

APPROVED APRIL 05, 2018

The Regular Meeting of the Douglas County Board of County Commissioners was held on February 15, 2018 in the meeting room of the Tahoe Transportation Center, 169 Highway 50, Stateline, NV, beginning at 1:30 PM. ***The minutes below have been transcribed verbatim. To view the video for this meeting, please visit: <http://douglascountynv.iqm2.com/Citizens/Calendar.aspx>***

Call to Order – Meeting called to order at 1:30 PM

Commissioners Present:

Steve Thaler, Chairman
Barry Penzel, Vice Chairman
Nancy McDermid, Board Member
Larry Walsh, Board Member
Dave Nelson, Board Member

Staff Present:

Doug Ritchie, Chief Civil Deputy District Attorney
Kathy Lewis, Clerk-Treasurer

Chairman Thaler speaks:

Okay, we're going to bring the Douglas County Board of County Commissioners to order. Today is February 15, 2018 the time 1:35 pm. Board members are present and we will start out by an invocation. Mr. Holmes, would you lead us in a prayer or an invocation?

INVOCATION- Bedford Holmes

Bedford Holmes speaks:

What a novel idea, thanks again for letting me lead us in prayer. I thought it would be appropriate this morning to offer up a moment of silence and prayer for all the shooting victims and their families in Florida, who've yet again been shattered by another senseless act....so why don't we start off with a moment of silence in honor of these folks.

A moment of silence was held.

Mr. Holmes continued:

Lord, please bind up the wounds of these dear folks that have gone through this shattering event. Our God in heaven you guide and govern everything with order and love, look upon this assembly of our County commissioners and fill them with the spirit of your wisdom. We are grateful for their commitment to serve the people

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

of Douglas County. May they always act in accordance with your will and their decisions be for the peace and well-being of the County in our community, amen.

Chairman Thaler speaks:

Mr. Walsh, would you lead us in the pledge sir?

PLEDGE OF ALLEGIANCE – Led by Commissioner Walsh

Chairman Thaler speaks:

Thank you sir, it is that time of the meeting were we're going to start with public comment this is our first public comment no action will be taken on any item. This is a time if you want to come up and speak from the podium please feel free to do so. You have three minutes and my Vice Chair will be your timer. You will start out with the green light that green light last for approximately two minutes and 30 seconds and then it will turn to yellow which tells you you've got 30 seconds left. When it hits red that means you're done. So I'm going to open it up for public comment. Public comment is now open. Seeing none, public comment is closed. We're going to be looking for any changes to the agenda if not I'll look for a motion."

PUBLIC COMMENT - None

Chairman Thaler speaks:

We're going to be looking for any changes to the agenda if not I'll look for a motion."

Commissioner McDermid speaks:

I move for approval of the agenda.

Commissioner Walsh speaks:

Second.

APPROVAL OF AGENDA

MOTION to approve agenda; carried.

RESULT:

APPROVED [UNANIMOUS]

MOVER:

Nancy McDermid, Board Member

SECONDER:

Larry Walsh, Board Member

AYES:

Thaler, Penzel, McDermid, Walsh, Nelson

Chairman Thaler speaks:

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

We're going to be looking at approval of previous minutes.

Commissioner McDermid speaks:

I will move for the approval of the minutes from January 4, January 8, January 9, and January 10.

Commissioner Nelson speaks:

Second.

APPROVAL OF PREVIOUS MINUTES

Board of County Commissioners - Regular Meeting - Jan 4, 2018 1:00 PM
Board of County Commissioners - Special Meeting - Jan 8, 2018 6:00 PM
Board of County Commissioners - Special Meeting - Jan 9, 2018 6:00 PM
Board of County Commissioners - Special Meeting - Jan 10, 2018 6:00 PM

MOTION to approve previous minutes; carried.

RESULT:		APPROVED [UNANIMOUS]
MOVER:	Nancy McDermid, Board Member	
SECONDER		Dave Nelson, Board Member
AYES:	Thaler, Penzel, McDermid, Walsh, Nelson	

CONSENT CALENDAR

Chairman Thaler speaks:

Down to the consent calendar, a whole whopping three items A, B, and C. Anybody wish to pull any of those? Mr. County Manager? So, if not I'll look for motion.

Commissioner McDermid speaks:

I move to approve consent calendar items A, B, and C.

Commissioner Walsh speaks:

Second.

MOTION to approve consent calendar; carried.

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

RESULT:

APPROVED [UNANIMOUS]

MOVER:

Nancy McDermid, Board Member

SECONDER:

Larry Walsh, Board Member

AYES:

Thaler, Penzel, McDermid, Walsh, Nelson

FINANCE

A. For possible action. Discussion to accept receipt of the auditor's report on Douglas County's general ledger balances through January 30, 2018 per NRS 251.030 (Geoff Bonar)

CLERK-TREASURER

B. For possible action. Discussion to accept the cumulative voucher sheets for checks issued for the 1/5/18 Payroll, 1/19/18 Payroll, 1/5/18 Payables, 1/12/18 Payables, and 1/19/18 Payables. (Kathy Lewis)

SENIOR SERVICES

C. For possible action. Discussion to accept an additional \$10,007 in Title III-C2 grant funds (Grant No. 04-000-04-24-18) from the State of Nevada Aging and Disability Services Division for the Home Delivered Meal Program for grant period September 30, 2017, through September 29, 2018. (Travis Lee)

ADMINISTRATIVE AGENDA

CONSENT CALENDAR ITEMS PULLED FOR FURTHER DISCUSSION- None

Chairman Thaler speaks:

If you had any one of the three items on our agenda, they have been approved and now we are going to move to the administrative items, starting out with item number one. Presentation and status update on the fiscal condition of Douglas County's utility... Lake Tahoe utility fund. I believe Mr. Roman you have the floor.

