

REGULAR MEETING

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

Thursday, September 16, 2021

MINUTES

Trustee Greg Dennis called the regular meeting of the Palomino Valley General Improvement District (PVGID or GID) to order at 6:00 p.m. Thursday, September 16, 2021 at 21555 Pyramid Highway, Reno, Nevada.

1. **Roll Call:** Trustees present were Greg Dennis, Larry Johnson, John Patterson, and Don Otto (by phone). Trustee Dan Helton was absent. Also present were Shawn Kelly, Operations Manager; Cathy Glatthar, Assistant to the Board; and Louie Test, Legal Counsel.

2. **Public Comment:**

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

3. **Approval of Minutes - July 15, 2021 and August 19, 2021:**

Trustee Patterson made a motion to approve the July 15, 2021 minutes as amended. Trustee Johnson seconded the motion. Hearing no opposition, the motion passed.

Trustee Patterson made a motion to approve the August 19, 2021 minutes as written. Trustee Johnson seconded the motion. Hearing no opposition, the motion passed.

Trustee Dennis proposed addressing item 7.a. School Bus Routes at this time. Trustee Patterson made a motion to change the order of the agenda and address item 7.a. next. Trustee Johnson seconded the motion. Hearing no opposition, the motion passed. (See item 7.a. below)

4. **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 \$465,932.22. Income for the month was Ad Valorem \$119,761.39, Consolidated Tax (CTX) \$45,255.83, and LGTA (Fair Share) \$6,846.91.

Cathy reviewed several of the payments: 1) Dustbusters for the Dustgard/mag-chloride product and the delivery of the tank in the amount of \$17,904.00 (109.36 tons of mag-chloride); 2) Sonsray Machinery [\$1,713.69] for a repair part for the '05 compactor, and there were various other costs listed for repair parts for the compactor; 3) Knoblock & Sons for the Wayside well repair, which included lowering the well pump 80 feet, in the amount of \$7,533.69.

Cathy explained she received a progress billing for the audit that was sent to our old Post Office box address, and asked for pre-approval to pay that invoice in the amount of \$7,000.00 to Eide Bailly.

In answer to Trustee Johnson's question, Cathy said the audit might be completed and ready for our October meeting, but it would have to be completed and ready for our November meeting.

Trustee Johnson made a motion to approve the transaction report and pay the bills, including payment of the progress billing from Eide Bailly. Trustee Patterson seconded the motion, and hearing no opposition, the motion passed.

b. Estimated Operating Funds Report:

Cathy Glatthar explained this report (see attached) was for the first month in the new 12-month reporting period. She referred to the backside of the report and reported on the estimated revenue figures for the new fiscal year that she was using, as follows: Ad Valorem \$320,000, which equaled the budget projection; Consolidated Tax (CTX) \$45,000 per month/\$540,000 for the year, which was \$27,000 less than projected in the budget; and LGTA/Fair Share \$38,000 which was unchanged from last year. She reported the actual revenue was more than year-to-date estimated by \$11,679. She referred back to front of the report and reviewed the estimated operating funds and the estimated expenses and reserves. She stated the Estimated Net Operating Funds for Road Improvements as of August 15, 2022 was \$366,680.

In answer to Trustee Johnson's question, Cathy stated the estimated net operating funds for road improvements amount excluded the \$125,423 for Class E surfacing; that amount was held back [and included in the estimated expenses and reserves figure].

c. Capital Outlay:

Cathy Glatthar referred to the capital outlay handout (see attached). She explained this was normally handled during the annual budget process. She stated for fiscal year 2021-2022, \$150,000 was budgeted for capital outlay, and, as she stated earlier, that budget has been reduced by \$7, 534 for the Wayside well repairs, leaving a balance of \$142,466. She explained the list of capital outlay items needed pre-approval from the Board because in the past the GID had lost out on purchasing equipment and vehicles because they had to wait to have a meeting; she said there were auctions and other opportunities that came up and with purchase approval already in place, we could avail ourselves of those opportunities.

In answer to Trustee Patterson's question, Cathy said the procedure for the Operations Manager to confer with the Board's President before making any purchases of pre-approved capital outlay items, was still in place. The President must verify that the purchase was within budget and that the funds were available.

Shawn gave the example of if a grader became available and was within budget, something else on the list might have to wait until there was budget available or a meeting held to possibly make budget adjustments.

In answer to Trustee Johnson's question, Shawn said the seven bulleted items were in order of his preferred priorities. He mentioned that Truckee Meadows Fire (TMF) had surplus pickup trucks that he would be looking at and possibly be able to get at a good price. He added that TNT would have an auction on October 9th; there might be equipment and vehicles we are interested in at that auction.

Trustee Johnson said what was missing was estimated amounts for these seven items; that the maintenance shop building was \$100,000 plus.

Shawn said estimated costs were as follows: grader \$90,000, excavator between \$50,000 and \$75,000, tilt-bed trailer in the range of \$23,000 to \$25,000, pickup truck

to replace the weld truck \$15,000 (he thought we might be able to get the two TMF pickup trucks for \$15,000 or less), loader \$50,000. He said his goal was always to get the best price.

Trustee Johnson said we had an ambitious list of priorities compared to our budget.

Trustee Otto said he thought that anything to do with water was our number one priority.

Shawn explained the water truck and the replacement water tank were already approved and part of last fiscal year's capital outlay budget [as Cathy had explained when reviewing the Estimated Operating Funds report]. He added that they just hadn't found those items yet.

Trustee Johnson asked if that included the overhead tank for the Ironwood well site?

Shawn said it did not.

Trustee Otto said that tank should be a priority. He added that he thought a third (temporary) employee was important. He said during the busy season, we needed the water truck utilized full time.

Trustee Johnson said he wanted to see an estimated cost for the elevated tank at the Ironwood well and have it moved up high on the priority list.

Cathy said, with the special use permit for that well site, we had to check and be sure we could have an elevated tank at that site. Per Trustee Johnson's request, Cathy said she would look into the matter.

Trustee Johnson said he wanted this to be ready by next spring.

Shawn mentioned that he has been searching online for an elevated tank; used tanks were in excess of \$30,000 plus.

In answer to Trustee Otto question, Shawn said after the Wayside well was repaired, they ran it for five hours straight and output went down to 100 gallons per minute which was an improvement over the 40 gallons per minute before the repairs. As for the Ironwood well, the output was between 250 and 300 gallons per minute. He explained the Ironwood well has not been run for long periods of time; that it was only on or off, and he didn't know what the output would be if that well was run continually for a period of time. He added that it takes 12 minutes to fill the water truck from the Ironwood well.

