans done or do we buy the building and contract with the building company to supply us with the structural drawings for the building?

Trustee Otto said the building company would supply the structural drawings ahead of you buying the building; you pay them for those drawings.

Trustee Dennis said the equipment capital outlay priorities previously discussed were a water truck and a replacement water tank for the 1995 Peterbilt water truck for an estimated net cost of \$53,500. He explained these items were already approved and asked if these would remain as priorities?

Trustee Johnson said he saw items 4 through 9 [on the handout] as being a wish list, and asked Shawn what his priorities were with the \$91,000 budget?

Shawn stated basically the water truck was still a priority and he was trying to find one, but they were hard to find and he might have to have one built.

Trustee Johnson clarified that he was including the building in the \$91,000 budget.

Shawn said then the building, the water truck, and the replacement water truck tank were his priorities for the \$91,000 budget.

Trustee Otto said he had the capital outlay list from April and the four items (water truck, water tank, pickup truck, and tilt-bed trailer) agreed to in April added up to the \$91,000 budget.

Shawn explained back in April the building was not being considered because a subcommittee was set up to explore the options. Now the building was back on the list as priority item number one.

Shawn stated his capital outlay priorities were, as follows:

1. Water and sewer hookup to the office trailer
2. Purchasing the maintenance building and storing it on site
3. Water truck
4. Replacement water tank

In answer to Trustee Otto's question, Shawn explained the tilt-bed trailer could wait until after August when the next fiscal year's capital outlay funds become available.

In response to Trustee Dennis' comment, Cathy clarified that \$91,000 was available for capital outlay and \$176,000 was available for Class E and future road improvement projects through the end of August (2021).

In response to Trustee Dennis' comment, Trustee Johnson explained next summer we should have approximately \$440,000 for road improvements; that the \$176,000 was what was remaining for this summer (through the end of August).

Trustee Patterson said with the price of steel going up, he was leaning towards saving some money on the building by purchasing the building materials and storing them on site.

Chad Sousa, in the audience, suggested to purchase the equipment needed this year, and purchase the building and build it next year.

Marvin Reed, in the audience, commented on the work done on Right Hand Canyon Road. He stated the first section was holding up really well, except there was a lot of gravel coming up. From the block house to up past his house, the washboard was worse now than before the material was added. Now, between the block house and that corner, that was like pavement. Maybe not enough water was put down?

Marvin Reed asked if they get the building, will the crew do the equipment repair instead of subbing it out?

Trustee Dennis explained that they would do both; that sometimes it was optimal to sub out the work and other times the crew has the part and can make a repair and not have a lot of downtime.

Mr. Reed opined that they would be better off to sub the work out.

Trustee Dennis said there were many who thought the same thing, and he did originally, until he saw what Shawn could do mechanically.

Mr. Reed then asked Shawn why he didn't pre-wet the road on up Whiskey Springs up to the Right Hand Canyon junction before it was bladed?

Regarding the material in front of Mr. Reed's house, Shawn explained that was during a time-frame when the material from the former Martin Marietta pit was from a different section (it was not the special Class E that the GID was currently getting), and the material was not good, but the trucks were already loaded and on their way. Unfortunately, it was a slurry sand and had no binder in it. Shawn explained that he had bladed the road before the material was laid, and the washboard was coming

back because the material was bad sand. He said he was going to mix in good material and it would settle and be like the material just past Mr. Reed's house.

Trustee Otto said before any purchased material was put down, the original ground needed to be prepped.

Trustee Johnson said that was a separate issue than what Mr. Reed was talking about. What Mr. Reed was referring to was clean, cohesionless sand that was going to washboard. Shawn got some bad material out of the pit; it was not the subbase. We needed to cover it up and refine that material.

Shawn added that there were some roads, like Quaking Aspen, that can't be prepped by pulling material from the sides. Some areas of Quaking Aspen were all rock and all they could do was cover it with the Class E. Every road was different, and his goal was to make those roads as smooth as possible. Smooth roads saved us time and money on trucking, because if the roads were rough, the truckers drive slowly.

Trustee Johnson said it was not a matter of every road being different, it was a matter of every 500 feet being different.

Trustee Dennis returned to the capital outlay discussion, and commented that in regards to the building, we needed to consider the added expense of having the plans completed, the structural engineering completed, so that when we purchased the building, the plans, at the same time, were going to the building department. Otherwise, we could sit on a building for a year and end up with something we could not use, and that would be unacceptable.

Mr. Reed said there were several old-time builders here in town, and what should be done was to get a hold of one of those contractors, give them what you would like to have done, and tell them you were taking bids from the ground up.

Trustee Johnson said Shawn had stated his priorities, and now the Board should discuss what their priorities would be.

Trustee Otto said he was more inclined to replace the old equipment.

Trustee Patterson said from interacting with Shawn on the Road Committee and being in the yard more often now and getting familiar, he was still on the building side and definitely the water trucks.