PUBLIC WORKS

1. Presentation and status update on the fiscal condition of Douglas County's Lake Tahoe Utility Fund. (Ron Roman)

Ron Roman, Interim Public Works Director, speaks:

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

Good afternoon, thank you Mr. Chairman and members of the board. Ron Roman, Interim Public Works Director. Heather MacDonnell, from Finance is with me here today also. So, we're going to provide a short update on the condition of the enterprise funds for the Lake Tahoe water system. So, in short, the reason why we're here is the County's enterprise fund policy requires the public works director and staff to provide an update to the Board each year and then provide recommendations for any changes to the rate structures, and take a look at the prior year's fiscal revenues and expenses for of the enterprise funds. So, the information network will be looking at this afternoon is for the fiscal year ended June 30, 2017. We'll be taken a look at the projected or model revenue expenditures and ending reserves versus the actual revenue expenditures and ending reserves and will be looking at the three Lake Lake Tahoe water systems; Zephyr water utility, Cave Rock Up Away and then Skyland. So, these funds... the lake systems were consolidated financially into one fund, fund 327, but they're accounted for in separate departments within the fund. So, the first fund we'll take a look at Zephyr water 327.316. The first column on the on the left is the projected or modeled values for the fiscal year. The middle column is the actual values for the fiscal year ended, June 30, 2017 and the column on the right is the variance of the projected versus the actual. So, in Zephyr you can see that we had a total positive revenue for the system and we had a net revenue positive written net revenue of about \$73,500. In the box down below there is a breakdown of what that is comprised of we had savings in operating services and supplies. We had a small increase in water revenue within the fund some interest income, and late charges, and then we had an expense for finishing up the preliminary engineering reports during the fiscal year. With respect to the reserve components, operating reserves provide working capital to provide...to meet basically, operating daily expenses. The County's policy is a minimum of 60 days with the goal of 90 days of annual operation and maintenance expenses, excluding major repairs and maintenance. So, in the operating reserve we have proximally \$74,000. The capital reserve is intended to mitigate the impact of unanticipated capital costs on the water rates. So, we have about \$546,000 in capital reserves. Emergency reserves, the County policy is to provide a minimum balance of \$50,000 which we meet in the fund with the goal of \$75,000. And in system reimbursement investment or annual depreciation, would provide ultimately for replacement of aging and failing infrastructure and we got about \$377,000 in system reinvestment reserve. Cave Rock Up Away, again we had net positive revenue in the fund of about \$148,000 and again that was comprised of the modest increase in water revenue within the fund. We have some connection fees and other revenue to the tune of about \$99,000. Some water right fees were captured in the fund. And then we had a savings in the operating costs and repairs and maintenance. We had we did have a cost for the completion of preliminary engineering reports so that basically it resulted in a net positive revenue about \$148,000 in the fund. You can see the reserve components again, at the bottom... operating about \$76,000, capital reserves about \$1.1 million, emergency reserves at the minimum of \$50,000, system reinvestment at about \$289,000, and then we also have an AB198 depreciation reserve. So, this is Assembly Bill 198 when the County obtains funding through the state AB there used to be a grant program or the state revolving fund loan program, there is conditions on those loans that we have to set aside a depreciation for the capital improvements that are constructed with those

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

funds. That gets set aside in a separate reserve account. We got about 40 just under \$44,000 in that. Skyland again is expected water revenue is pretty much in line with our projections. We did have positive total revenue about \$28,000, and total positive net revenue of about \$36,000. Again you can see the breakdown of how that is comprised of. And then operating reserve components again you can see the summary. Operating reserve about \$55,000, capital \$619,000, emergency reserves at the minimum of \$50,000, and system replacement or depreciation at \$82,000, for total reserves about \$806,000. So, that's a quick summary and update. Basically the actual revenues versus the projected or model revenues were positive for all Lake Funds. We're pretty much on target which I guess would be expected with the flat rates for the residential customers here at the lake. So, we're recommending that we continue to use existing rate structures for Lake Tahoe at this time. I guess, with the recognition that we've identified large capital needs through a P.E.R process and at some point when we put together a long-term strategy to implement some of those capital needs, then County must really take a look at the rate structures and revise rate structures for all the lake water systems.

Commissioner McDermid speaks:

Thank you Ron, when does the two years end? Is that 2019?

Mr. Roman speaks:

So, these were actually adopted in 2014. So, we have been operating under that rate structure since 2014.

Commissioner McDermid speaks:

And when is the PER due to be completed?

