



AMERICAN CIVITAS

Board: Douglas County, Nevada County Commission

Date: August 21, 2025

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Item	Description	Outcome	Vote Count
1	Call to Order	Initiation of the meeting	Information Only
2	Pledge of Allegiance	Ceremonial recitation led by Sheriff	Information Only
3	Public Comment (No Action)	Opening public input on non-agenda items	Information Only
4	Approval of Agenda	Adoption of the proposed agenda	Passed (5-0)
5	Approval of Previous Minutes	Ratification of June 25, 2025, special meeting minutes	Passed (5-0)
6	Consent Items	Approval of items A through S	Passed (5-0)
7	Item(s) Pulled from the Consent Agenda Will Be Heard at This Time	No items pulled	Information Only
8	Ceremonial Presentation	Presentation	Information Only
9	Resolution 2025R-079	Adoption	Passed (5-0)
10	Resolution 2025R-076	Adoption	Passed (5-0)
11	Douglas County Public Guardian	Angeliek Ard – Appointed	Passed (5-0)
12	Painted Rock Mine	Discussion	Information Only
13	Closing Public Comment (No Action)	Closing public input on non-agenda items	Information Only
14	Adjournment	Meeting conclusion	Adjourned

Executive Summary

The Douglas County Board of County Commissioners meeting on August 21, 2025, convened at 10:00 a.m. in the Historic Courthouse, Minden, NV, with all commissioners present. The session focused on routine governance, including approval of minutes, consent items, and key administrative discussions. Highlights included a ceremonial employee service award for Trina Carter's 35 years, adoption of Resolution 2025R-079 transferring unused bond cap to the Nevada Rural Housing Authority for affordable housing, and Resolution 2025R-076 adopting the Carson River Watershed Regional Floodplain Management Plan Supplemental Update to mitigate flood risks. The board appointed Angelique Ard as Public Guardian and received updates on various commissions. A major portion addressed enforcement of the October 4, 2024, agreement with Knox Excavating for the Painted Rock Mine, revealing resident concerns over dust, noise, water use, safety, and road degradation, with staff reporting compliance efforts and data showing improvements.

Highlights

1. **Painted Rock Mine Enforcement Update:** The board reviewed the agreement with Knox Excavating, highlighting resident evidence leading to NDEP interventions on dust control; data showed southbound truck traffic reduction from 56% to 22%, but concerns persisted over pre-7 a.m. access, untarped loads, and water usage, prompting suggestions for ordinances on haul hours, tarping, and route restrictions. The Board insisted on improvements and lack of jurisdictional control despite ongoing resident concerns.
2. **Floodplain Management Plan Adoption:** Resolution 2025R-076 was unanimously adopted, updating strategies to reduce watershed flood risks, incorporating stormwater and low-impact development solutions, with emphasis on preserving open spaces to save \$7 in recovery for every \$1 in mitigation, contrasting Douglas County's lower 1997 damages (\$29 million) versus Washoe's \$500 million.
3. **Public Guardian Appointment and Bond Cap Transfer:** Angelique Ard was appointed Public Guardian, bringing five years' experience from Eureka County, while Resolution 2025R-079 transferred \$3.6 million unused bond cap to Nevada Rural Housing Authority, supporting affordable mortgages for 491 Douglas homebuyers since 2006 (\$113 million total).

Public Comment (Non-Agenda Items)

Public Comment: Chuck Bowen discussed poor road conditions in Johnson Lane, East Valley, and Fremont, exacerbated by mine trucks causing vibrations and noise levels up to 80 decibels. He opposed general taxes but supported diesel taxes on trucks to fund repairs, including taxing diesel delivered to yards, noting Douglas County's lack of such a tax compared to neighbors. Heather McDonnell invited attendees to the Airport Discovery Day Wings and Wheels event on Saturday from 8 a.m. to 2 p.m., highlighting free pancakes for the first 700, family activities, vendors promoting local businesses, and free entry. Yvonne Wagstaff, Douglas County School Board President, updated that school started Monday, with visits to all sites showing positive atmospheres and readiness for learning. Jim Jackson urged the board to stand firm against companies and developers causing harm rather than residents, suggesting they counter lawsuit threats and prioritize resident interests. Michael Conway shared observations of Super Dump trucks with tag axles operating loaded without dropping axles, accelerating road wear and reducing braking, noting none with axles down in Douglas County unlike Carson City, and recommending a federally funded commercial officer to inspect trucks.

Approval of Agenda and Previous Minutes

The Douglas County BOCC adopted the agenda and previous minutes as presented.

Commissioner Comments: None received

Public Comment: None received.

Vote: Unanimous (5-0) approval.

Ceremonial presentation of an employee service award to Trina Carter for 35 continuous years of service to Douglas County.

Undersheriff Ron Elges detailed Trina Carter's 35 years since 1990, starting in records, serving as supervisor, administrative assistant to undersheriffs, and currently in civil division, under three sheriffs (Pierini, Maple, Coverley). He noted her second-highest tenure, praising loyalty. Photos were taken with Carter, family, and commissioners.

Commissioner Comments: None.

Public Comment: None received.

Vote: No vote taken.