Trustee Johnson agreed that the first priority was to plumb the existing trailer. He said he was waffling about buying part of a building this year and trying to erect it next year; he would prefer, if they were going to do a building, that we did it all at once. He said he would lean towards Trustee Otto's suggestion. He said doing the office trailer would be first priority, water truck and water tank would be the next priorities, pickup truck and tilt-bed trailer would be next priorities; that was where he was leaning. Not do the building until the Board felt they had appropriate funds and do it all at once; he was concerned about both the inefficiencies and we didn't know if the building codes would change next year.

Trustee Dennis said on top of that, we would be waiting nine months for a building permit to be approved; no matter what, we were nine months out. There were a lot of unknowns.

Trustee Johnson agreed that there were a lot of unknowns if you try to buy and store a building and erect it next year.

Shawn said when the building was first approved, it was \$90,000 for a 50' x 60' building, now it was that amount for a smaller, 50' x 40' building. We kept losing the size of the building due to the rising cost of steel. He said if something were to happen, he had a knack for selling stuff, and he would sell that building and not take a loss.

Trustee Otto said he had seen a ton of steel buildings that were never put together; they were for sale and just laying on the ground. He hated to see a steel building laying on the ground for a winter and not getting constructed. He was willing to take a chance that the building would cost \$10,000 more in a year, and in a year's time, we may change our mind and go bigger or smaller.

Trustee Dennis said he agreed with Trustee Johnson that the water and sewer hookup for the office trailer was first priority; that was \$5,000. Regarding the building, there were two options in his mind and one was a lot more than the \$44,000; we needed plans, stamped drawings, a site plan, and whatever it took to get a building permit through the County. To him, without having that completed, he didn't think we should buy the building right away. However, he said when he looked at Shawn, Shawn was marvelous at putting the equipment together, at fixing things and getting things done, and Shawn puts a lot of effort into that, but working out in inclement weather was asking a lot. He said it was a quandary for him; he knew that Shawn was looking forward to having the building, but he also wanted to have the [road] improvement projects done, which would save us a lot of headaches too because time wise, the more we could do with Class E and chip seal, so that Shawn didn't have to touch those roads, the more Shawn would be able to do and the better off the system would be. He said if the water trucks go down, that would be very damaging to us because we need those water trucks in the summer time; it was critical to have those water trucks in the summer. The water trucks would be his next priority; maybe the pickup and the tilt-bed trailer could wait until next year.

Trustee Johnson said one option here would be for the Board to decide, are we going to build this shop, this year, next year?

Trustee Dennis said that would give the employees some incentive.

Trustee Johnson continued and said, if the answer was yes, and if the water truck and the water tank was the second option, then one approach would be to take the remainder of our available budget and set it aside as a building fund. We could start the building permit process at the end of the year and we should have a building permit by this time next year. He wanted the building project to be done in one coordinated set of design and construction. He reiterated that the Board needed to decide if they were going to do this; was the \$100,000 for the building doable here within this year and next year; was this the priority the Board wanted to set? If that was the case, plumb the office trailer now, and possibly wait until this winter to initiate the building permit process and maybe the building could be built next spring or early next summer.

Trustee Otto wanted to know if there were any other types of buildings that would provide what we needed, that would be cheaper?

Shawn said we solicited three quotes, and for the second quote, the building was \$20,000 more.

Trustee Otto said he built one of these buildings two years ago, and the company that he used provided everything except the door knob. He said the company was the Metal Building Outlet.

Shawn stated that was the same company he was dealing with.

Chuck Blower said he knew that the reason why they wanted to buy the building and store it was to lock in the price. He wanted to know if a deposit could be made on the building in order to lock in the price? He said he was concerned that if they did not lock in the price, they would have to spend more money for less.

Trustee Otto said the building company would not do that because they knew the material costs would change. He said he was told that when he bought his building; the quote was good for just 30 days.

In answer to Trustee Dennis' question, Cathy clarified that \$150,000 was budgeted for capital outlay for fiscal year 2021-2022. She explained in September we would receive the largest ad valorem revenue payment of over \$100,000.

Trustee Patterson made a motion to allocate up to \$5,000 to hookup water and sewer to the office trailer, \$53,500 (net cost) for a water truck and a replacement water tank, and the remaining balance of the \$91,537 capital outlay budget through the end of August 2021 to be placed in a fund for the maintenance building. Trustee Johnson seconded the motion, and hearing no opposition, the motion passed.

d. Road Improvement Projects:

i. Status of Pavement Rehabilitation Projects:

Trustee Johnson explained the chip seal project was completed for this year. The edge reinforcement project was scheduled for Friday, June 25th. A shoulder paver would be used to overlap the Cape seal and add width and thickness of actual asphalt concrete pavement to the outside edge of the Cape seal. He explained the edge paving would be done on the segment of Whiskey Springs from Amy up to the intersection of Right Hand Canyon, and also on Amy Road from the intersection of Ironwood north to Sharrock. That section of Amy would require some patching that would be done with the shoulder paver. He stated Shawn was prepping those roads for the edge paving, and Shawn needed to sweep those roads again on Thursday afternoon.

Shawn explained he had left a windrow of material to use as shoulder backing after the edge paving was completed.