Mr. Roman speaks:

Well the PERs were completed last last year, about this time. We held workshops with the water systems back in March of April last year and that's kind of where things stand. The PERs identified capital needs of about \$38.8 million in all the systems. So, really the next challenge is to try to put together some type of program and see how we might be able implement implement some of those capital needs. There's probably a path forward in Zephyr Water Utility (ZWA), they've had some debt drop-off and their capital needs are not as great as the other two systems. So, again there may be a way forward with ZWA. Cave Rock, Skyland, and Up Way are much more challenging just because of the rate impacts with any new capital or debt.

Commissioner McDermid speaks:

One other question and that is...the increase in the actual versus projected. Where does that additional unanticipated revenue go?

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

Mr. Roman speaks:

Heather can correct me if I'm wrong, but I think that would ultimately drop down to one the reserve accounts.

Commissioner McDermid speaks:

So, you said the minimum in the emergency for each of the funds is \$50,000, but that it the recommended is \$75,000. Is it possible to... with the increased revenue, bring those up to \$75,000? Given the age of the systems and knowing there's....I don't know what the... I don't know what even \$75,000 in an emergency reserve fund could do for some of those systems, but just asking.

Mr. Roman speaks:

I guess, that's something we can look at. If we did have an emergency and we didn't have enough revenue funding in the emergency reserve account. We would probably be looking at the operating or one of the other reserve accounts to pull that money to satisfy that emergency. We can look at where we have a greater than anticipated ending fund balance which reserve account we want to place that in.

Chairman Thaler speaks:

Any other questions, seeing none, I am going to open this... I know it is for presentation only but I am going to open it up for public comment. Just in case, Ron please stick around just in case we get some public comment. Public comment is open on item number one, anybody wishes to come up and speak. Seeing none, public comment is closed. Thank you, Ron doesn't look like you are going to get any questions right out of the bat, so good questions from the board.

Chairman Thaler speaks:

So, we are going to move on to item number two, presentation by the Tahoe transportation District on the progress of the Nevada state line to Stateline bike trail along the SR 28 corridor, the US 50 South Shore community revitalization project and funding opportunities. I think we have Mr. Morgan and Mr. Hasty here. The floor is yours sir.

COMMUNITY SERVICES

2. Presentation by the Tahoe Transportation District on the progress of the Nevada Stateline-to-Stateline Bike Trail along the SR 28 corridor, the US 50 South Shore Community Revitalization Project, and funding opportunities. (Scott Morgan and Carl Hasty, TTD District Manager)

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

Scott Morgan, Community Services Director, speaks:

Scott Morgan, Community Services Director, and I am here just to introduce Carl Hasty, the Tahoe transportation District Manager, who is going to update you on the state route 28 bikeway project as well as the US Highway 50 community revitalization program. So, Carl, here you go, thank you.

Carl Hasty, Tahoe Transportation District Manager, speaks:

Thanks Scott, I know that was tough. Thank you for having me here. I'm going to refer you to this little handout I gave you for a visual aid. I think it will help, moving around geographically.

Chairman Thaler speaks:

Real quick Carl, before you get started. Did you make this available outside too and the clerk's got it?

Mr. Hasty speaks:

Yes, I did. For those of you don't know me my name is Carl Hasty, I'm the district manager for the Tahoe transportation District. If you don't know much about the district, we are a special bi-state district up here at the lake. We operate the transit system up here at South Shore that runs over into the valley and connects Tahoe with Minden-Gardnerville, as well as Minden-Gardnerville with Carson City. In addition, we do projects up here related to what I'm going to talk to you about with bike trail, but also our biggest one, which were going through the decision process here at US 50 the realignment of US 50 around the Stateline area, and other projects on the west shore as well over in California. So, the Tahoe City project and this summer make a bike trail segment along the west shore that will be connecting Sugar Pine Point State Park to Meeks Bay resort. We've been at this for some time on the Nevada side; bike trail progress in California has been clipping along for quite some time. We tackled this when I began here nine years ago. We had completed the feasibility analysis for the 32-33 mile stretch along the Nevada side, what's known as a class one, which means off-road bike trail system go. And then we're starting to address what were called two demonstration ends of that. The South demonstration, really creative names, and the North demonstration projects. On this map, those are denoted as number one, phase 1 down here is the South Shore demonstration project. Number two, is up there at the top on the 28 corridor. If you have not seen it, we have completed 2.3 miles of it here at South Shore; from Khale drive actually now from Laura drive... along Laura Drive from Edgewood to Round Hill Pines resort. So, that was done in three different segments. We do have now the dollars to plan the last tie-in, which would bring from the Edgewood property...across Edgewood property into the intersection there for US 50 at the Stateline area. So, we will be starting to do that final design, working with Edgewood companies for right-of-way and complete the