Trustee Otto said the well, theoretically, could recover that 4,000 gallons within one cycle.

Shawn said they normally fill two water trucks and that's where they were running into problems.

Shawn said the same elevated tank and filling system that they had at Wayside would be set up at Ironwood.

Trustee Johnson made a motion to approve and amend the capital outlay list to include an elevated tank and controls for the Ironwood well site and that item be moved up in priority and be in place by at least late spring of next year. Trustee Patterson seconded the motion, and hearing no opposition, the motion passed.

5. Road Maintenance Reports:

a. Road Reports:

Trustee Dennis stated we have a lot of roads that are narrow, and depressed and need to be fixed. He wanted to know if we should keep doing business as normal until we could address those roads and implement some of the ideas Trustee Otto came up with [at the last meeting (see attached)]?

Trustee Patterson stated he wanted to maintain roads; that was his passion. He said Trustee Otto had a passion for fixing the 30-year “canals.” He said his suggestion was to have Trustee Otto go out and identify five sections/areas/miles of road that Trustee Otto thought were the most important to change in some way, prioritize them and bring them back to the Board. At that point, the Road Committee could work on that list, over time, with the operations team and slowly pick them off.

Trustee Johnson pointed out in actuality that was what had been done over the past decade; roads had been identified and improved. He said when looking at Trustee Otto’s list of things that needed to be done, realize that 95% of that list was being done now, in most areas. There were roads that required a lot of work to get them raised and those needed to be done one at a time. He said that was how they had operated over the past decade.

Trustee Dennis added that it takes time and money; that it cost \$70,000 to do the work on Grass Valley (west). He said he just wanted clarification; that everybody should bring suggestions on roads that needed to be fixed and we would discuss and prioritize a list of roads. He asked Trustee Otto if that was okay?

Trustee Otto said he appreciated Trustee Patterson’s suggestion; it was worth some thought. He said he wanted to thank everyone for putting up with him making all of those suggestions on road grading requirements. He said he realized it was controversial, but the point was to try to have direction for present and future crews. He said rather than coming up with a set of these rules; we didn’t accomplish that. He said some of the things that he had listed in there, were things that he was trying to have done [as] regular maintenance. He gave the example of cleaning cut outs; that should be done each time; the summer seemed to be a good time to clean out the cut outs. He said there were a number of his suggestions that seemed like common sense to him, and they didn’t come to an agreement on his list. He said many of those suggestions should be done on a regular basis, not one road at a time. He asked if that made sense?

Trustee Johnson said some of what Trustee Otto said made sense.

Trustee Johnson stated the crew just graded Wilcox Ranch Road from Amy to about Crazy Horse, and there was excess gravel at the very edge; in fact, we almost had windrows of gravel. He said for future grading, they needed to pull the gravel from the sides and put it back on the road. He said he knew a crew member was apprenticing on the blade and didn’t mean it as a criticism, but that it was something that needed to be done.

Trustee Johnson said something else that needed to be done was winterizing before winter. He said rather than doing the escapes in the summer, he liked to have them cleaned out in the fall, just before winter. Another thing that needed to be done just before winter was to re-shoulder all of the paved areas.

Shawn said they were struggling with re-shouldering in some places because there wasn't proper shouldering material in those areas. He said they needed cooler weather in order to do the shoulder backing without damaging the pavement.

Trustee Johnson said they also needed moisture to do that properly, and he understood that. He said within the next 60 days those things needed to be done.

Shawn said they would get it done.

Trustee Otto asked Shawn what his plan was on culvert cleaning?

Shawn said they were still installing culverts because he was getting ready to put down the Class E. He said as discussed at the last meeting, the plan was to put Class E on Amy (between Whiskey Springs and James Ranch), Crazy Horse, Yellow Tail, and because of the lack of material on Wilcox Ranch, he said he would probably substitute Wilcox for some of the other roads that were on last month's list.

b. Operations Manager's Report:

[Operations Manager's Report - Period 8/16/2021 to 9/12/2021 (see attached)]

Shawn said it was dry and he was disgusted with the speed people were driving.

Shawn said at the last meeting there was a discussion about a road [Silver Horse Road], where it was brought up that the road's width was nine feet. He said he went out and searched that road with a measuring tape and the narrowest he could find was 13 feet; there was a bit of a difference and a discrepancy.

Shawn reported NOAA (National Oceanic and Atmospheric Administration) was starting a project to improve Microwave Road [off of Quaking Aspen]. He said NOAA planned on putting 2,000 tons of base on that road. He said when he calculated that out, it would be about 90 truckloads, and that would be a lot of wear and tear to our roads. He said he submitted to NOAA a letter [via email] requesting \$7,500 to rehab GID roads when NOAA's project was completed.

Trustee Dennis asked if \$7,500 was adequate?

Trustee Otto asked if Shawn should have gone to Trustee Dennis or the Road Committee first?

Shawn said possibly, but thought that was okay because he was the Operations Manager. He said in the past, he saw where the GID requested \$5,000 for repairs from Washoe County, so he bumped up the amount to \$7,500.

Trustee Dennis said in the past we've gotten nothing, so this was a big improvement. He said he thought Shawn's estimate was as good as he could have done.

Shawn apologized.

Trustee Johnson commented that he thought the letter should have come through the President, but that was a great initiative on Shawn's part.

Trustee Otto said he also appreciated what Shawn had done.

Shawn said he had no response from NOAA, and he didn't know if we would get anything from them.

Trustee Otto stated he didn't know if this was the right spot to interject this, but Marvin Reed had sent him an email with pictures of a couple of pages of handwritten notes.

Trustee Dennis said that could be brought up under agenda item 10 - Correspondence.

c. Range Land Road Project:

Trustee Johnson stated at the last meeting he was told that the Road Committee had met and had decided that Range Land Road from the cattleguard to Grey Van needed to be raised 18 inches. He reviewed the particulars of the proposed project, including the use of excess material from the shoulders on the west end of Range Land to raise the east end of Range Land Road.