Trustee Johnson said the edge paving project was not a prevailing-wage job and it would come in under the contract amount because he didn't believe they would use the amount of material stated in the contract.

In answer to Cathy's question, Trustee Johnson said pre-approval of payment for the edge paving project was not necessary; the invoice could be paid at the July meeting.

ii. Use of Dust Palliative/Road Stabilization Product Mag-chloride:

Trustee Johnson said we had already discussed mag-chloride. He said he presumed that we weren't going to do anymore mag-chloride this year?

Trustee Dennis said he had a discussion with the Road Committee. He had gone out on the roads during the two storms we had; especially after the second storm because we had easily accumulated two inches of rain. He stated when he drove the roads with mag-chloride-treated Class E, those roads had held up far better than any of the other roads. He explained that he and Shawn had talked about increasing the use of the mag-chloride by another \$20,000. We would save our road crew a lot of time if those Class E-surfaced roads were treated with the mag-chloride.

In answer to Trustee Johnson's question, Cathy reviewed the list of roads discussed by the Road Committee to treat with mag-chloride, as follows: Quaking Aspen - 2 miles (beginning at Wilcox Ranch); Right Hand Canyon - two segments totaling 1.2 miles; Twin Springs 0.3 miles (from Wilcox Ranch to Crossover); Wilcox Ranch 4 miles (from Amy to Goodher); and Wild Horse - 2.9 miles (from Whiskey Springs to Crossover), for a total of 10.4 miles. Cathy explained the 21,000 gallon tank of mag-chloride should cover 10.5 miles at a cost of \$17,250.

Shawn added if the Range Land project was done, it could be added to the list for mag-chloride treatment.

In response to Trustee Johnson's comment, Shawn said, where needed, those roads would be topped off and prepped prior to being treated with the mag-chloride.

Shawn said they would save so much time this summer if those listed roads were treated, and soon.

Trustee Johnson made a motion to spend up to \$20,000 on mag-chloride from Dustbusters for the roads listed above. Trustee Patterson seconded the motion.

In response to Trustee Dennis' question, Shawn explained that we would get full-strength mag-chloride and apply it to the roads at a half-rate. He explained the company would not charge a rental fee for the tank as long as we continued to periodically buy product. He said if they spent the \$20,000 approved tonight, that, if needed, he would come back to the Board and ask for approval to order more mag-chloride.

Upon a vote, the motion passed unanimously.

iii. Surfacing Roads with Special Class E:

Trustee Johnson said Range Land Road (the first half mile starting at Pyramid Highway) needed to be addressed. He said with a poor subgrade, Cape seal does not perform. He said Shawn made some attempts at patching that did not work. He said he wanted to raise that segment of roadway up to Gray Van, approximately 12 inches with granular material hauled from the shoulders from the west end of Range Land and place it as a structural fill and then cap it with Class E. He said then in the future, if the Board chose and had sufficient budget, to Cape seal the segment from the highway all the way to the end of the existing Cape seal.

Trustee Johnson stated he asked an earth-moving estimator for an estimate for a contractor to move the material (loader and trucks) and have our crew place and compact, and another, separate estimate to have a contractor do all the work. He

said for that segment from the highway in to Easy Jet would be \$25,000. He said he wanted to have that as a priority for this year, and have our crew cap it with a veneer of Class E.

Shawn said we already had a stockpile of Class E in the yard that was planned to be used on Range Land and it was already paid for.

Trustee Johnson said out of the \$176,000 we had for road improvements, he was proposing to spend \$25,000 of it to raise Range Land and in addition to that, have our crew cap that with a wearing surface of Class E.

In answer to Trustee Otto's question, Trustee Johnson stated the Cape seal in that area would be left in place and covered up.

Trustee Otto asked if the material on the far end of Range Land would be brought down and placed ... would the dust palliative work on the surface of that material in lieu of spending money on capping it with Class E and putting dust palliative on the Class E?

Trustee Johnson explained the Class E was a "dirty" aggregate base; it had gravel, it had strength, it interlocked. We had put mag-chloride on Range Land before and the far end of Range Land didn't last two weeks because the mag-chloride needs a slight plasticity to really work.

Trustee Otto asked, for a level elevation, what would the first section of Range Land need?

Trustee Dennis said from the highway to Easy Jet there was a large culvert that drains to the north. It would be sufficient if we raised that area, from the highway to Easy Jet, a foot; we would easily get the drainage we needed to get the water out of that area. From Easy Jet to Gray Van was a severe depression and would require a significant import of material in order to bring it up.

Shawn said he could get on that shoulder and under that fence, like he had done on Piute Creek, roll his blade over, do a little scraping and get that water to go right under the fence, without breaking the fence.

After some discussion, Trustee Johnson said the main purpose was to get the road elevated and keep the water off the road.

George Boyce said he lives on Range Land. He said he did not see a need to put a foot of fill dirt on that section from Pyramid to Easy Jet because it was already draining. He said if they wanted to improve the drainage, then they should take the dirt from the south side that was pushed up there, and haul it away; it was a good foot and a half higher than the land.