Discussion on the adoption of Resolution 2025R-079, transferring Douglas County's unused 2024 private activity bond volume cap of \$3,609,743.20 to the Nevada Rural Housing Authority.

Chief Operating Officer Kathy Lewis and Sean Huser from the Nevada Rural Housing Authority facilitated the discussion. Kathy Lewis, speaking for the record, characterized the private activity bond program as significant yet intricate in its mechanics, and accordingly deferred the primary

explanation to Sean Huser. Sean Huser expressed gratitude to Chairwoman Hales and the commissioners for the opportunity to address the board, emphasizing the longstanding collaborative relationship between the Nevada Rural Housing Authority and Douglas County regarding the allocation of private activity bond cap. He outlined the authority's mission, established over more than five decades, to deliver affordable housing solutions and foster opportunities for rural Nevadans. Since 2006, the authority has supported over 11,000 homebuyers statewide through \$2.5 billion in mortgage financing and \$47 million in tax savings for homebuyers. Focusing on Douglas County specifically, Huser reported that the authority has facilitated \$113 million in mortgages for 491 homebuyers, accompanied by \$2.4 million in down payment assistance and an estimated \$3.8 million in federal tax savings via the Mortgage Credit Certificate Program. In the preceding year, seven Douglas County homebuyers benefited from \$2.8 million in mortgages, a figure Huser acknowledged as positive but insufficient, expressing a desire to expand assistance to additional residents in achieving homeownership. He attributed the program's efficacy to inter-county collaborations that enable the utilization of bond allocations for affordable mortgage products. Huser further described the private activity bond cap as non-monetary authority rather than actual funds; unused portions revert to the state for redistribution if not transferred. He highlighted a recent \$25 million bond initiative that aided 80 rural Nevada families as a tangible example of bond cap application. Additionally, he introduced the new Launchpad program, which, while featuring a slightly elevated interest rate compared to prior offerings restricted to first-time buyers in designated areas, extends eligibility to a broader demographic, thereby enhancing accessibility to affordable mortgages. Huser encouraged exploration of the Launchpad program for potential beneficiaries and invited inquiries from the board.

Commissioners' Comments:

- Commissioner Mark Gardner commended the program's substantial influence on Douglas County since 2006, calculating an average of approximately \$400,000 in bonding capacity per homebuyer based on the previous year's data. He noted that the request for bond cap transfer occurs annually and justified its placement on the regular agenda rather than the consent calendar to enhance public visibility and resident awareness. Gardner underscored the program's relevance to ongoing discussions about affordable and attainable workforce housing, urging Douglas County residents to investigate eligibility and leverage the opportunity.

Public Comment: Jim Jackson inquired whether the funds associated with the bond cap are restricted to housing purposes or could be redirected at the board's discretion, such as toward road maintenance in areas like East Valley and Fremont, which he described as severely degraded, likening them to washboard roads depicted in the Disney film Cars. Chairwoman Hales clarified that no actual funds are involved, only bonding capacity, which the county would otherwise not utilize. Sean Huser elaborated that the state allocates private activity bond cap to counties and cities, but the fragmented amounts often render issuance economically unviable due to associated fees; unused cap reverts to the state for reallocation, potentially outside rural areas if not transferred to entities like the Nevada Rural Housing Authority. He noted that even urban counties like Washoe and Clark contribute portions of their cap to the authority for use in their rural segments, such as Sparks. Carl Ruschmeyer sought clarification on why Douglas County could not issue bonds using its nearly \$4 million in capacity for county-specific needs like road

improvements. Sean Huser responded that the modest allocation size typically incurs prohibitive issuance costs, making it impractical for individual counties. Kathy Lewis added that the county recently issued bonds for the Justice Center through bond counsel, achieving favorable terms, and that transferring the private activity bond cap to the rural housing authority optimizes its utility without diminishing the county's separate bonding capabilities.

Vote: Vote unanimous in favor of adoption of Resolution 2025R-079.

Discussion to adopt Resolution 2025R-076, a resolution to adopt the Carson River Watershed Regional Floodplain Management Plan Supplemental Update.

Debbie Nunn-Ripp from the Carson Water Subconservancy District (CWSD) and Courtney Walker, Douglas County's Stormwater Program Manager, presented the Regional Floodplain Management update. Courtney Walker began by offering a brief introduction, noting that Debbie Nunn-Ripp would deliver the majority of the presentation given that the plan is a regional initiative encompassing Douglas County. Walker provided context on the collaborative relationship between Douglas County and CWSD, describing the latter as a regional agency. She pointed out that two Douglas County commissioners serve on the CWSD board, alongside representatives from Alpine County, Douglas County, Carson City, and Lyon County. Walker shared a personal anecdote, revealing her previous employment with CWSD before joining Douglas County, which has given her a deep understanding and appreciation for their coordination efforts across counties to manage the Carson River watershed regionally. As an example of this collaboration, she cited a coordinated FEMA floodplain map update conducted throughout the watershed from Alpine County to Lyon County, near the Weeks Bridge, a process that spanned approximately 12 to 13 years and was finalized with adoption in June for Douglas County, providing an updated floodplain map currently in use. Walker further explained that CWSD's role as a FEMA Cooperating Technical Partner allows them to secure planning funds, which they allocate based on county requests for studies and planning efforts. This partnership has facilitated several area drainage master plans, including those for Johnson Lane, Ruhenstroth, Fish Springs, and Buckeye Creek, which are comprehensive drainage studies generating capital improvement projects incorporated into the county's stormwater master plan adopted the previous year. She expressed gratitude for CWSD's support in these planning endeavors. Additionally, Walker highlighted the plan's dual focus on river flooding and alluvial fan flooding, noting Douglas County's advantage in lacking heavy development along the river corridor, unlike Reno's Truckee River downtown area. She displayed a photo from the 1997 flood in Carson Valley, emphasizing that the region sustained considerably less damage—\$29 million across five counties—compared to Washoe County's \$500 million, reinforcing the goal to manage and limit development in floodplains thoughtfully.