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

construction dollars that we need to in order to get that phase also implemented. So, that's really been great to see happen, it's been a very popular trail and use. We have most recently applied for federal lands access program dollars, to plan the next segment from Round Hill Pines resort to Zephyr Cove. That's the next link that we think would be important, heading north along US 50. We have yet to hear whether we're going to be awarded that. We have applied for a second federal lands access program grant for Round Hill Pines in order to help change and modify and make safer that ingress egress for that property. As well as change the circulation pattern within the property, so we're working with the Duke concessionaire for that property, who is doing a great job, Mr. Hassan as well as the Forest Service since that is a forest service property. For Zephyr Cove, if we are awarded that, then we will be working with the Forest Service and Nevada Department of Transportation (NDOT). So, that's really a project planning exercise there, where the one at Round Hill Pines would be a construction exercise. The section 4 here... I am just going to keep going from south to north, section 4 here is really future. NDOT right now is looking at how they address US 50, what other improvements might they make, and what we're looking at that for what opportunities when it comes to this trail aspect is possible. Our primary focus at the moment is on section 3, which is getting into 28 from the 50 Spooner intersection, to Sand Harbor, the South border of Sand Harbor State Park. This 8 mile section Tahoe Transportation District (TTD) is in the process of doing the environmental analysis right now. We've contracted with the Forest Service actually, because the majority of that project would be on Forest Service land; so, they are the lead in dealing particularly with Environmental Protection Agency (EPA). We are also addressing the Tahoe Regional Planning Authority (TRPA) component of that. What that means in doing environmental analysis also means we are doing 30% design. So, we are in the process of designing the next 8 miles. Not only are we dealing with the trail there, but we are looking at expanded off-highway parking and part of the solution for 28 is to continue to get as much of that parking that happens right now on the highway off of it, Provide the trail which also gives you an alternative to get to which beach you want to go to and lastly is to provide seasonal transit service so that you have options now, and try to cut down the number of vehicles that are there and improve the safety and mobility along the corridor. We do have dollars that we can take this through environmental and then into the next phase which is final design. For this segment three, we've applied for two other grants, one is known as Tiger, I'm expecting we're going to hear on that soon. That would address about a 4 1/2 mile section of this trail, and then we made one more federal lands access program grant application,, for the remainder of that link and basically the links that we applied for were from the Chimney Beach parking lot of Forest Service about midway and 1/4 to Spooner, and then the flap one was from Spooner State Park, I mean Sand Harbor State Park, excuse me to Chimney Beach. The topography in this area is challenging and is not an inexpensive proposition and what we've been seeing as I'm sure you probably have with the latest construction bids, prices are going up. So, we will see where we get with that. What has really been exciting with the 28 corridor, and this is an outcome of the planning process that we took there, the 28 corridor we brought all of the land managers together including agencies like in NDOT and HP and even the courts in this in order to figure out how are we going to tackle this corridor and be successful. That really went a very

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

long way in garnering the agreement that we need amongst organizations, including the court, when it came to things like enforcement of parking tickets, because the court really wasn't enforcing parking tickets. The rationale there was the public doesn't have an alternative you provide an alternative for the public and I will enforce those tickets. That's what we did up in the first section 2A and 2B, we provided an alternative. We provide another place to park off-highway, we provided seasonal transit service, and in showing how everyone was working together the court was very favorable then to enforcing the no parking zone within that. We've seen very good ridership from our seasonal transit service to that providing us alternative to the parks. We are looking to do the same thing along section three there ultimately, the synergy... other synergy has come out of that effort have been Incline Village General Improvement District (IVGID) was in the position that its effluent export line is in need of replacement. It has reached its life. That line is sitting majority of it in the highway when it breaks you have a geyser coming up out of the highway because that is a pressurized line, it has been very problematic. So, they actually approached us, and we're teaming up, and they are included in environmental analysis, about putting the replacement line, co-locating it with the path. NV energy is also interested in undergrounding the power line along there, because those power poles in there were installed in the early 30s and they have a need to replace them. NDOT is now approaching us about doing additional water quality treatment for their runoff, from the highway because the bike path will be below it. So, we've got a real synergy happening there, where it allows us to start cobbling together everyone's resources in order to get these things done. This is what we found to be pretty successful way of getting things done at Tahoe. A little more complicated, but in reality is actually allowed us to go faster, and that's saying something. The last section here, 2A and 2B is under construction right now. TTD did that design, got a through environmental, got it approved, got the permits, secured the funding, and then NDOT is actually doing the construction of it. That has gone along very well. We expect construction to actually be ahead of schedule and completed by the end of the building season this year, and open and available to the public. So, that that's a pretty exciting project, especially given the visibility of it in the like. That is comprised of some new trailhead parking that will be adjacent to the old Ponderosa Ranch, which will provide this off-highway. There is a tunnel that literally goes under the highway then at Tunnel Creek that will then switch from the going from the mountainside to the Lakeside and coming into Sand Harbor State Park. We will continue with our transit service. The last very section at the top there number five, that's out in the future, that's in the distance, that's how do we get around Crystal Bay and tying into the California side down to Kings Beach. I don't have a timetable for that right now, we have enough on our plate at the moment. So, that's my report just wanted to take the opportunity let you know that we're still underway with work up here and working closely with Scott in Douglas County and your guys support of this trail system up here, and what it means to your community, let alone others, has been really superb so, I appreciate that. I would be happy to answer any questions you might have.

Chairman Thaler speaks:

Thank you Mr. Hasty, questions? Commissioner McDermid.

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

Commissioner McDermid speaks:

Thank you Carl, where Highway 50 intersects with State Highway 28, there is a...currently, NDOT has some land there where they... we do boat inspections. TRPA does boat inspections, and, so, I saw on here that you haven't identified funds for park-and-ride and boat inspection, but that intersection of 28 and Highway 50 also right near there is Spooner lake, which is a state park, which is totally underutilized, and so between what NDOT has, state parks has, and the Forest Service, it seems to me there could be a way of creating something for the boat inspection, but also for parking, where transit can take you from there to Sand Harbor etc. So, where are we on working with those... because just to complete the bike way from Sand Harbor to Spooner... that's got to be part of the mix.