Trustee Johnson explained that country drains very flat, but it drains from southeast to northwest. He said that berm has been there for years. He explained one of the side effects was that it all drains by sheet flow, and when that comes across that country and hits that little berm, it ponds before it gets to our roadway. He said he didn't like it, but it was effective in keeping water from getting to our road. He addressed Mr. Boyce and stated the reason why the road needed to be raised and strengthened was because the subgrade there was clay-rich and very low strength. When the Cape seal was put down back in 2012, it promptly failed because the subgrade was weak. He said he needed to cover that up with strong material, and that was why the road needed to be raised.

Mr. Boyce said then they should take out the Cape Seal, dig out a foot of subgrade, and then bring in a foot of road base; do it right.

Trustee Dennis said raising the road would be doing it right.

Trustee Johnson stated raising the road was highly superior.

Trustee Otto said it would accomplish one more thing by creating a damn there and water wouldn't sit on top of it, and take the water down to the culvert.

Mr. Boyce said the problem he saw was if they created a lake on his property, he would hold the Board responsible.

Trustee Johnson asked Mr. Boyce what side of the road he lived on?

Mr. Boyce said he lived on the north side of Range Land.

Trustee Johnson said this would prevent water from going onto Mr. Boyce's property.

Shawn said Mr. Boyce gave the GID permission to go onto his property and that culvert does exit onto Mr. Boyce's property, and asked Mr. Boyce if that was a problem?

Mr. Boyce said that was not a problem.

There was some further discussion with Shawn stating to Mr. Boyce that the GID would be sure the water did not negatively impact Mr. Boyce's driveway.

Trustees Patterson and Otto expressed support for having the Range Land Road project done.

Trustee Johnson warned everyone that contractors were incredibly busy this summer, and we'd be lucky to get this project done this fall.

In answer to Trustee Otto's question, Trustee Johnson explained he received the estimate from Jeff Paddock who retired from Atlas, Peavine, Granite, and Joy Engineering. Mr. Paddock's method would be to use loaders and belly dump trucks.

Trustee Dennis stated that estimate was approximately 70 cents per square foot (1,800 feet long times 20 feet wide equals 36,000 square feet for \$25,000).

Trustee Johnson said he would put out a bid package and have quotes to review at the next meeting.

Trustee Dennis added that there were driveway entrances along Range Land that would need to be raised in order to match the new roadway elevation.

Trustee Johnson agreed and said that should be done with Class E.

For the next meeting, Trustee Johnson said he wanted to see, for the Board's review, a list of priority roads to be surfaced with Class E.

iv. Future Road Improvement Projects:

Trustee Johnson explained for next year, he wanted to continue the chip seal program. He wanted to finish Ironwood Road from where they left off this year to Amy. His second priority would be to finish Whiskey Springs from Amy to Right Hand Canyon. He said we'll need to look at quantities, dollars, and budget for next year, because a natural section to chip seal next would be Amy from Ironwood to Sharrock.

Trustee Dennis said the Range Land Road Cape seal would probably expire soon and needed to be considered.

7. **Old Business:** None

8. **New Business:**

a. **Action on Closed Session (if any):**

Trustee Johnson stated there was no action to be taken on the closed session.

b. **Employee Compensation and Public Employees' Retirement System (PERS) Rate Increase:**

Trustee Dennis explained that employee evaluations were done and came back as "very satisfactory" for both employees; the employees had been working very hard.

In answer to Trustee Johnson's question, Cathy explained there would be a PERS rate increase this [upcoming] fiscal year. She explained our Equipment Operator was on the Employee/Employer Paid contribution plan, with each paying half, and that "half" rate was increasing from 15.25% to 15.50%; 0.25 percent increase.

Cathy explained our Operations Manager was on the Employer Paid contribution plan, with the employer paying the entire amount, and that rate was increasing from 29.25% to 29.75%; the employee was to share 50/50 in the rate increase of 0.50%, so the employee's share would be 0.25%.

In answer to Trustee Johnson's question, Cathy explained there were two contribution plans and the employee's are allowed to choose which plan they wanted. With the Employee/Employer Paid contribution plan, the "half and half" plan, if an employee leaves prior to being vested, that employee's contributions would be refunded. And, no, the GID would not get the contributions the GID made on the employee's behalf, refunded back to the GID; it stays in the PERS system.

Cathy stated she had three handouts (see attached), one was the CPI (Consumer Price Index) and she stated she had both the CPI for the "West" and the CPI for the "U.S. city average" and to move the decimal point two places to the left [i.e. 283.507 equals 2.83507]. She said she provided scenarios for hourly pay raises, with the Operations Manager's scenarios netting out the employee's 0.25% share of the PERS rate increase.

Trustee Johnson calculated the cost to the GID for the Equipment Operator's PERS rate increase of 0.25% to be [6.25] cents per hour.

Shawn made a statement that he was ecstatic that they were going to get a building, so he would be willing to forego a raise.

In answer to Trustee Patterson's question, Cathy said, at this time, she did not know what the health insurance premiums would be for the upcoming renewal period.