Debbie Nunn-Ripp stated the plan's main purpose: to reduce flood risk throughout the watershed as a regional entity. She mentioned that the initial version of the plan was created in 2008, with all watershed counties having adopted the 2025 update, and this presentation marked the final request for Douglas County's adoption. Debbie noted that the plan was updated by the Carson River Coalition (CRC), which CWSD facilitates as a stakeholder group rather than a regulatory body, comprising participants such as private individuals, staff from local, state, and federal governments, tribal governments, and citizen-driven groups. The CRC formed in 1998 following the

1997 floods, conducting a 2003 survey and establishing the River Corridor and Floodplain Management Working Group. This group initiated an integrated watershed planning process focusing on long-term resource management and addressing diverse stakeholder needs through regular CRC meetings. She detailed the funding history, noting that the 2008 and 2013 iterations were supported by NDEP through a 319 Clean Water Act grant, while the 2018 and 2025 updates were funded by FEMA. The plans contain suggested actions for counties to reduce risk, document progress, outline future FEMA-funded projects, and serve as a floodplain management guideline, referencing county hazard mitigation plans and master plans in which CWSD participates. She cited a 2015 CRC education group survey, led by Brenda, revealing that most watershed residents had lived there less than five years and were often unaware of flood risks, a key educational focus. She emphasized that flooding, exacerbated by development pressures, becomes costlier post-disaster, advocating for preemptive water management. She noted that elevated roadways and housing paths can alter natural flood routes, using a beautiful Alpine County photo to demonstrate how rivers meander, referring to floodplains and floodways as the meander belt. The plan's regional approach aims to protect floodplains from development and reduce watershed-scale damage, as water disregards county boundaries, making it ecologically and economically sensible. She quoted the National Institute of Building Sciences, stating that every dollar spent on flood mitigation saves seven, with the best mitigation preserving open spaces to avoid sevenfold repair costs. She cited Johnson Lane's flash floods from 14- and 15-minute storms over Hot Springs Mountain, causing \$1 million in county damage plus private sediment issues, underscoring the choice between paying \$1 upfront or \$7 after, excluding human life costs. The plan, initially river-focused, now includes alluvial fans and dry lake beds, where water's unpredictable paths require pre-construction understanding to benefit residents and minimize costs. She stressed a balanced approach, not opposing building but encouraging construction around floodplains, supporting agricultural uses, and balancing property rights with natural resources without conflict. The CRC's main message, reaffirmed post-1997, is to protect floodplains from development, as impacted meander belts lose natural functions, with agricultural fields, golf courses, and open spaces in Carson Valley critical for floodwater attenuation, groundwater recharge, non-point source pollution buffering, and wildlife habitat. Debbie compared 1997 damages (\$29 million watershed-wide vs. \$500 million in Washoe County), noting Washoe's 25-year investments like Wingfield Park to slow water. She outlined eight mitigation strategies and 49 suggested actions, implemented at the county level since CWSD lacks regulatory authority, leveraging federal, state, and local funds. She cited the Stormwater Master Plan as an example, listing actions under the stormwater impact category. Significant 2025 updates include stormwater and Low-Impact Development (LID) solutions, a new section with emergency managers' insights on eliminating internal and external silos for collaborative risk reduction, and a cleaned-up action to buffer natural drainage ways.

Flood Hazard Mitigation Strategies:

1. Protect Natural Floodplain Functions and Values
2. Set Higher Regulatory Standards
3. Collect Flood Data and Maintenance Information
4. Balance Channel Migration and Bank Erosion Monitoring
5. Increase Floodplain and Flood Hazard Outreach & Education
6. Reduce Infrastructure Impact