He explained that he brought a contractor out to the site and the contractor prepared an estimate (see attached). The proposal reflects a time and materials per piece of equipment and the three pieces of equipment needed would be the loader, belly dump, and water truck, *if* the GID's crew did the placement, fine grading, watering, and compaction of the material, and if the GID's crew did the clearing and grubbing of the vegetation off the borrow area (the shoulders on the west end). He said he asked the contractor to include unit costs and estimates for placement including motor grader, water truck, and compactor in case the Board made the decision to contract out the entire project. He said if this was done on a "Time and Materials" basis, someone from the Board would have to supervise the project. He said if this was done for a "lump sum," someone would have to write up a set of specifications and contract documents.

He stated the contractor who provided the proposal was Gerhardt & Berry Construction (G & B); they are a medium-sized, non-union contractor. He explained he didn't even talk to the big contractors because they were working on huge projects and booked for the next six months, yet this company would be responsive within 30 days.

Trustee Otto said his first inclination would be to have our own supervision and keep track of rental, T and M (Time and Materials) of contractor and that way we were not paying for their supervision. If we rented these trucks, we wouldn't have to pay for the contractor's profit.

Trustee Johnson said if you start playing that game, the contractor will say the project isn't worth doing.

Trustee Otto said why don't we rent a loader and ...

Trustee Johnson said you don't want to do that.

Shawn mentioned that with this raising of the road, he would be raising and repairing the cattleguard. He said he also wanted to put down asphalt-concrete from Pyramid Highway to the cattleguard. He added that the same thing needed to be done at Grass Valley Road (west).

Trustee Johnson said the point of discussion was, are we going to raise the road and how are we going to raise the road? He said if the Board wants him to manage this, he would prepare the contract documents. He said he would recommend that we do a Time and Materials, rather than G & B's quoted amounts, and have our crew be dedicated to place and compact the material.

Trustee Dennis said he appreciated Trustee Johnson putting this together. He started a discussion on an idea to have material hauled in from Teichert instead of loaded and hauled from the west end of Range Land Road. Calculations were made

and it was determined that it would cost quite a bit more to have material imported from Teichert to raise the road.

Trustee Otto stated he thought Trustee Johnson was right with the T and M and with the GID's crew doing the placement, compaction, and supervision. He wondered if the project should be held off until winter; January or February? He thought by waiting, there would be more moisture and maybe some of the costs might be less because some of these contractors might be less busy, or our crew might be less busy.

Trustees Dennis and Johnson said contractors won't be less busy, but maybe our crew would be less busy.

Shawn said with the cooler months, water goes further because it doesn't evaporate as quickly.

Trustee Otto said the problem with that is that the water freezes at night and that's a negative.

Trustee Johnson explained a positive result of using the excess material from the shoulders of the west end of Range Land Road was that we could create proper drainage on both sides of the west end of Range Land Road.

Shawn asked if 18 inches would be sufficient to get water to flow on the other side of those fences, or will we still be running a ditch down to a culvert under Easy Jet and then on down to the big culvert? He said he wanted to be sure the road was being raised sufficiently to where they could do a little cut under the fence and get that water to flow.

Trustee Dennis said some areas will need to be raised 9-to-12 inches, and other areas will need more than 18 inches.

There was some discussion about storm water flows, and Trustee Johnson explained storm water had not topped the road since the 2017 flood, but yes, in a 75-year storm, water could potentially top the road.

Trustee Dennis added that some heavy rock was placed in a couple of spots so that if storm water did get high enough and cross the road, vehicle traffic could still get through.

In response to Trustee Otto's comment, Trustee Johnson explained what he had built before on Range Land, was almost a depressed section where a four-inch-minus rock, that Trustee Dennis referred to, was used to armor that section. He said over the top of that rock we placed the normal road gravel that could erode away in a flood flow. He said the underlying big rock would still allow traffic to cross those low-flow segments without getting stuck.

Trustee Dennis said he would verify the quantity of 4,600 cubic yards, and that would give us a very close estimate of the total quantity so we could move forward from there.

Trustee Johnson explained the 4,600 cubic yards was determined as follows: 3/4 of a mile x 21 feet wide x 18 inches thick. He said he could have a Time and Materials contract ready for the Board to review at the October meeting.

Trustee Otto opined that the calculations should be based on a wider road width.

Trustee Dennis said he understood and would be sure to get the right measurements.

Trustee Otto agreed to help Trustee Dennis with the measuring.

6. **Old Business:** None

7. **New Business:**

a. School Bus Routes:

Trustee Dennis recognized Anita Slayton in the audience.

Ms. Slayton stated one of the issues she had was the Washoe County School District changed the school bus routes due to COVID, and now they don't want to put the routes back to the way they used to be. She said the School District was blaming the GID and they had called Shawn (GID's Operations Manager) and asked him some questions. Ms. Slayton asked if Shawn could write a letter or an email regarding the phone call and stating that it was more the unpaved roads that he was concerned about. She said she lives on Whiskey Springs, which is paved, and said she didn't understand why her kids could not be picked up at the end of her driveway. She said she has to drive about three miles to a new bus stop at the intersection of Whiskey Springs and Amy.

Shawn said the School District had called him and they mutually agreed that the school buses do lots of damage to our dirt roads and that their buses get destroyed by our dirt roads. He said it was a "50/50" decision to keep the "COVID loop." He said in his opinion, it was a great route, but he understood that it was hard on a lot of people. He said for the entire Axe Handle Road area, the buses have always picked up students at Pyramid Highway.

In answer to Trustee Dennis' question, Ms. Slayton asked that Shawn express to the School District that the concern was the unpaved roads. She stated the School District said there had been a vote on the bus route, and that she was never informed about a vote, and she didn't know who conducted the vote or when. Ms. Slayton continued to explain some of the issues she had with the existing bus route. She wondered if the buses could come up Whiskey Springs to Right Hand Canyon?

Trustee Patterson said the GID maintains the roads in the valley and he didn't think the GID controlled the school bus routes.

Ms. Slayton said exactly, and that's why she would appreciate a letter stating the GID doesn't have any control over the bus routes.

Trustee Dennis stated the school buses corduroy the dirt roads.

Susan Ambrose said a couple of years ago the school bus personnel came to a GID meeting. She said she believed at that time it was explained that the GID was responsible for road maintenance, not school bus routes. She opined that the GID could send a letter of support to have the school bus go a little further up Whiskey Springs Road, which is paved.

Ms. Slayton asked why they had to succumb to the Washoe County School District because of a comment that was made during a GID meeting?

Trustee Johnson said he did not think any decision was made on the Washoe County School District's part because of any comment made in a GID meeting. He

said the GID does not control the school bus route; that was purely a function of the Washoe County School District. He said the fact that Ms. Slayton lived on an old-pavement road ... anything past Right Hand Canyon did not have edge pavement reinforcement and those school buses did significant damage to the edge of those pavements and added to the deterioration of those pavements.