Trustee Johnson then calculated the cost to the GID for the Operations Manager's share (half of 0.50%) of the PERS rate increase of 0.25% to be [8.75] cents per hour.

Trustee Johnson said his philosophy as an employer, was when there was a cost of living increase and if you did not match that, you were giving your employee a cut in pay, and he did not think that was appropriate. He stated he was in favor of giving both employees a 3% raise.

Cathy reviewed the scenarios and stated for the Equipment Operator, a 3% raise would be 75 cents more per hour, for a new hourly rate of \$25.75.

Trustee Patterson said he also was leaning towards the 3% rate increase for both employees; partially, too, because we were waiting to see what the health insurance increase would be.

Cathy then stated for the Operations Manager, a 3.25% raise less the 0.25% PERS rate increase share netted out to a 3% pay raise, which would be \$1.05 more per hour, for a new hourly rate of \$36.05.

Trustee Johnson made a motion to give both employees a net 3% raise. Trustee Patterson seconded the motion, and hearing no opposition, the motion passed.

Cathy stated, for the record, that the raises would be effective with the pay period that included July 1st.

9. Judicial/Government Affairs:

Louie Test was not present.

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

- Our next meeting would be July 15th.
- Cathy said each year we send a copy of the Air Quality Management Permit to operate the Wayside aggregate pit to Washoe County Planning and Development in compliance with the Wayside special use permit. She stated she had sent the permit and receipt had been acknowledged.
- Cathy said she would be having the annual fiscal reports published on or before July 1st.

11. Correspondence:

- Cathy reported receiving a letter from the Department of Taxation stating that the GID's final budget for fiscal year 2021-2022 was in compliance with the law and appropriate regulations.

12. Public Comment:

George Boyce stated on this deal with Congress and what they were doing, that also in their funds, since the GID had the right-of-ways for these roads, there was also something like \$50 billion for fiber optics; it was only for rural areas. He clarified the GID had the right-of-ways for these roads, and the GID could give these fiber optic companies the facilities to put the cable in.

Trustee Johnson said in actuality, the public access easements were public access and utility easements; they have the right to build utilities within 33 feet of centerline of all the roads.

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

13. Board Member and Staff Items:

- Trustee Otto requested to have on the next agenda an item regarding general road grading requirements. He said he had a list that he would submit for discussion at the next meeting.

- In regards to Mr. Boyce's earlier comment, Trustee Patterson said he was willing to speak with Congressman Amodei about infrastructure bills.

Trustee Johnson explained that the GID did not qualify, but Trustee Patterson could always ask.

In answer to Mr. Boyce's question, Trustee Johnson explained the GID did not qualify because the GID roads were set on public access easements. Other public entities, such as NDOT, the counties, and the cities, own the right-of-ways.

Trustee Dennis asked if there was a way for the GID to have the property owners dedicate the easements to some public entity so the GID could get gas taxes?

Trustee Otto said the Spanish Springs Homeowners Association did that; the County took over those roads.

Trustee Johnson said it would have to go to a popular vote.

Trustee Dennis said that was true and the next election was coming up and that would be the time to do it.

Trustee Otto asked if the roads would have to be brought up to County specs?

Trustee Dennis said he wasn't sure, but there were issues we'd have to look at, but if we got our foot in the door for part of the gas tax and other money, that would be good, would it not?

Cathy asked if they wanted an item on a future agenda to set up a subcommittee to explore this matter? She said Louie Test might have some insight on this matter.

Trustee Dennis requested to have this item on the next agenda.

14. **Adjournment:** Trustee Johnson made a motion to adjourn the meeting. Trustee Patterson seconded the motion, and hearing no opposition, the meeting adjourned at 8:32 p.m.

PVGID MINUTES JUNE 17, 2021

ATTACHMENT

Public Comment - Agenda Item 2

FROM: Shawn Kelly

In response to the trustee who just resigned his position from the board, I would like to clarify information that was stated. I am unaware that he ever asked for a closed meeting. Also I have never been "nervous" in any of the road meetings. In our first road committee meeting, we discussed a weekly schedule. The following week's meeting, I gave a spring and summer schedule with approximately 40 roads for grading and other work to be performed. As for the last meeting he was referring to, I was told, not asked, that I would be getting an I-phone. I responded that I wouldn't use it; those phones are not for me. My current flip phone has been dropped many times and even run over by equipment and still continues to work. In the field, I need a phone that can take a beating. They continued to push the I-phone, but they did not explain for what purpose it would be used for. At which time, I told them if an I-phone was to be required, then they could consider this my resignation. At that point the meeting was over. It was about an hour later when I was called and asked if I was resigning, at which point I stated that I didn't want to resign and that I enjoy my job.

I have also stated to the committee that developing a schedule each week is not the best use of my time. There is much to do to maintain our roads and not enough man power to complete it. If I had to spend lots time each week in the office, the roads would suffer. This is why I provided a spring and summer schedule; so the committee had a good idea of our goals. In addition, things change day to day based on weather, mechanical break downs, special projects, road requests, etc., making a weekly schedule takes away valuable road maintenance time.