7. Map and Study Alluvial Fans
8. Minimize stormwater impacts

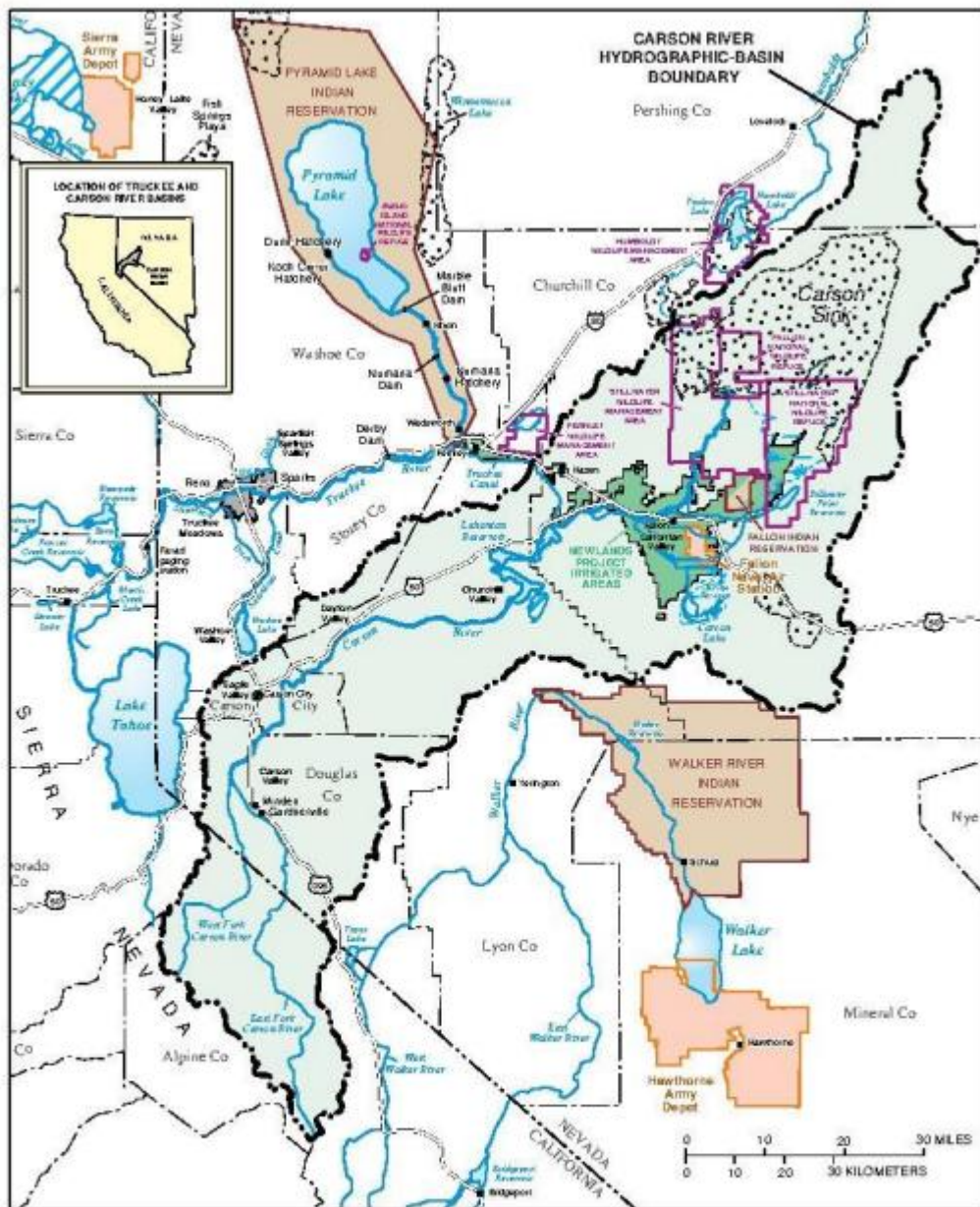


Figure 8: USGS hydrologic features of the Carson River Watershed and surroundings

Commissioners' Comments:

- Commissioner Gardner expressed amazement at the water's force during a non-major alluvial fan event, a term he learned during four years on CWSD before passing the role to

Commissioner. He added that residents often believe safety outside floodplains is assured, using the photo as evidence of broader impacts on health, safety, infrastructure, and access, affecting all county residents. Nunn-Ripp added that 50% of flood insurance claims occur outside mapped floodplains, recommending affordable insurance regardless of location.

- Commissioner Rice recalled the 1997 flood's devastation—losing a golf course, houses, and the Walker Canyon highway, dividing the county—praising Courtney Walker's KO Complete Street project and urging prevention on alluvial fans.
- Chairwoman Hales clarified website navigation via Community Development or Public Works for stormwater resources. No further public

Public Comment : Jim Jackson recounted a flash flood on I-15 between Vegas and Barstow that destroyed the highway, forcing a detour via Route 66, and recalled observing floodplain developments in Douglas County where developers used truckloads of fill dirt to raise land above floodplains, deeming it unfair to buyers and residents, citing Texas floods and Stephanie Lane's costly lesson, urging a complete ban on floodplain development. Yvonne Blackstaff, a Johnson Lane homeowner, asked how to check if her home is in the updated floodplain. Courtney Walker responded to call her or use the Douglas County website's GIS floodplain viewer, offering assistance if needed.

Vote: Vote unanimous in favor of adoption of Resolution 2025R-076.

Discussion to appoint Angelique Ard as the Douglas County Public Guardian to perform the duties of Public Guardian pursuant to NRS Chapter 253 and Douglas County Code Chapter 2.22.