Ms. Slayton interjected and asked then what was she paying her taxes for?

Trustee Johnson said he had a specific point of view on this; he lived three miles from the school house when he grew up and they either rode a horse or walked that three miles. He said he it was a Washoe County School District decision and neither this Board nor our Operations Manager had the authority to enter into any kind of negotiations or even recommendations to the School District. He said we have to be aware that school bus traffic beyond Right Hand Canyon would adversely impact that existing old pavement and it would come apart that much faster. He said over the years, the GID has had groups of residents coming in from Right Hand Canyon and so forth arguing with us that that pavement had better be maintained and should never be allowed to deteriorate to a gravel road. School bus traffic or any truck traffic adds to that deterioration; that's really old pavement. He said his recommendation would be to not have school bus traffic beyond Right Hand Canyon.

Ms. Slayton reiterated her concerns and desire to have the school buses pick up her kids at the end of her driveway. She wanted to know what her next steps would be?

Louie Test said he agreed with Trustee Johnson that it would be proper to issue a letter that stated the GID had no control over school bus routes; that the GID simply maintains roads within the Palomino Valley District.

Trustee Johnson said this was not the first time the GID was approached by families with special needs children who essentially demanded that the school buses pick up children from the end of their driveways. He said it was insisted in the past that school buses go up Wilcox hill to Mid Road to the turnaround to pick up children. That was a lot more cut and dry situation because Wilcox hill is extremely dangerous for the school buses to navigate in the winter months before the GID made significant improvements to that hill. He said he felt the GID's duties and responsibilities were limited in this matter.

Trustee Dennis said we do favor the school buses using edge-pavement-reinforced paved roads.

Trustee Johnson asked if they thought Trustee Dennis' comment would be proper to state?

Louie Test answered that was a decision the Board had to make because Trustee Dennis' comment did relate to the maintenance of the roads.

Trustee Johnson said he believed a school bus could be turned around at the intersection of Whiskey Springs and Right Hand Canyon Roads. He said he thought Trustee Dennis' comment was proper; that we didn't want to see bus traffic beyond Right Hand Canyon for the benefit of our road maintenance.

Shawn said he was someone who thought that buses did tremendous damage to our roads. He said we were losing the middle of Whiskey Springs up to Piute Creek from Right Hand Canyon; they had been patching that section, but it was still deteriorating.

Ms. Slayton said she had neighbors with tractors, so what if they were willing to help maintain the roads for themselves and for their children and for the safety of their children?

Trustee Dennis explained the GID did have a policy that if residents were willing to pay the GID, they would go out and do extra maintenance on roads.

Ms. Slayton asked if that was an option they could discuss later?

Trustee Dennis said that was always an option.

Trustee Johnson said they might be talking big dollars.

Shawn added that there was not a lot of time because the GID only has two crew members.

Trustee Dennis said they would get the letter so that would start the ball rolling for Ms. Slayton so she could then go to Washoe County [School District]. He said he would recommend that the letter include a statement that the GID prefers the school buses use edge-reinforced, paved roads that can handle school bus traffic.

Ms. Slayton said she was fine with that.

Trustee Johnson made a motion that the GID formulate a correspondence to “whom it may concern” at the Washoe County School District, reiterating the fact that the GID has no authority or responsibility to designate school bus routes within our District. Trustee Patterson seconded the motion, and hearing no opposition, the motion passed.

Ms. Slayton asked for a copy of the letter. She also asked if it was possible to widen the area at Amy and Whiskey Springs?

Shawn interjected and stated he had already widened that section and it still needed to drain. He said it was private property and he could not go onto that property.

Ms. Slayton asked if it would be possible for he to contact that property owner?

Trustee Dennis said she certainly could.

8. Judicial/Government Affairs:

Louie Test said he didn't have anything right now, but there may be something for the future. He explained that when Cathy was doing some research and looking at maps, she may have discovered some roadway easement concerns. He said there may be areas in the valley where the GID has gone beyond the granted roadway easement and has been maintaining private access easements. He said this was something that should be put on a future agenda; we needed to verify whether or not we may be maintaining roads that were not on PVGID-granted easements. There was nothing we could do tonight, but it was something that the GID should consider; we shouldn't be putting in improvements on easements that we did not have. He said if we didn't have an easement, he thought we would have to approach the property owner and say, “If you want us to maintain your road in the future, then you have to have a survey done and give the GID a recorded, deeded easement.”

In response to Trustee Dennis' comment, Louie said for areas like this, we would have to address each one individually.

Cathy said she would research this matter and have it placed on a future agenda.

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

- Next month's meeting would be on October 21st.

10. **Correspondence:**

- As stated earlier, Trustee Otto had correspondence from Marvin Reed. Trustee Otto stated he did not prompt Mr. Reed to write this letter. Trustee Otto then read the correspondence into the record (see attached).

Trustee Dennis asked Trustee Otto to forward Mr. Reed's letter to Cathy.

11. **Public Comment:**

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

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

None

13. **Adjournment:** Trustee Johnson made a motion to adjourn the meeting. Trustee Patterson seconded the motion, and hearing no opposition, the meeting adjourned at 7:37 p.m.

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT

TRANSACTION REPORT AS OF September 14, 2021

Submitted by Vickie DiMambro, Bookkeeper

Total of all Bank Accounts:	Balance as of September 14, 2021 - Almost CD #5010	447,998.06
	Balance as of September 14, 2021 - A/P / General Ckg #4179	534.16
	Balance as of September 14, 2021 - Payroll #4430	17,000.00
	Balance as of September 14, 2021 - Petty Cash	400.00
	Total Cash In All Accounts	465,932.22

<u>Wells Fargo - Almost CD #5010</u>	Balance as of August 16, 2021	324,103.81
Income for the Month		
Ad Valorem/Property Tax	119,761.39	
Consolidated Tax (CTX)	45,255.83	
LGTA/Fair Share	6,846.91	
Other Income	0.00	
TOTAL	171,864.13	
Interest Income	3.24	171,867.37
Transfer to Wells Fargo #4179	(24,000.00)	
Transfer to Wells Fargo #4430	(23,973.12)	(47,973.12)
	Balance as of September 14, 2021	447,998.06

<u>Wells Fargo - A/P / General Ckg #4179</u>	Balance as of August 16, 2021	668.87
Transfer from Wells Fargo #5010	24,000.00	
Interest Income	0.18	24,000.18