Mr. Hasty speaks:

I totally agree, so what we don't have money for is construction on that right now. We won't have money for construction on all of this if those grants don't get granted as well. Where we are though, working together is for the planning for that... what you know what amounts to that anchor parking situation. The existing location is one, although it's not the best option, the other options we have looked at, and are looking at, is at Spooner Park itself, as you note is underutilized, and working very closely with state parks and they are also looking at... you know what else can we maybe repurpose this park for? The other location that we've looked at, which is very plausible, is across from the entrance of Spooner right now, on the lake side of the highway, back through those woods. There's definitely... the topography back in there surprisingly works very well, it would be a great location for actually expanding, having more there than it would then what is at the current location. It would be less visible from the highway. I mean you can direct people to their but it doesn't have the kind of scenic impact. The Forest Service has been interested in that, even because we could relocate the snow park aspect of that, back in there. They really don't like what happens there at Spooner. The Forest Service actually calls that Hospital Hill because of so many injuries that happen and so we are all working very closely and kind of the planning this part of evaluation of which site really might be the best one and then we will go after the construction dollars for that, once we get that design and environmental finished.

Commissioner McDermid speaks:

Well, it seems to me that first of all the boat inspections are seasonal, but it's the same season as you would be utilizing Sand Harbor and so forth. So, I'm not certain they should be together, it seems like the boat inspection could be located somewhere further down Highway 50 towards Carson, because they could possibly put in a boat washing station, because they don't have one in that location it's just inspecting the boat to keep the aquatic invasive species out.

Mr. Hasty speaks:

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

And we're looking at all of that because the idea is to you know, that's boat inspection for heading north, it's also boat inspection for those coming back down the Cave Rock to launch. So, it's a good location to kind of capture folks but full-time or permanent facilities for that. That is part of the need. You know the dedicated source of power, those types of things, So that's definitely part of this just looking into it. Nevada state lands is involved in this, they've got some dollars to be throwing this way. This is where Spooner comes in, so does it all have to be together or can you kind of divide it up? Those are all options that are being evaluated.

Commissioner McDermid speaks:

And also aren't we putting conduit in? We're doing the dig once.

Mr. Hasty speaks:

That is correct. So, that is happening on the 3 miles that NDOT's addressing right now, on the north end, and we plan to bring that all the way through as well. It's important because one other aspect that I failed to mention on that, is you know, doing this planning effort, we've looked clear through onto the maintenance aspect of that, you know, how are we going to maintain this? For the section up here on number two, that's Washoe County, within Washoe County area so they are maintaining...going to committed to maintaining that in the parking lot even though it's on either NDOT right away or Nevada state lands. Similar to what you all have done down here. So, one of the things that we are looking into, and actually have a pilot underway with, is paid parking. There have been surveys done for the user ...what are you willing to pay? As you know San Harbor already charges. Sand Harbor is joining in this pilot. One of the impediments ,that helps keep traffic on the road, is actually that booth, the collection booth. You know, you need to get people into there, let them pay back in there. So, they're part of this pilot right now, we're looking at electronic kiosks, this is where you know that, wiring up... we don't have the best cell phone coverage, we can't really use apps yet, we don't have good coverage up here so those are part and parcel to some of the things that were looking at here, that way it will help enforcement... pay for the enforcement and the long-term maintenance of the trail as well.

Vice Chairman Penzel speaks:

Thank you, Mr. Chair. Carl, how are you?

Mr. Hasty speaks:

Very good, thank you.

Vice Chairman Penzel speaks:

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

I have a couple questions. I'm going to start with kind of overt questions and then I have some nitpicky questions. The first is on phase 3. I noticed all of these didn't really have a total cost with them so, I'm not sure what that total cost is. Also each phase talked about what you're doing to be to Q1, phase three central quarter, but I didn't see a definition in the total mileage. For instance, what is the total miles on phase three.

Mr. Hasty speaks:

The total miles of phase three is about 8 miles.

Vice Chairman Penzel speaks:

And and then, you mentioned IVGID's putting their line in and its a pressurized line, and of course we know it's well pressurized because we receive it. You also mention the courts and working with the court. Were you working with the courts in Carson City for phase three?

Mr. Hasty speaks:

We're not yet. When the time comes, and we're able to talk about the improvements, we have improvements in place, including the transit service and then we could be that we will be. We are going to leave that up to Nevada Highway Patrol (NHP). NHP who was involved with us in this whole process, that was part of the issue for them it's like "why are we going to write tickets and keep writing tickets if they're not getting enforced". So, they were very instrumental in working with the court and the judge then to demonstrate and show what we were all doing.

Vice Chairman Penzel speaks:

And of course that follows then, is Carson City contributing to anything any of this.

Mr. Hasty speaks:

Carson City, financially, is not at this point in time. Yeah, simple as that.