Brooke Ady, the Community Services Director, and Angelique Ard, the candidate for the Public Guardian position discussed the position of Public Guardian. Brooke Ady expressed gratitude for the opportunity to address the board and introduced Angelique Ard, who had applied for the Public Guardian role vacated in May. Ady underscored the position's critical importance to the community, explaining that it provides advocacy, services, and representation to some of Douglas County's most vulnerable residents—those lacking the capacity to make their own decisions. She detailed that the Public Guardian ensures these individuals receive appropriate care, live in supportive environments, and have all their needs met, emphasizing the role's significance in safeguarding their well-being. Ady clarified that Angelique Ard hails from Eureka, Nevada, not Eureka, California as might have been misreported elsewhere, and has served as a public guardian there for the past five years.

Commissioners' Comments:

- Commissioner Hales requested Ard to elaborate on her philosophy or approach to the work. Angelique Ard responded that the public guardian role is deeply meaningful to her, as it offers the greatest opportunity to make a difference. She expressed her enjoyment in assisting both the elderly and youth in Eureka County, highlighting the desperate need for

such support among individuals without family or means to help themselves. Ard described the role as rewarding, noting the satisfaction derived from ensuring these individuals are happy, healthy, and content through the least restrictive means possible.

- Commissioner Garnder thanked her and he welcomed Ard, noting Douglas County's larger population compared to Eureka, suggesting the role would likely become full-time, and expressed appreciation for her critical community service.
- Commissioner Hales posed a final question about the previous Public Guardian's system of bill pay assistance. Ard confirmed familiarity, explaining that in Eureka County, bills are funneled through a county-overseen account to manage funding, acknowledging the broader scope in Douglas County due to a wider range of cases, and noting her involvement. Brooke Ady interjected to add that Ard, starting Monday, has not yet begun the role, so she may lack familiarity with Douglas County's specific operations or future programs, ensuring clarity on her current knowledge base. Chairwoman Hales acknowledged this clarification.

Public Comment: None received.

Vote: Vote unanimous in favor of appointing Angelique Ard as Douglas County Public Guardian.

Commissioner Reports:

Commissioner Nathan Tolbert shared recent activities, admitting limited preparation. He attended the Chamber Leadership Group's Economic Vitality Day, touring businesses and recommending it for next year, and the Water Supply Conservancy meeting, noting agriculture's role in aquifer preservation via flood irrigation, impacted by earlier snowmelt.

Commissioner Wes Rice reported attending a bi-state solid waste management meeting for Lake Tahoe, resisting California's green mandates like rinsing containers, a Tahoe Douglas Visitors Authority meeting on the successful Century 21 golf, and a sewer authority meeting, reporting financial health and a potential Duck Point GID.

Commissioner Gardner highlighted the commissioner role's demands beyond two days a month. Nothing to report on the Carson Valley Visitors Authority (month off), dormant Quad County Coalition, and yesterday's Chamber Luncheon with an airport presentation, plus a planned 2026 air show (no Blue Angels/Thunderbirds yet). He serves on the Nevada Association of Counties and joined a China Spring Youth Camp tour with Chairwoman Hales and Senator Titus, finding it inspiring for youth rehabilitation, planning more visits. He noted the September 5th-6th Rodeo, suggesting Western wear, and the arrival of three 300-seat.

Chairwoman Sharla Hales added attending the China Spring tour, valuing Senator Titus's support, and noting detention costs versus China Spring's benefits, offering tours. She also attended a Protect Johnson Lane meeting, Sheridan Volunteer Fire Department Barbecue, Power Transportation District and SSTMA meetings on microtransit funding, challenging El Dorado County and South Lake Tahoe for three-year commitments, and a Carson Valley Arts Council meeting on an artist registry and fundraising subcommittee..

Discussion to enforce and monitor the terms of the October 4, 2024 agreement to address public health and safety concerns from mining operations related to the Painted Rock Mine between Douglas County and Knox Excavating, Inc.

Chairwoman Sharla Hales introduced the agenda item, noting the Painted Rock Mine as a 35-year phased aggregate mining operation on tribal allotment land (APN 1321-00-001-001) held in trust by the U.S. Department of Interior Bureau of Indian Affairs (BIA), which serves as the permitting authority, with the Bureau of Land Management (BLM) involved for access paths. Before Assistant County Manager Wendy Lang's presentation and public comment, Hales provided background, explaining that she and Commissioner Danny Tarkanian requested this item to update the community on enforcement efforts. She recounted that since 2020, when Knox Excavating began seeking BIA and BLM permits, Johnson Lane residents have raised significant concerns. These include dust as a nuisance and potential toxin carrier, noise from mine operations and trucks disrupting the rural quiet, water issues such as reduced well levels necessitating costly deepening and potential increases in arsenic or toxins affecting domestic water quality, safety risks to school children at bus stops, bikers accessing BLM land, and recreational users sharing Johnson Lane, road degradation from heavy trucks impacting horses on bumpy terrain, and inconsistency with the master plan, frustrating the county's vision. Residents have questioned the absence of tarp requirements and a stop sign at Fremont, reporting cracked windshields from mine debris, passionately defending their choice for a peaceful rural lifestyle. Between 2020 and 2024, the board directed staff to vigorously oppose the permits, achieving three increasingly rigorous environmental analyses that delayed approval by four years. Despite this, the BIA issued a finding of no significant impact (FONSI), permitting the mine, as the county lacks jurisdiction to allow or deny it. Post-permit, an appeal was deemed unfeasible due to the same entity deciding and no successful precedents, while a proposed ordinance limiting Johnson Lane's eastern section risked a costly lawsuit (potentially millions, referencing Las Vegas and Sacramento cases). Using the appeal and ordinance as leverage, the county negotiated the October 4, 2024 agreement with Knox, securing limitations. On March 21, 2024, with resident evidence, the county urged BIA, BLM, and the Nevada Division of Environmental Protection (NDEP) to investigate dust violations, prompting compliance steps and ongoing monitoring. A May 14, 2024 NDEP letter to Knox mandated further dust control, reflecting resident-county collaboration. Hales emphasized the board's commitment to ensuring compliance, framing this as an ongoing effort to improve efficiency, not a conclusion, and invited public input after Lang's presentation.