NAME	CK #	AMOUNT	DESCRIPTION	
Catherine Glatthar	9924	2,315.98	Secretarial Services \$1,765.97, Accounting/Financial Work \$481.25, Office Supplies \$68.76	
Dustbusters Enterprises	9925	17,904.00	Dustgard/Mag-chloride 109.36 tons @ \$150.00/ton, \$1,500 tank delivery	
Flyers Energy	9926	963.72	Fuel	
Granite Construction Company	9927	122.50	Asphalt Patching Material 1.25 Tons @ \$98.00/Ton	
Hoffman & Test	9928	400.00	July 2021 Retainer	
Pyramid Business Services	9929	715.00	Monthly Bookkeeping and Payroll	
Sonsray Machinery LLC	9930	1,713.69	Repair Part (turbo) for '05 IR Compactor	
TOTAL		24,134.89		(24,134.89)
			Balance as of September 14, 2021	534.16

PALOMINO VALLEY GENERAL IMPROVEMENT DISTRICT
TRANSACTION REPORT AS OF September 14, 2021

<u>Wells Fargo - Payroll #4430</u>				Balance as of August 16, 2021	17,000.00
Transfer from Wells Fargo #5010		23,973.12			
Interest		0.09			23,973.21
Net Payroll		7,719.65	Net Payroll		
LJ's BECC 9/3/2021 Stmt					
Knoblock & Son	LJ's CC	7,533.69	Wayside Well Repairs		
Prominence	LJ's CC	2,819.16	Health Insurance		
Motorola	LJ's CC	70.00	Monthly Two-way Radio Bill		
Sani-Hut Company Inc.	LJ's CC	129.87	Monthly Restroom Bill		
Wells Fargo	LJ's CC	(364.34)	Cash Back Rewards		
LJ's BECC 10/3/2021 Stmt					
Safety Imprints	LJ's CC	189.34	Safety Gear		
SK's BECC 9/3/2021 Stmt					
Grainger	SK's CC	146.06	Shop supplies		
Napa	SK's CC	67.37	Shop supplies \$19.36, IR Compactor parts \$48.01		
A-1 Radiator	SK's CC	182.50	05 IR Compactor Repair		
Waste Management	SK's CC	31.74	Utilities - Waste Removal		
Peterbilt Truck Parts	SK's CC	69.99	05 IR Compactor Parts		
Silver State International	SK's CC	48.10	Shop Supplies		
Silver State International	SK's CC	793.92	05 IR Compactor Parts & 05 Int'l Water Truck Parts		
SK's BECC 10/3/2021 Stmt					
Alhambra	SK's CC	51.67	Monthly Office Water		
Verizon	SK's CC	33.65	Monthly Cell Phone Bill		
NV Energy	Bill pay	122.88	Monthly Electric Bill		
PERS	5975	2,993.20	PERS Monthly Payment		
Federal 941 Payment	EFTPS	1,334.76	Monthly Payroll Taxes		
		<u>\$23,973.21</u>			<u>(\$23,973.21)</u>
			Balance as of September 14, 2021		17,000.00

<u>Wells Fargo - Petty Cash</u>				Balance as of August 16, 2021	400.00
Transfer from Wells Fargo #4430					0.00
		<u>AMOUNT</u>	<u>DESCRIPTION</u>		
		TOTAL			0.00
		<u>0.00</u>			<u>0.00</u>
			Balance as of September 14, 2021		400.00

Reviewed by Cathy Glatthar, Assistant to the Board: *CAG* 09/14/2021

ESTIMATED OPERATING FUNDS FOR ROAD IMPROVEMENTS

Submitted by Cathy Glatthar, Assistant to the Board

ATTACHMENT - 09/16/2021 Meeting - Agenda Item 4b

Total Cash in all Bank Accounts as of September 14, 2021					465,932	
Additional Revenue Expected Through August 15, 2022					730,054	
ESTIMATED OPERATING FUNDS THROUGH AUGUST 15, 2022					1,195,986	
LESS Average Monthly Expenses (\$30,000) x 11 Month					-330,000	
LESS: Capital Outlay FY21 Carryover (\$91,537 - \$2,339 = \$89,198);						
Capital Outlay FY22 (\$150,000 - \$7,534 = \$142,466);						
Unexpected Repairs (\$5,000/mo x 11 months);						
Workers' Comp \$1,473 (Nov, Feb, May) & \$1,800 (Aug);						
Audit \$11,000 (Oct); Insurance \$10,000 (July); Class E \$125,423					-439,306	
LESS Reserve Funds (= Ending Fund Balance per Budget)					-60,000	
ESTIMATED EXPENSES & RESERVES THROUGH AUGUST 15, 2022					-829,306	
ESTIMATED NET OPERATING FUNDS FOR ROAD IMPROVEMENTS AS OF AUGUST 15, 2022					366,680	
Additional Revenue Expected Through AUGUST 15, 2022:						
From 2021/2022	Figures Used for					
<u>Final Budget</u>	<u>Est Op Funds Rpt</u>					
320,000	320,000	Ad Valorem	Oct '21 thru Aug '22		200,239	
567,000	540,000	CTX	45,000 x 11		495,000	
38,000	38,000	LGTA	3,165 x 11		34,815	
925,000	898,000				730,054	
	-27,000	Difference between Budget and Estimated Operating Funds Report Projected Revenues				
MONTHLY EXPENSES:						
	Average	Actual	Difference			
Payroll	17,000	14,867	2,133			
Other (non Road Maint)	13,000	7,681	5,319			
	30,000	22,548	7,452			
			A/P Acct Exps		24,135	
Capital Outlay		7,534	P/R Acct Exps		23,973	
Road Maintenance		18,027	Petty Cash Exps		0	
TOTAL EXPENSES		48,108			48,108	

REVENUE - ACTUAL AND ESTIMATED

NOTE: As of 09/14/2021, Actual Revenue was More Than YTD Estimated By:

\$11,679.13

AD VALOREM				
Date	Estimated	Actual	Difference	YTD Difference
at 09/14/21 (35%)	112,000.00	119,761.39	7,761.39	7,761.39
October	0.00			
November (21%)	67,200.00			
December	0.00			
January	0.00			
February (21%)	67,200.00			
March	0.00			
April (21%)	67,200.00			
May	0.00			
June	0.00			
July (2%)	6,400.00			
August	0.00			
	320,000.00	119,761.39	-200,238.61	
CTX				
Date	Estimated	Actual	Difference	YTD Difference
at 09/14/21	45,000.00	45,255.83	255.83	255.83
October	45,000.00			
November	45,000.00			
December	45,000.00			
January	45,000.00			
February	45,000.00			
March	45,000.00			
April	45,000.00			
May	45,000.00			
June	45,000.00			
July	45,000.00			
August	45,000.00			
	540,000.00	45,255.83	-494,744.17	
LGTA				
Date	Estimated	Actual	Difference	YTD Difference
at 09/14/21	3,185.00	6,846.91	3,661.91	3,661.91
October	3,165.00			
November	3,165.00			
December	3,165.00			
January	3,165.00			
February	3,165.00			
March	3,165.00			
April	3,165.00			
May	3,165.00			
June	3,165.00			
July	3,165.00			
August	3,165.00			
	38,000.00	6,846.91	-31,153.09	

CAPITAL OUTLAY ITEMS FOR FISCAL YEAR 2021-2022

Budget: \$150,000 - \$7,534 (Wayside Well) = \$142,466

ATTACHMENT: September 16, 2021 Agenda Item 4.c.

Excerpt from the Board Member's Handbook:

Acquisition of Assets

Road Maintenance Equipment and Vehicles:

During the annual budget process, the Road Maintenance Operations Manager (OM) submits a road maintenance equipment and vehicles budget to the Board for approval. Purchases of equipment and vehicles on the approved budget list are to be made by the OM, but only after conferring with the Board president. The Board president will be responsible for verifying that the cash is available before any purchase is made.

NOTE: This process of pre-approving a list of capital outlay items was established because often times in the past the PVGID has lost out on purchasing equipment or vehicles at a good price because the purchase had not been pre-approved and the OM could not make the purchase until the matter was agendized and a meeting held.

Operations Manager's List of Capital Outlay Items for Pre-approval:

- Maintenance Shop Building
- Pickup Truck to replace 1983 Ford welding truck
- Pickup Truck to replace 1988 Chevy truck
- Tilt Bed Trailer (would sell Zieman tilt bed trailer)
- Grader (would sell John Deere 670 grader)
- Excavator
- Loader (would sell 1990 Case loader)

PVGID MINUTES AUGUST 19, 2021

ATTACHMENT - Agenda Item #5.c. - Discussion of General Road Grading

Approved by the Board of Trustees, as follows:

“Trustee Johnson ... made a motion to change the title of Trustee Otto’s revised list to ‘General Road Grading Guidelines’ and that those guidelines be included in this month’s minutes to be considered, where appropriate, by the Road Committee for implementation. Upon a vote, the motion passed with Trustees Johnson, Patterson, Otto, and Helton in favor, and Trustee Dennis opposed.”

General Road Grading Guidelines

1. Maintain 5% crown wherever possible, unless full slope to one side is needed.
2. Attempt to minimize the use high volume ditches, but if operationally necessary, prefer flat bottom widening. Swales are preferred. Minimize use of small v-ditches.
3. Water escape flow lines should be cut in lower than the ditch flow lines to force water into the escape. Slope escape entrance to force water outward and clean out regularly.
4. Daylight road shoulders where adjacent grade is level with or sloping away from roadway. Fill in existing ditches.
5. Attempt to raise and widen roads to original width using previously graded material adjacent to roadway. Operational needs would facilitate this type of work as a Road Committee designated project, in most cases. Progress of this work to be noted by the Road Committee and reported at the Board meetings.
6. Special attention made to cut washboard surfaces to full depth of depressions using water and roller compaction if the operational schedule allows.
7. Attempt to leave existing material on roadway and pulling material from road edges should be a priority.
8. Widen and maintain 20 ft road width at hill crests and curves wherever terrain allows.
9. Attempt to maintain current travel width of roadways.
10. Periodically remove roadside vegetation, giving attention to blind curves and narrow hill crests.
11. Place imported gravel on roadways leaving uncovered native space along road edge.
12. Transition grade driveways and road intersections smoothly.
13. Shoulder up hard surfaced road edges when needed.
14. Cross street culvert installation should use adequate length to reach natural slope.

2021 MONTHLY ROADWORK AND REQUESTS REPORT

Report Compiled by Cathy Glatthar from Monthly Operations Manager's Reports

ROADWORK: G=Grading (Incl Watering, Compacting, Escapes), CE=Class E, D=Ditching, CC=Culvert Cleaning, CI=Culvert Install, W=Watering, AM=Asphalt Maint (Patching, Crack Sealing, Striping, Shouldering, Sweeping, etc.), SR=Snow Removal, MC=Mag-chloride, CS=Chip Seal, EP=Edge Paving, R=Request Received

			2021 Operations Manager's Report Date											
P=Paved UP=Unpaved	Road Segment	Miles	01/17	02/14	03/14	04/11	05/16	06/13	07/11	08/15	09/12	10/17	11/14	12/12
UP	Amy (N)	0.1		SR										
UP	Amy (Whiskey Springs - James Ranch)	1.57		SR			G	W	G		G			
P	Amy (James Ranch - Ironwood)	0.88	AM	AM/SR					EP	AM	AM			
UP	Amy (Ironwood - Wilcox Ranch)	0.4	W	SR	W		G/MC							
UP	Amy (S) (Wilcox Ranch - End)	1.4		SR				G		G				
UP	Anniversary	0.5		SR					G					
P	Axe Handle (Pyramid - Curnow Canyon)	3		SR									AM	
P	Bacon Rind (N: Axe Handle - End of Surfacing)	0.5		SR									AM	
UP	Bacon Rind (N: End of Surfacing - End)	1.2		SR	G	G			G		G			
UP	Bacon Rind (S: Axe Handle to Sky Canyon)	1.25		SR	G	G	CI (2)		G/CE					
UP	Bacon Rind (S: Sky Canyon - End/Sage Cyn)	0.25		SR	G									
UP	Big Dog (Prairie - Turn/4700 Big Dog)	0.6		SR					G					
UP	Bootstrap	0.5		SR										
UP	Broken Spur (N)	0.2		SR				G						
UP	Broken Spur (S: Whiskey - Tumbleweed)	0.38		SR			G					R/G		
UP	Broken Spur (S: Tumbleweed - Morgan Ranch)	1.12		SR			G					R/G		
P	Broken Spur (S: Morgan Ranch - Sharrock)	0.9	AM	AM/SR		D				AM				
UP	Chantry Flats	1.1		SR										
UP	Chieftan (Pasture View - Vista Trail)	0.8		SR		G								
UP	Crazy Horse (Wilcox - Yellow Tail)	0.73		SR		CE 1/4						R/G		
UP	Crazy Horse (Yellow Tail - End)	0.37		SR										
UP	Crossover (N)	0.2		SR										
UP	Crossover (Wild Horse - Twin Springs)	0.6		SR							R/G			
UP	Curnow Cyn (Axe Handle - Quonset)	0.9		SR		G				G				
UP	Curnow Cyn (Quonset - Top of Hill 455 CCRd)	0.9		SR		G				G				
UP	Curnow Cyn (Top of Hill - Stop/190 CCRd)	0.8		SR		G				G				
UP	Easy Jet (Range Land S - End)	0.4		SR										
UP	Flagstone	0.2		SR		G								
UP	Grass Valley (W) (Pyramid - Flying Eagle Air)	1.6	G	SR		G		G		R	G			
UP	Grass Valley (W) (Flying Eagle Air - End)	2.25		SR		G				R	G			
UP	Grass Valley (Pyramid - Wayside)	2.6	G	SR					G					
UP	Grass Valley (Wayside - Whiskey)	0.5	G	SR			G		G	G				
UP	Grass Valley (S) (Whiskey - Turf Farm)	0.8		SR						G				