Vice Chairman Penzel speaks:

I understand. Getting back to what we contribute, and we just had our Comprehensive Annual Financial Report (CAFR) explanation. One page of the CAFR is the Tahoe Douglas Transportation District special revenue fund, which is your fund. I believe it's just what we contribute, but it does say 1% lake room tax RD. I don't know what the RD stands for, but I'm under the belief that this is the 1% that you get out of room tax, that supports... from the Douglas County room tax and specifically the lake is this correct.

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

Mr. Hasty speaks:

The transportation District does not receive anything from the room tax.

Vice Chairman Penzel speaks:

It says lake room tax revenues.

Mr. Morgan speaks:

This is an account that Douglas County holds and distributes. The majority of that fund currently is making debt service payments to the parking structure here that is right outside this building. There are also other road maintenance funds but it's administered through Douglas County and through the Public Works department.

Vice Chairman Penzel speaks:

Okay, I'll talk to you off-line Scott.

Chairman Thaler speaks:

Thank you Commissioner Penzel, Scott don't go away. So, when Commissioner Penzel is looking at the CAFR, is that 1% is what's help paying off the parking garage or no?

Mr. Morgan speaks:

Yes.

Chairman Thaler speaks:

Okay, so that's... I was trying to make that connection to the audit and then just for you, because you brought it up... and I did it in my mind too. When is that going to be paid off?

Mr. Morgan speaks:

I am kind of looking at the Clerk-Treasurer, see if she recalls, when she was in the finance department. I think we are more than half way through.

Commissioner McDermid speaks:

Oh yes, I am going to say probably is paid... I am going to say 2020, because at Regional Transportation Commission (RTC) meeting we look... we oversee this fund and the nickel gas tax, \$300,000 of it goes to the Highway 50 realignment. At some point, when the parking garage bond is paid off that is going to go into the

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

Highway 50 realignment, instead of coming out of the nickel gas tax. So, that's that... and then, this is different Scott from the fund that we take care of parks and things up here.

Mr. Morgan speaks:

That is correct you are referring to the transient lodgers license tax which is set by ordinance, which is utilized in part to maintain the red meadow trail or the south demonstration project and the restrooms and the new trail head at the top of Kingsbury Grade.

Commissioner McDermid speaks:

So, there are two separate... well there's actually three separate, 1% of transient occupancy tax, which is not paid by residents, it is paid by visitors, unless they stay at a hotel. And one is the TDTD, one is the lodging license and then the Board put in 1% goes to the TDVA and that goes to the event center.

Chairman Thaler speaks:

Okay, well that clears that up so I am going to bring it back to Commissioner Penzel, because I know we interrupted.

Vice Chairman Penzel speaks:

Back to things that Carl controls. The other part of this, the last part of the agenda item is that you're going to talk about funding opportunities and you did talk about Tiger grants, but what other grants do you have and are they all federal grants?

Mr. Hasty speaks:

Right now, for the Nevada side that's correct. There pretty much what's available on the federal side. The last that is different, that is state dollars, is under the bond authority the state has for environmental improvement program. So, this past legislative cycle, if you recall, gosh I think going back almost a number of legislative cycles ago, the legislature authorize \$100 million in bond authority for environmental improvement up here at the lake. Up until the last session only about 97 million... about 3 million of it had been sold and actually used, over a 10 year period of time. The legislature and the Governor proposed that \$5 million, this last session, be authorized to be sold and that was passed. So, there is now \$5 million available to Tahoe for EIP type of projects of which trails and so on are eligible. So, that's the next place for us to be looking to spend relevant to this bike trail, besides Tiger, and the federal lands Access program is that EIP type of dollars. For section 3, this is where it could come in with their contribution with that, in terms of leveraging that, same with NV energy in kind of coming together so those are the variety of funding sources when it comes to the trail for us here on the Nevada side.

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

Vice Chairman Penzel speaks:

When you put this all together, what do you anticipate the total cost is going to be?

Mr. Hasty speaks:

Actually, we haven't, I am trying to recall, because it has been a long time since I have looked at the feasibility analysis for all 30 some miles. The primary areas that I think makes the most sense is what we've talked about here today going up to Zephyr Cove and then, certainly that 28 section, section 4 maybe... maybe not. That's largely kind of a drive-through corridor. What we are anticipating right now, I am trying to recall, Tiger, I think that was a combination of all funding sources for that 4 1/2 miles, was \$35 million or so. For the other sections, I think that was about 3 1/2 miles then, we were looking at maybe \$25 million for that section. That includes the pipe and the pipeline and the trail so these days what we are seeing the bids came in on... Meeks bike trails it just came in here the beginning of the month. Over on the California side a relatively simple bike trail. I has challenging topography, does have one bike bridge and it can be million dollars in it of itself but a 7/10 of a mile section, came in low bid for 3.6 million bucks. So, construction prices have come roaring back and you know, Tahoe's topography, when we get down here in the low land, down here on the sections that we've done here, we were down to as much as a million and a half for a mile for building that trail segment. So really varies in the topography and has a lot to do with it."

Vice Chairman Penzel speaks:

So you are talking probably \$60 million.

Mr. Hasty speaks:

If you're looking at the rest of the Nevada side here absolutely, I think that would be a fair number.

Vice Chairman Penzel speaks:

And then in the dig once program, in the recent Lake Tahoe Restoration Act, there was money set aside for fire line to go across all around and is is that money going to help?