Wendy Lang, Assistant County Manager, thanked the board and public, aiming to provide an objective overview of actions taken, acknowledging the county's lack of control over the mine due to BIA and BLM authority. She confirmed the county's engagement in environmental analyses, including an initial appeal, and noted the August 15, 2024 board discussion on restricting Johnson Lane's eastern section, leading to the October 7, 2024 agreement after negotiations. The agreement limits operation days/hours, truck numbers/routes, and air/water quality compliance, requiring the county to withdraw the appeal and consider traffic restrictions. Compliance efforts include increased presence from the Douglas County Sheriff's Office (DCSO) and Code Enforcement, guided by resident feedback, with NDEP also engaged. The county's March 21, 2024 letter to permitting authorities, spurred by resident complaints, yielded actions, detailed on a

dedicated webpage (douglascountynv.gov under major projects). Technology like license plate readers and traffic tubes monitors violations.

Commissioner Gardner asked about a slide on permitting authority engagement, recalling a meeting with a resident (Mr. Conway) providing documents, leading to staff outreach and a letter with Chairwoman Hales to address concerns, which Lang confirmed.

Discussion turned to Section 3A of the agreement (operator's covenants), focusing on haul routes. The agreement prohibits Knox and its customers from using Sunrise Pass except in emergencies or road closures. Initial complaints about Sunrise Pass usage (even without gravel) prompted manager discussions with Knox, enforced via two license plate readers. Commissioner Tarkanian questioned handling violations, suggesting significant fines to deter repeat offenses. Lang proposed written violation notices to the board for potential agenda action, but Tarkanian advocated an ordinance fining prohibited truck use, debating with District Attorney Doug Ritchie. Ritchie clarified that fines apply to criminal statutes, not contract breaches, and ordinances must be rational, non-discriminatory, targeting all heavy trucks by axle weight (e.g., over a set limit) rather than specific companies like Knox. Tarkanian pushed for isolating Knox trucks via contract enforcement, but Ritchie noted legal limits, suggesting unilateral ordinances. Commissioner Wes Rice asked about banning aggregate transport on Sunrise Pass, with Ritchie allowing it with local delivery exceptions, requiring public health/safety justification against potential lawsuits.

Commissioner Mark Gardner asked for evidence of Sunrise Pass haul route violations, with Lang reporting fewer than five trucks on cameras and no gravel truck photos from the public, though early complaints existed pre-camera, addressed by Manager Jenifer Davidson with Knox. Discussion moved to Section 3A, prohibiting southbound East Valley Road use except for local deliveries, with Lang suggesting a camera there due to resident concerns, though identifying mine-related trucks is challenging. Tarkanian noted differing language from Sunrise Pass, questioning enforceability since Knox only requests customer compliance, proposing a trailer truck ban on East Valley, citing it as non-collector. Lang corrected that East Valley is a collector road per the transportation plan, though residents claim it's unsuitable. Tarkanian suggested a Mueller Parkway route, under construction, to redirect trucks, with Lang confirming efforts to route construction traffic there, though not yet fully accessible. Traffic data from April 28-May 11 showed over 50% southbound heavy trucks, dropping to 31% (late June-early July) and 22% (July 28-August 10), suggesting agreement effectiveness amid construction/recreational increases. Public Works Engineer Mr. Ricker explained the JMR Technologies Trax Minimal Tube Counting System, using two-foot-apart tubes to classify vehicles via Federal Highway Administration categories (e.g., heavy trucks over 60 feet, with some overlap with RVs/horse trailers), installed permanently on East Valley (removed winters) with plans for year-round systems.

Section 3A also limits mine access to 7 a.m.-5:30 p.m. with exceptions, monitored by license plate readers. Resident reports of 6:30 a.m. trucks prompted adjusted code enforcement schedules, but no data confirms pre-7 a.m. entry, with staging outside gates debated. County Manager Jenifer Davidson suggested a haul truck hours ordinance, noting unintended staging issues. Section 3A restricts operations to Monday-Friday, with exceptions requiring notice to the Community Development Director, none received, and no noncompliance reported. Section 3A caps annual average round trips at 60, with 85 expected most months, audited periodically, with July 14, 2025

data showing 50 daily, aided by NDEP logs. Section 3B mandates a percentage of gross sales to third parties for road maintenance with \$2,667.87 collected to date. This is collected quarterly (partial in January, full in April and July), aligning with ad valorem for large properties (e.g., Walmart, Starbucks), though residents assumed it covered damage, not equivalence.