Also, I would like to state to the Board of Trustees and the public that I have always had a very strong work ethic. When I was a business owner for 15 years, paid by the hour, I completed my jobs as quickly and efficiently as I could. It did not matter if I was working myself out of a job. My goal is to give my absolute best wherever I work. I never wanted to waste my clients' money by dragging a job out; nor do I want to waste the taxpayer's money now. Thank you

CURRENT LIST OF OFFICERS AS OF JUNE 17, 2021

President	Greg Dennis
Vice President	Vacant
Secretary	John Patterson
Treasurer	Larry Johnson

ELECTION OF OFFICERS JUNE 17, 2021

President	_____
Vice President	_____
Secretary	_____
Treasurer	_____

*** OR ***

President	_____
Vice President	_____
Secretary/Treas	_____

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT

TRANSACTION REPORT

As of June 14, 2021

Total of all Bank Accounts:	Balance as of June 14, 2021 - Almost CD #5010	557,038.18
	Balance as of June 14, 2021 - A/P / General Ckg #4179	798.93
	Balance as of June 14, 2021 - Payroll #4430	17,000.00
	Balance as of June 14, 2021 - Petty Cash	400.00
	Total Cash In All Accounts	575,237.11

<u>Wells Fargo - Almost CD #5010</u>		Balance as of May 17, 2021	542,505.85
Income for the Month			
Ad Valorem/Property Tax	0.00		
Consolidated Tax (CTX)	43,323.13		
LGTA/Fair Share	3,726.15		
Other Income	0.00		
TOTAL	47,049.28		
Interest Income	4.77		47,054.05
Transfer to Wells Fargo #4179	(16,500.00)		
Transfer to Wells Fargo #4430	(16,021.72)		(32,521.72)
		Balance as of June 14, 2021	557,038.18

<u>Wells Fargo - A/P / General Ckg #4179</u>		Balance as of May 17, 2021	1,774.57
Transfer from Wells Fargo #5010	16,500.00		
Interest Income	0.06		16,500.06

NAME	CK #	AMOUNT	DESCRIPTION	
A&H Insurance, Inc.	9899	9,308.11	Annual Property & Liability Insurance Policy Renewal	
Catherine Glatthar	9900	1,646.84	Secretarial Services \$1,279.68, Accounting \$253.75, Office Supplies \$55.67, Kelly Exclusion Preparation \$57.74 (Reimbursable)	
Costco	9901	60.00	Annual Business Membership	
Flyers Energy	9902	1,927.27	Fuel	
Granite Construction Company	9903	570.00	6 Tons of Asphalt Patching Material for Ironwood and Whiskey Springs in prep for chip seal	
Hoffman & Test	9904	400.00	Monthly Retainer for May 2021	
Pyramid Business Services	9905	833.95	Monthly Bookkeeping and Payroll	
Sonsray Machinery LLC	9906	773.75	Case Loader Repair and Service \$424.78, 580SM Backhoe Repairs \$348.97	
Teichert/Pyramid Materials/WNM	9908	1,955.78	359.18 tons of Class E for Quaking Aspen Road	
TOTAL		17,475.70		(17,475.70)
			Balance as of June 14, 2021	798.93

ESTIMATED OPERATING FUNDS FOR ROAD IMPROVEMENTS

ATTACHMENT - 06/17/2021 Meeting - Agenda Item 5b

Total Cash in all Bank Accounts as of June 14, 2021	575,237			
Additional Revenue Expected Through August 31, 2021	88,953			
ESTIMATED OPERATING FUNDS THROUGH AUGUST 31, 2021		664,190		
LESS Average Monthly Expenses (\$30,000) x 2 Months	-60,000			
LESS: Capital Outlay (\$91,537);				
Unexpected Repairs (\$5,000/mo x 2 months);				
Workers' Comp \$1,360 (Aug)	-102,897			
LESS Reserve Funds (= Ending Fund Balance per Budget)	-60,000			
ESTIMATED EXPENSES & RESERVES THROUGH AUGUST 31, 2021		-222,897		
ESTIMATED NET OPERATING FUNDS FOR ROAD IMPROVEMENTS AS OF AUGUST 31, 2021		441,293		
Additional Revenue Expected Through August 31, 2021:				
From 2020/2021	Figures Used for			
<u>Final Budget</u>	<u>Est Op Funds Rpt</u>			
301,627	300,000	Ad Valorem	Jul '21 thru Aug '21	7,623
502,198	450,000	CTX	37,500 x 2	75,000
38,000	38,000	LGTA	3,165 x 2	6,330
841,825	788,000			88,953
	-53,825	Difference between Budget and Estimated Operating Funds Report Projected Revenues		
MONTHLY EXPENSES:				
	Average	Actual	Difference	
Payroll	17,000	14,779	2,221	
Other (non Road Maint)	13,000	14,995	-1,995	
	30,000	29,774	226	
			A/P Acct Exps	17,476
Capital Outlay		0	P/R Acct Exps	16,022
Road Maintenance		3,724	Petty Cash Exps	0
TOTAL EXPENSES		33,498		33,498