Mr. Hasty speaks:

If it's actually appropriated yes, it will. I mean that's in authority right now, that does not have a dedicated funding source to and so that's good news in that there's an authority but then you... one has to go work with Congress and administration to see that the appropriate dollars to that authority.

Vice Chairman Penzel speaks:

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

So, that would possibly offset some of that cost?

Mr. Hasty speaks:

Absolutely it would help, you know, I think the other thing that's important for us to keep an eye on the Southern Nevada Public Lands Management Act has been important especially for forest health things up here. So, we're gonna want to make sure that those dollars stay here and don't get swept up, because that's always the risk when it comes to federal budgeting. The state has done a pretty good job of protecting those in the past and I think we're going to have to keep an eye on that especially for the forest side. You know land sales are happening again down in Southern Nevada. Tahoe is still eligible, especially on the forest side, not so much for projects like ours anymore, but definitely for forest side and in any kind of land acquisition those funds are still available to eligible for Tahoe.

Vice Chairman Penzel speaks:

My last question is that in this section or phase 3 also covers Marlette Lake. Are you going to have trails up to Marlette and back?

Mr. Hasty speaks:

We are not building any trails, I think NDOT is looking at some stream restoration, come down to Marlette Creek right now for that section. I think there are some existing kind of user trails up there and certainly with the popularity of mountain biking on the top of that and coming on down. I think that will probably continue, unless land management agencies are going to make some concerted effort to do something different.

Commissioner McDermid speaks:

The secretary of the interior announced yesterday that some...I don't know 240 some odd million dollars from Southern Nevada Public Land Management Act (SNPLMA) would be swept over the next number of years, which was devastating to hear.

Mr. Hasty speaks:

Yes, I have heard the same. I think that is kind of why I brought it up, as that's been very valuable for the whole state and it could be a great loss to see that go elsewhere.

Commissioner McDermid speaks:

So, I think the different boards up here that have benefited... seeing the benefits of SNPLMA money coming into the Tahoe basin, they need to put... begin to send letters.

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

Chairman Thaler speaks:

Thank you, Mr. Hasty thank you for your presentation, feel free to come back anytime and give us updates this is great stuff.

Mr. Hasty speaks:

Be happy to and if you ever have any questions don't hesitate to give me a call.

Chairman Thaler speaks:

It's huge, I mean, I think it's going to take a while to finish but it's huge for our area. I mean, you put on your thinking cap and think 10 years down the line what this has done it's going to be great. So, again I know this was presentation open or only, I am going to open this up for public comment. Public comment is now open.

PUBLIC COMMENT

Steve Teixeira speaks:

Good afternoon, for the record Steve Teixeira, and I'm here today on behalf of the South Shore Transportation Management Association. I want to thank this commission and your predecessor commissioners and Mr. Morgan and his team for maintaining the trails that are built as part of the South demo project. They do a great job of it, and as you know they're very popular and get a lot of use and it's a big part of the attraction that we have up here for our recreation. I wanted to just... I ran upstairs and got the five-year plan, and Commissioner McDermid was correct the bond payments on the garage end in fiscal 19-20 and that means that the first... fiscal 19-20 so, so that's correct and then the the first year that the bond monies could go over to the Highway 50 project would be in 2020-2021. And finally with respect to the SNPLMA thing, you know, the administration talks about sweeping the money it's actually an act of Congress that created that and so a law would have to be changed for for them to be able to do that. I just want to point out that that's always a threat, and it certainly been a threat in the two years of the current administration. We take it seriously and we do need to all send letters and send ourselves, I will be among those back next month, but at any rate there would have to be a change in the law to make that happen, not that it couldn't but it doesn't just happen if somebody, even if there a cabinet secretary says so, thanks.

Carlo Lurie speaks:

Good afternoon, for the record Carlo Lurie, and I'm here on behalf of the County's Economic Vitality Program. I am the trails champion for that program along with Deborah Lang, and I just want to say that I have lived in Douglas County for over 20 years. Five years up here in the basin, and 15 years down in the valley, and by far this is the most exciting thing I've ever seen in Douglas County, in my whole time here. This is really exciting and I think it's a tremendous asset for for the residents of Douglas County, but it's also just great asset for the visitors. I have to

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

admit I kind of gasped when I heard the number \$60 million for a trail, it does seem like a lot of money but I'll just say there's lots of counties that have bike trails but very few counties that have a bike trail that's 1/4 of the way around Lake Tahoe. I mean, that you can't replicate that anywhere it's something that will draw visitors from around the world and it's hard to quantify the dollar value of the money coming into the community from people who use that trail, but considering the millions of visitors who come to Lake Tahoe every year and the amount of money that they spend here, because, of course it's not a cheap place to come vacation. I think it's really a worthwhile project and it's worthy of the Counties support. I want to say that the the tremendous asset that we have here is also probably one of the, one of the things that's also a negative because people are loving this place the death, right? and I think Commissioner McDermid knows better than anyone that the biggest threat to Lake quality and air quality in the basin is vehicle traffic. So, we really need to figure out how to get people out of their cars. If that means you no, free buses and charging for people to drive, I think that something that we need to pursue. Get them out, make park their cars when they get into the basin get them on the trails, get him on a shuttle bus, there's a huge safety component as well as we all know it's incredibly dangerous to drive Route 28 in the summer time, with all the people parked on the shoulder. So, I see my times up, thank you for your consideration.