Section 3C requires compliance with federal/state laws and dust control, with NDEP incorporating agreement terms like speed limits and mandating oil/chemical suppressants, logging efforts, confirming compliance post-May 14, 2024 letter. Noise measures include earthen berms (photographed), no blasting unless notified (via the webpage signup), road base with grindings and oil application, no jake brakes (signed), and posted permits. Water use of 2.8 million gallons (1% of East Valley's 242 million) from January-July 2024 matched the EA, with a well operational by September for truck watering, reducing county water reliance. Director of Public Works confirmed Knox's well permits align with county practices, but BIA jurisdiction limits control, with state water law (first-in-time, first-in-right) and federal EPA oversight applying, suggesting federal recourse for impacts.

Lang detailed the webpage (douglascountynv.gov, major projects section) for agreement copies, correspondence, and signup for updates, plus phone/email for public input, citing Conway's permit meeting as a collaboration example. Proposed next steps include continued Sheriff/Code Enforcement presence, NDEP engagement, additional traffic tubes at Johnson Lane's terminus, relocating a license plate reader to Fremont/East Valley, resident feedback, webpage updates, sharing observations with Knox for non-agreement issues, and pursuing the 2028 Nevada Federal Lands Access Program grant for Johnson Lane rehabilitation, potentially including trails. Gardner requested air quality data accessibility and better truck trip records, with Lang agreeing to explore. Suggestions included restricting trucks on Sunrise Pass/East Valley (by weight), haul hours, and tarp requirements, pending Knox's September spraying. A four-way stop at Johnson/Fremont was debated, with the traffic engineer citing no warrants and increased noise concerns outweighing safety benefits, despite resident pressure for noise reduction.

Commissioners' Comments:

- Commissioner Tarkanian pushed for fines and ordinances, debating legal limits with Ritchie.
- Commissioner Gardner sought evidence and data improvements.
- Commissioner Tolbert suggested camera relocation and noted noise issues, advocated civility, proposing monthly Johnson Lane town halls.
- Commissioner Rice emphasized staff efforts within legal bounds. He suggested that buy dash cameras to prove violations.
- Commissioner Hales clarified jurisdiction limits and ongoing efforts. She stated frustration over authority gaps, defending the agreement.

Public Comment: Several residents expressed deep frustration and concern over the Painted Rock Mine's impact, reflecting a broad spectrum of issues affecting their daily lives and property values. One speaker, a 20-year law enforcement veteran living on Johnson Lane, acknowledged the emotional intensity surrounding the mine, describing it as a burden on residents' necks due to potential property value declines from 180 daily truck trips, alongside valid health concerns from

dust and toxins, safety risks from truck traffic, and road degradation. He urged collaboration between citizens and the board to devise creative solutions, such as constructing an alternative road to divert traffic from Johnson Lane and East Valley, arguing that despite the high costs—whether from lawsuits or mitigation—these dollars could be better invested in productive outcomes rather than conflict, emphasizing the need for a balanced approach that allows Knox to operate while preserving residential peace.

Another resident vehemently criticized the October 4, 2024 agreement, calling it “horrible” for withdrawing the appeal of the flawed Finding of No Significant Impact (FONSI), which the board had acknowledged as deficient, and for imposing a 35-year moratorium limiting future boards’ ability to act. Living near the mine, this speaker reported observing pre-7 a.m. truck movements and fully loaded trucks returning by 6:30 a.m., submitting photos without response, and cited a Knox truck on Tony Court (with no BLM access) as evidence of violations. They challenged the presentation’s portrayal of Knox as largely compliant, asserting daily breaches and questioning the board’s apparent helplessness, unfairly burdening the county manager, and demanding actionable support.

A resident and Protect Johnson Lane member presented real-time evidence from August 15, 2024, via a one-minute YouTube video showing three untarped trains (side-dump, bottom-dump, transfer) totaling over 300,000 pounds turning onto Fremont at 7:47 a.m., exceeding the road’s design capacity. Expressing passion due to living with these conditions daily—unlike the board’s office view—they highlighted material loss en route, questioning why NRS 484D.85 (requiring secure loads) isn’t enforced preventatively, given the sheriff’s authority, and criticized the presentation’s outdated data (April-May) as reactionary rather than proactive.

Another Protect Johnson Lane member corrected the presentation, noting Knox used a Haybourne fill station (a restricted well oversold by Goodwin County) instead of the EA-specified municipal hydrant, violating water rights with 848,000 gallons in June against the EA’s 480,000/month limit, only switching to a hydrant for speed. They emphasized water’s decline per USGS, the mine’s trust land well (drilled with a state permit) lacking oversight, and its 17 gallons/minute output (below the speaker’s 21 gpm home well) as inadequate for load watering, questioning violation tracking without enforcement teeth. They also cited NRS 244.363, urging a noise ordinance due to 16-car stopping distances at 35 mph near the general store.