2021 MONTHLY ROADWORK AND REQUESTS REPORT

			2021 Operations Manager's Report Date											
P=Paved UP=Unpaved	Road Segment	Miles	01/17	02/14	03/14	04/11	05/16	06/13	07/11	08/15	09/12	10/17	11/14	12/12
UP	Grass Valley (Sharrock N - Turn Around)	0.8		SR		G								
UP	Grey Van (Range Land S - End)	1.2		SR			G			G				
UP	Hay Canyon	0.3		SR										
UP	Hockberry	1		SR						R/G				
P	Ironwood (Pyramid - Ironwood Crossover)	0.7	AM	AM/SR	AM	AM		CS		AM	AM			
P	Ironwood (Ironwood Crossover - Pit)	2	AM	AM/SR	AM	AM		CS		AM	AM			
P	Ironwood (Pit - Amy)	2.2	AM	SR	AM	AM				AM	AM			
UP	Ironwood (Crossover/Little)	1	G	SR										
UP	Jackrabbit (S)	0.5		SR			G				R			
UP	Jackrabbit (N)	0.5		SR							R			
UP	Lost Spring	1	G	SR					G					
UP	Mid	0.3		SR										
UP	Morning Dove	0.2		SR										
UP	Pasture View (Whiskey - Sharrock)	1.5		SR			CI							
UP	Pasture View (Sharrock - South End)	0.5		SR			CI							
UP	Pasture View (N)	0.8		SR		G								
UP	Peak (E - W)	0.7		SR			G			G				
UP	Peak (N - S)	1.7		SR			G			G				
UP	Pioche	0.2		SR										
UP	Piute Creek (Whiskey - Turn)	0.5		SR				G						
UP	Piute Creek (Turn - Stop/2155 PCRd)	1.2		SR				G						
UP	Pony Springs	0.8		SR										
UP	Prairie (Winnemucca - Big Dog)	0.45	G	SR			G		G		R			
UP	Prairie (Big Dog - Jackrabbit)	0.55	G	SR			G				R			
UP	Quaking Aspen (Wilcox - O'Hara)	2		SR			G							
UP	Quakng Aspen (O'Hara - Microwave)	1.4		SR				G						
UP	Quaking Aspen (Microwave - Rossow)	1		SR										
UP	Quaking Aspen (Rossow - Mtn Aspen)	0.9		SR										
UP	Range Land (Pyramid - Cattle Guard)	0.03		SR						G				
P	Range Land (Cattle Guard - Easy Jet)	0.37		SR			AM			R/AM	AM			
P	Range Land (Easy Jet - Grey Van)	0.5		SR						R/AM				
UP	Range Land (Grey Van - Rebel Cause)	0.5		SR			G/MC							
UP	Range Land (Rebel Cause - Peak)	0.5		SR						R/G	G			
UP	Range Land (Peak - Winnemucca)	1		SR	G					R/G				
UP	Rebel Cause	1.2		SR			G				R/G			

PVGID OPERATIONS MANAGER'S REPORT

Report Period 8/16/2021 to 9/12/2021

ATTACHMENT: 9/16/2021 Meeting Agenda Item 5.b.

ROADS GRADED AND/OR COMPACTED:

1. Right Hand Cyn: 3300 to End
2. Wilcox Ranch: Twin Springs to Quaking Aspen
3. Grass Valley West: Pyramid to Near 7500
4. Crazy Horse: End of Class E to Yellow Tail
5. Yellow Tail: Crazy Horse to Chantry Flats
6. Amy: Whiskey Springs to James Ranch
7. Rebel Cause
8. Range Land: Rebel Cause to Peak
9. Roadrunner: Winnemucca Ranch to Kitty Green
10. Bacon Rind N
11. Broken Spur: Whiskey to Morgan Ranch

OTHER ROAD WORK:

1. Ironwood: Patch pot holes .25 ton cold mix
2. Amy: Patch pot holes .25 ton cold mix
3. Right Hand Cyn: Patch pot holes .50 ton cold mix
4. Axe Handle and Bacon Rind North: Patch pot holes .25 ton cold mix
5. Range Land: Cattle guard to Easy Jet - Sweep, patch holes with 3 yards Class E

OTHER:

1. Office work
2. Road committee meetings
3. GID Meeting
4. Post Agendas
5. Road Surveys
6. Town for parts
7. Misc. Yard work
8. Office Trailer Water and Sewer Hookup Project
9. Employees off on Monday, September 6th for Labor Day
10. Employee - Paid Time Off: Total of 28 hours

EQUIPMENT:

1. 05 Int'l Water Truck: Prep truck for mag-chloride. Replace pump packing; Rebuild spray head and adjust; Weld on tank
2. 05 IR Compactor: Turbo went bad and lost oil in charge air cooler; Pull out cooler and take to A-1 to get flushed out; ordered new turbo; installed new turbo; changed oil and filter