Chairman Thaler speaks:

Thank you, Mr. Lurie. Any further public comment? Seeing none, public comment is closed.

Commissioner McDermid speaks:

I would like to make one clarification, there was a bi-state agency... a bi-state committee after the Angora Fire and one of the items out of the 90 some odd, most every one of them have been completed, except the ability to have fire flow. So, having the ability... it's not so much in fighting the fires in the wildland, but it's where the wildland interfaces with structures, commercial or homes. There are no...there's not enough fire hydrants... the pressure, the fire flow, in order to put that in. So, the one thing that we have been pushing to get in the Lake Tahoe Restoration Act, is funding for that very thing. So, it's not so much along the bike trail as it is along Highway 50 and in places where you have structures and there's no ability to fight the fire, as you know Tahoe Douglas bought a fire boat. Purchased it and worked with Douglas County as to where they could protect some homes that don't have any ability to have fire hydrants or fire flows. You know, there's been, I don't know how many millions and millions of dollars, that have been spent on environmental improvement water quality projects, but one fire of the magnitude that we saw this last year in some areas of California. If that were to be in our basin and we get the winds, we know we get and so forth, the lakes clarity would be completely devastated because of the erosion that would go into the lake, and it would take years and billions to get that clarity back. So, fighting fires in the Tahoe basin is is a critical component of the environmental quality of not only the lake but of the entire scenic environment.

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

Chairman Thaler speaks:

Thank you. So, we're going to move on to item number three, the highly waited for, for presentation only, reports updates from County Commission members concerning the various boards and or commissions that they may be a member of or a liaison to or meetings functions they have attended. I'll start with Commissioner Nelson all the way down at the end.

COUNTY MANAGER

3. For presentation only. Reports/updates from County Commission members concerning the various boards and/or commissions that they may be a member of or a liaison to or meetings/functions they have attended.

Commissioner Nelson speaks:

Nothing to report.

Commissioner Walsh speaks:

Yes, thank you. I did take a tour of the juvenile detention facility today, up here at the lake, its first time I've been there. I was quite impressed with not necessarily the facility but I was impressed with the work that they do. So, I am very happy to report that I'm on that board and and I'm happy to report that I like the work that they are doing. I think it's a good service for our community and they do have, right now, I know there has been talk about, a contract with Carson City, sending some juveniles out there. Actually right now we have, they are full in Carson City so we have some detainees down here. Thank you.

Commissioner McDermid speaks:

Well, I was in Las Vegas for the State Land Use Planning Advisory Council meeting. There is a representative from each of the 17 counties in Nevada and it's very interesting. We have been given an assignment to take back to each of our counties which is... what are the priorities from Douglas County Board of Commissioners, regarding state land use, in terms of how we interface or interact with BLM, the Forest Service, etc. What are our land use priorities, what do we do we need? Because typically what the entities do is we give them our land use plan and they do that. So, I would encourage you to go to NRS 2477 that came out of the SB 456 it's a roads protocol, and the Storey Board of Commissioners has been sued and I brought the copy of the suit and gave it to our District Attorney, Doug Ritchie. Aren't you on the state DA board committee?

Doug Ritchie, Chief Civil Deputy District Attorney, speaks:

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

Mark Jackson is yeah. I am on the AG's open government.

Commissioner McDermid speaks:

Well, they are going to have a meeting and talk about this. It has to do with, where there is a road that... in Storey County that, well you would have to read the case, but we could have something like that in Douglas County. It's not inconceivable, because things were done in the 40s, 50s, and 60s and things have evolved and changed over time. So, what we're trying to do is come up with a template that we could all use. As we interact with the Department of Interior, BLM, the Forest Service and so forth. So, anyway you have until June, you have until the middle of May to tell me what your priorities are.

Vice Chairman Penzel speaks:

I attended the Nevada Works board meeting and in the last meeting was I think September, October and in that timeframe. It went from a board that was trying to get people jobs, to a Board that is saying we don't have enough people for all the jobs. It's kind of, an interesting juxtaposition. And so they're trying to figure out what they can do to get more people through their pipeline for a lot of different things. They've got a lot of innovative things, this is a small board. There are 32 people on it. It was an interesting conversation and I think that it's going become more important as it impacts... every County has a problem with workforce housing and we're no different. We are just looking at it from maybe different idea. So, anyway I thought I would pass that along.

Chairman Thaler speaks:

So, I have nothing to report as well. I know it's been a long day for everybody looking out there. I am going to open it up for final public comment. Final public comment is now open, feel free, any board member if you want to go out there and mingle publicly. Seeing none, public comment is closed.

CLOSING PUBLIC COMMENT - None

Chairman Thaler speaks:

Unless I hear any objections, I'm going to adjourn the meeting. Meeting adjourned, thank you everyone.

ADJOURNMENT

There being no further business to come before the Board, the meeting adjourned at 2:30 PM.

**DOUGLAS COUNTY BOARD OF COMMISSIONERS
MEETING OF FEBRUARY 15TH, 2018**

Respectfully submitted:

Steven J. Thaler, Chairman
Douglas County Board of Commissioners

ATTEST:

Kathy Lewis, Clerk-Treasurer