A motorcyclist recounted dust and debris from an untarped Knox truck less than a quarter mile on East Valley, necessitating avoidance, and provided historical context: East Valley, Fremont, and Sunrise Pass lacked bases, originally Miller family access, now torn up by heavy trucks, predicting future road repair costs and water loss in the hundreds of millions of gallons, voicing significant upset.

A resident highlighted a trust gap, noting the meeting’s five-week advancement with short notice suggested avoiding constituent input, perceiving the presentation as selective to downplay issues like dust and noise seen daily, eroding confidence. They proposed monthly or quarterly town halls for dialogue, questioning long-range water and growth plans, and whether dry wells leave residents helpless, seeking science-based answers to inform relocation decisions.

Another Johnson Lane resident reported persistent pre-7 a.m. truck access (eight initially, two recently), unpaved roads three weeks past deadline (corrected after a letter), and a closed mine today, suggesting non-compliance. They disputed Fremont as a collector road per the transportation plan, advocating for a Mueller Parkway connection, and criticized a blue-sky mine photo as unrepresentative, noting constant dust plumes, and flagged inaccessible permit signs behind no-trespassing barriers, violating state law.

An East Valley resident questioned the mine's "aggregate" label, arguing it extracts dirt, not gravel/sand, potentially nullifying the agreement, and raised concerns about unmapped aquifers, predicting well drops from mine water use, doubting truck watering efficacy, and comparing Starbucks' higher road maintenance contributions to the mine's lower impact given truck weight disparities.

A newcomer with a geology minor emphasized water's finite nature and historical battles, confirming amendable agreements, critiquing low county revenue from tons of aggregate, and questioning data manipulation, noting raw truck numbers (e.g., 180) over percentages as the real concern for residents.

A retired officer off Johnson Lane addressed safety, observing most trucks exceeding 45-50 mph (speed limit unclear), proposing non-discriminatory speed enforcement to issue tickets, impacting commercial driver's licenses (CDL) after 2-3 violations, deterring non-compliance and enhancing safety, predicting a tragic incident without action.

A Johnson Lane resident expressed disappointment, arguing the board's duty to protect voters was unmet, criticizing the lack of an Environmental Impact Statement (EIS) and toxin testing, the unused land use policy for rural preservation, and urging site visits to understand daily impacts. With scarred lungs from past truck exposure in California, they feared health decline, demanding federal action if needed.

A Fremont Street resident with 45 years in Nevada, a grandmother, and co-owner of New Pioneer Plumbing and Heating, detailed historical naming (after farmer Fremont), current congestion from 6 a.m.-2:30 p.m. truck traffic affecting elderly neighbors and business rigs, and well re-drilling costs (\$30,000-\$100,000) due to suspected mine impact, reflecting emotional and economic strain.

Commissioner Danny Tarkanian raised pre-7 a.m. truck photos and resident reports, asking what the county can do with evidence of violations, with County Manager Jenifer Davidson suggesting integrating agreement terms into permits for BIA/BLM/NDEP enforcement, proposing a staff meeting to explore this, using timestamped evidence.

Vote: No vote taken.

Closing Public Comment (Non-agenda Items)

Public Comment: A resident expressed significant frustration with ongoing construction projects, particularly on Buckeye Road, where inadequate signage caused delays and irritation. He described encountering a flagging operation with signs placed too close to the work zone, offering no advance warning of a potential 20-minute delay, forcing him to sit idly and watch paint dry on the

road. This lack of foresight led to a heated exchange with construction workers, whom he felt were unapologetic, contrasting with his expectation of professional accountability from his own experience managing teams. He proposed scheduling such projects at night to avoid daytime traffic and resident disruption, highlighting the congestion from the new Buckeye roundabout to Orchard and the school roundabout, and noted cars driving through wet paint despite the effort, underscoring a need for better planning and communication to mitigate public inconvenience and safety hazards.

Another speaker invited commissioners to his railroad open house, promising no discussion of the Painted Rock Mine per Commissioner Nathan Tolbert's earlier civility plea. He emphasized his six-week preparation effort, fulfilling a two-year promise, and offered a distraction from mine-related tensions, focusing on railroad road conditions (cracks, repairs) as a neutral topic, aiming to foster a positive community interaction and showcase personal dedication.

A resident urged the board to shift focus from limitations to actionable solutions, expressing fatigue with hearing about what cannot be done amid widespread frustration. She acknowledged the emotional outpouring in the room as a response to perceived inaction, advocating for a proactive approach to identify and implement measures that address community concerns, suggesting a more optimistic and constructive dialogue to restore confidence and drive progress.

Another speaker, frequently using Fremont and Baha'i roads with a horse trailer for doctor's appointments, requested better advance signage for construction delays to plan routes, such as detours via Waterloo. Tied to mine issues, she suggested clear signage on restricted roads to prevent unauthorized traffic, enhancing safety and accessibility for residents with specific travel needs, and proposed collaboration with the county to develop practical solutions.

Meeting Adjourned.