REVENUE - ACTUAL AND ESTIMATED

NOTE: As of 06/14/2021, Actual Revenue is Greater Than YTD Estimated By:

\$25,953.79

AD VALOREM				
Date	Estimated	Actual	Difference	YTD Difference
at 09/17/20 (35%)	105,000.00	111,847.45	6,847.45	6,847.45
at 10/15/20	0.00	0.00	0.00	6,847.45
at 11/19/20 (21%)	63,000.00	57,293.25	-5,706.75	1,140.70
at 12/17/20	0.00	6,500.23	6,500.23	7,640.93
at 01/21/21	0.00	201.68	201.68	7,842.61
at 02/18/21 (21%)	63,000.00	56,559.51	-6,440.49	1,402.12
at 03/18/21	0.00	8,763.45	8,763.45	10,165.57
at 04/15/21 (21%)	63,000.00	0.00	-63,000.00	-52,834.43
at 05/17/21	0.00	51,211.07	51,211.07	-1,623.36
at 06/14/21	0.00	0.00	0.00	-1,623.36
July (2%)	6,000.00			
August	0.00			
	300,000.00	292,376.64	-7,623.36	
CTX				
Date	Estimated	Actual	Difference	YTD Difference
at 09/17/20	37,500.00	42,976.54	5,476.54	5,476.54
at 10/15/20	37,500.00	38,746.57	1,246.57	6,723.11
at 11/19/20	37,500.00	38,947.03	1,447.03	8,170.14
at 12/17/20	37,500.00	41,296.50	3,796.50	11,966.64
at 01/21/21	37,500.00	40,021.57	2,521.57	14,488.21
at 02/18/21	37,500.00	38,748.72	1,248.72	15,736.93
at 03/18/21	37,500.00	43,828.87	6,328.87	22,065.80
at 04/15/21	37,500.00	37,377.54	-122.46	21,943.34
at 05/17/21	37,500.00	36,960.09	-539.91	21,403.43
at 06/14/21	37,500.00	43,323.13	5,823.13	27,226.56
July	37,500.00			
August	37,500.00			
	450,000.00	402,226.56	-47,773.44	
LGTA				
Date	Estimated	Actual	Difference	YTD Difference
at 09/17/20	3,165.00	2,861.68	-303.32	-303.32
at 10/15/20	3,165.00	643.06	-2,521.94	-2,825.26
at 11/19/20	3,165.00	7,503.29	4,338.29	1,513.03
at 12/17/20	3,185.00	0.00	-3,185.00	-1,671.97
at 01/21/21	3,165.00	4,094.97	929.97	-742.00
at 02/18/21	3,165.00	2,845.40	-319.60	-1,061.60
at 03/18/21	3,165.00	3,013.98	-151.02	-1,212.62
at 04/15/21	3,165.00	4,659.27	1,494.27	281.65
at 05/17/21	3,165.00	2,672.79	-492.21	-210.56
at 06/14/21	3,165.00	3,726.15	561.15	350.59
July	3,165.00			
August	3,165.00			
	38,000.00	32,020.59	-5,979.41	

PVGID OPERATIONS REPORT
Report Period 5/17/2021 to 6/13/2021
ATTACHMENT: 6/17/2021 Meeting Agenda Item 6b

ROADS GRADED AND/OR COMPACTED:

1. Wilcox Ranch: Amy - Quaking Aspen
2. Amy South
3. Broken Spur N
4. Grass Valley W: Pyramid - Flying Eagle Airpark
5. Piute Creek
6. Right Hand Cyn: End of Pavement - Block House, Hauled in 150 yards Class E from yard stockpile and spread.
7. Quaking Aspen: O'Hara - Ansari, Grade and spot spread 570 tons of Class E (approx. 500 tons hauled in from Teichert pit and 70 tons from yard stockpile)

OTHER ROAD WORK:

1. Quaking Aspen: Stockpile 393.25 tons Class E at O'Hara (hauled in from Teichert pit)
2. Whiskey Springs: Patch and sweep in prep for chip seal
3. Whiskey Springs: Pyramid - Near 5871 Whiskey Springs, Install chip seal markers (had to be reinstalled), Stripe centerline
4. Ironwood: Patch and sweep in prep for chip seal
5. Ironwood: Pyramid - Near 805 Ironwood, Install chip seal markers (had to be reinstalled), Stripe centerline
6. Water all haul roads to Quaking Aspen for import of Class E stockpiled at Quaking Aspen/O'Hara
7. Amy: Sharrock – Ironwood, Shoulder and ditch work in prep for Edge Paving
8. Whiskey Springs: Amy – Right Hand Cyn., Shoulder and ditch work in prep for Edge Paving

OTHER:

1. Office work
2. Road committee meetings
3. GID Meeting
4. Road Surveys
5. Town for parts
6. Misc. Yard work
7. Employees off on Monday, May 31st for Memorial Day
8. Employees - Paid Time Off: Total of 30 hours