PROPOSAL

GERHARDT & BERRY CONSTRUCTION, INC.
 GENERAL ENGINEERING
 PO BOX 51749
 SPARKS, NEVADA 89435-1749

775-359-8817 NV LIC 10813A
 775-359-1945 - FAX CA LIC 298102A

Proposal Submitted To: Palomino Valley HOA	Date: 9/15/2021
ATTN: Larry Johnson	Job Name: Palomino Valley Road Construction
Street:	Job Location: Palomino Valley
City, State, & Zip Code:	Engineer: NA
Phone:	Date of Plans: NA
Email:	Fax: NA

We hereby submit specifications and estimates for:

<u>BID NO</u>	<u>DESCRIPTION</u>	<u>QTY</u>	<u>UNIT</u>	<u>UNIT BID</u>	<u>TOTAL</u>
1	Mobilization/Demobilization	1	LS	\$ 3,000.00	\$ 3,000.00
2	Clear & Grub, Grade V-Ditch	126720	SF	\$ 0.05	\$ 6,336.00
3	Load & Haul Existing Native	4600	CY	\$ 11.95	\$ 54,970.00
4	Place & Compact Existing Native	4600	CY	\$ 8.80	\$ 40,480.00
TOTAL					\$ 104,786.00

TIME & MATERIAL LABOR & EQUIPMENT RATES

CAT 140 MOTOR GRADER WITH OPERATOR	HR	\$185.00
CAT 950M LOADER WITH OPERATOR	HR	\$145.00
CD56 COMPACTOR W/ OPERATOR	HR	\$135.00
SINGLE BELLY DUMP	HR	\$125.00
4000 GAL WATER TRUCK	HR	\$110.00

EXCLUSIONS

- ENGINEERING, SURVEYING
- PERMITS, BONDS
- COMPACTION TESTING
- REMOVAL OF HAZARDOUS WASTE MATERIAL
- DUST CONTROL ON NON-WORKING HOURS AND WEEKENDS

UNIT PRICES SHALL PREVAIL

We Propose hereby to furnish material and labor - complete in accordance with above specifications, for the sum of:
ONE HUNDRED FOUR THOUSAND SEVEN HUNDRED EIGHTY SIX DOLLARS AND ZERO CENTS----- \$104,786.00
 Any payments not received within 30 days will be automatically charged 1 1/2% interest per month and 18% annually

All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents, or delays beyond our control. Owner may carry fire, tornado and other necessary insurance. Our workers are fully covered by Workman's Compensation Insurance.

Tim Trudell
Signature

Note: This proposal may be withdrawn by us if not accepted within ___ days.

ACCEPTANCE OF PROPOSAL - The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Date of Acceptance

Signature

Signature

PVGID MINUTES SEPTEMBER 16, 2021

ATTACHMENT

CORRESPONDENCE: Agenda Item 10

FROM: Marvin Reed

Page 1 of 3

ROAD GRADING and MAINTENANCE DIRECTIVES

1. Maintain 5% crown wherever possible, unless full slope to one side is needed.
2. No purposely cut high volume ditches unless escapes cannot be constructed there. MINIMIZE ditch depth to prevent vehicle damage when ditch travel is needed for a variety of reasons including to prevent high speed accidents. (Excluding Rangeland, Wilcox Ranch and the uphill side of any other roads of which the ditch acts as a high-water detention) (No tiny V ditches that are useless and waste valuable grading time to create)
3. Water escapes flow lines should be cut in lower than ditch flow line to force water into the escape. Slope escape entrance to force water outward.
4. Daylight out road shoulders where adjacent ground is level with or sloping away. Fill in existing ditch or swale where this condition exists.
5. Put consideration and effort into raising and widening roads using previously graded off material piled where ditches used to be.
6. Always cut washboarded surfaces to full depth of depressions and if water is available, moisture condition, reshape, and roller compact.
7. ALWAYS pull material in from edges.
8. DO NOT remove any material from roadway!
9. DO NOT narrow any roadway's travel width, (unless road work is being conducted).
10. Maintain 20 ft wide road way at hill crests and curves wherever possible.
11. Periodically remove roadside vegetation, ESPECIALLY on blind curves and narrow hill crests.
12. Any imported gravel should placed purposely leaving uncovered native space along edges, creating room for natural gravel sluff-off from future regrading and traffic wear.
13. Transition grade driveways and all road intersections smoothly.
14. Shoulder up hard surfaced road edges when needed.
15. When installing culverts, use adequate length to reach natural slope.

main take back slopes!

PVGID MINUTES SEPTEMBER 16, 2021

ATTACHMENT

CORRESPONDENCE: Agenda Item 10

FROM: Marvin Reed

Page 2 of 3

- To: Et, I, D.
Relating to Don Otto's last recommendation.
- #1 With a 5% crown, put in properly, it will extend the time till next rehab.
 - #2 Very few roads need a "V" ditch. Get alone extreme, a 12 incher is extreme!
 - #3 Can't you see your not doing it?
 - #4 North Grass Valley Road, why a "V" ditch on the down hill side? Just to narrow up the road perhaps, now a one lane road?
 - #5 See #4! Cross over is one road noted.
 - #6 Once again, a water shortage to do the proper tequechnique. But we have a 4+ thousand dollar vacuum truck & and a newer service vehicle for the "Boss Max" to travel. To home, & the meetings, and a "go" for a shop - office building. The very basic need for a water supply is put on hold to pacify?
 - #7 Not always done. Why not?
 - #8 This is a no brainer, right.
 - #9 Why do you deliberately do this. Crossover Pasture View (east end) and Grass Valley Rd (west)
 - #10 I didn't see where this needed improving. Will note that "Silver Horse" is the exception. With 2 severe humps that are narrow. That lead to a sharp narrow turn. That lead to a short

PVGID MINUTES SEPTEMBER 16, 2021

ATTACHMENT

CORRESPONDENCE: Agenda Item 10

FROM: Marvin Reed

Page 3 of 3

25 radius Cul "D" Sec. Has been allowed
to become a bit overgrown.

#11 The road beyond Don Otto residence is in
dire need road improvement. Narrow, over
grown with vegetation causing blind corners.
Near east end sever erosion and over growth.

#12 I see many stretches of road ways of
just plain carelessness of the blade operator.

#13 Your transition between roadway and of
driveway's show me you don't care & I
haven't figured out how to do it.

#14 Once again you don't know how to do it?

#15 Take your time and do it right please.
Or you are deliberately doing it wrong
so you will justify the purchase of a vacuum
truck. More important to have that truck and
a building instead of more water ?? You all
are upside down in your thinking!!

#16 Why no backslope maintenance ??

Respectfully submitted by Marvin Reed