EQUIPMENT:

1. 00 Peterbilt Transfer: Weld loose track in dump bed tub
2. 95 Peterbilt Water Truck: Weld rear water spray bar

CAPITAL OUTLAY

EQUIPMENT, VEHICLES, & STRUCTURES/YARD IMPROVEMENTS

06/17/2021 Meeting Agenda Item 6c

Priority	Item Description	Upper-end cost to purchase	Lower-end income from sale of old item	Net Cost	Notes
Capital Outlay Balance as of June 17, 2021					\$91,537
1	Building Option: Office Trailer Remains as is, but hookup water and sewer			\$5,000	
	Building Option: Phase 1 - Purchase shop building (40' x 50') kit - Structure, Doors & Foundation Plans			\$44,550	-\$49,550
Balance					\$41,987
2	Water Truck (would sell 2005 Int'l water truck)	\$60,000	(\$30,000)	\$30,000	
3	Water Tank (would replace the tank on the 1995 Peterbilt water truck)	\$24,000	(\$500)	\$23,500	-\$53,500
Balance					-\$11,513
4	Pickup Truck to replace 1983 Ford welding truck	\$15,000	\$0	\$15,000	
5	Tilt Bed Trailer (would sell Zieman tilt bed trailer)	\$20,000	(\$4,000)	\$16,000	
6	Grader (would sell John Deere 670 grader)	\$100,000	(\$20,000)	\$80,000	
7	Excavator	\$75,000	\$0	\$75,000	
8	Loader (would sell 1990 Case loader)	\$60,000	(\$15,000)	\$45,000	
9	Hot Patch Program Equipment:				
	Paver	\$30,000			
	36" smooth-drum roller	\$15,000			
	Trailer for roller	\$10,000			
	Tack pot	\$15,000	\$70,000	\$0	\$70,000
TOTALS		\$424,000	(\$69,500)	\$404,050	
NOTE:	Kick Broom - Purchased in April 2021	\$15,000	\$0	\$15,000	Actual Cost \$7,571

2021 Raises and PERS Contribution Rate Increase Scenarios
[PERS Rate Increases Begin with July 26, 2021 Pay Period]

Per NRS, the PERS System Actuary determines PERS contribution rates every two years.

POSITION: EQUIPMENT OPERATOR HOURLY PAY RAISE SCENARIOS (No PERS Rate Increase Adjustment)		
The Equipment Operator (EO) is on the Employee/Employer Pay Contributions plan and the EO automatically pays half of the rate increase. The Employee/Employer rate increases from		
<u>Scenario 1 - 2% Pay Raise:</u>		
Hourly Rate		25.00
Hourly Rate Increase (25 x 0.02)		0.50
New Hourly Rate		<u>25.50</u>
<u>Scenario 2 - 2.5% Pay Raise:</u>		
Hourly Rate		25.00
Hourly Rate Increase (25 x 0.025)		0.63
New Hourly Rate		<u>25.63</u>
<u>Scenario 3 - 3% Pay Raise:</u>		
Hourly Rate		25.00
Hourly Rate Increase (25 x 0.03)		0.75
New Hourly Rate		<u>25.75</u>
<u>Scenario 4 - \$1 Per Hour Pay Raise (Equals 4% Pay Raise):</u>		
Hourly Rate		25.00
Hourly Rate Increase (25 x 0.04)		1.00
New Hourly Rate		<u>26.00</u>

2021 Raises and PERS Contribution Rate Increase Scenarios
 [PERS Rate Increases Begin with July 26, 2021 Pay Period]

Per NRS, the PERS System Actuary determines PERS contribution rates every two years.

POSITION: OPERATIONS MANAGER	
HOURLY PAY RAISE SCENARIOS (With PERS Rate Increase Adjustment)	
Operations Manager (OM) is on the Employer Paid Contributions (EPC) plan with the OM and the PVGID each paying half of the rate increase. The EPC rate increases from 29.25% to 29.75% (.50% increase - Employee's 50% Share = .25%)	
<u>Scenario 1 - 2.25% Raise less .25% PERS Rate Increase Share equals 2% Net Pay Raise:</u>	
Hourly Rate	35.00
Hourly Rate Increase (35 x 0.02)	0.70
New Hourly Rate	35.70
<u>Scenario 2 - 2.75% Raise less .25% PERS Rate Increase Share equals 2.5% Net Pay Raise:</u>	
Hourly Rate	35.00
Hourly Rate Increase (35 x 0.025)	0.88
New Hourly Rate	35.88
<u>Scenario 3 - 3.25% Raise less .25% PERS Rate Increase Share equals 3% Net Pay Raise:</u>	
Hourly Rate	35.00
Hourly Rate Increase (35 x 0.03)	1.05
New Hourly Rate	36.05
<u>Scenario 4 - \$1 Per Hour Net Pay Raise:</u>	
[3.03% Raise less .25% PERS Rate Increase Share equals 2.78% Net Pay Raise]	
Hourly Rate	35.00
Net Hourly Rate Increase	1.00
New Hourly Rate	36.00