

MINUTES OF THE BOARD OF CHURCHILL COUNTY COMMISSIONERS

155 No. Taylor Street, Fallon, Nevada
October 6, 2016

CALL TO ORDER:

The regular meeting of the Churchill County Board of Commissioners was called to order at 8:15 a.m. on the above date by Chairman Olsen.

PRESENT: H. Peter Olsen, Jr., Chairman
Carl Erquiaga, Vice-Chairman
Harry Scharmman, Commissioner
Benjamin D. Shawcroft, Civil Deputy District Attorney
Eleanor Lockwood, County Manager
Alan Kalt, Chief Financial Officer
Kelly G. Helton, Clerk of the Board
Debi Kissick, Recording Secretary

ABSENT: Pamela D. Moore, Deputy Clerk of the Board

PLEDGE OF ALLEGIANCE:

The Pledge of Allegiance was recited by the board and public.

PUBLIC COMMENTS:

Chairman Olsen inquired if there were any public comments on issues that were not listed on the Agenda but there were none.

VERIFICATION OF POSTING OF AGENDA:

It was verified by Debi Kissick, acting Secretary, that the Agenda for this meeting was posted on the 30th day of September, 2016, between the hours of 1:00 and 5:00 p.m. at all of the locations listed on the Agenda, in accordance with NRS 241.

ACTION ITEMS:

AGENDA:

Commissioner Erquiaga made a motion to approve the Agenda as submitted. Commissioner Scharmman seconded the motion, which carried by unanimous vote.

MINUTES:

Commissioner Scharmman made a motion to approve the Minutes of the special meeting of July 13, 2016 and the regular meeting held on August 17, 2016 as submitted. Commissioner Erquiaga seconded the motion, which carried by unanimous vote.

APPOINTMENTS:

THE BOARD MAY REQUIRE THE PROVISION OF AN OATH OR AFFIRMATION BY ANY PERSON PROVIDING ORAL TESTIMONY AT A PUBLIC HEARING.

8:15 a.m. Consideration and possible action re: Presentation on the Fallon Training Complex Modernization, Captain Halloran, Commanding Officer, Naval Air Station Fallon.

County Manager Lockwood reported that, in 2014, the Naval Aviation Warfighting Development Center (NAWDC) conducted a comprehensive study of the land and airspace needed to meet combat training requirements for modern aircraft and weapon systems. The Navy analyzed required air and ground training capabilities for strike warfare, air warfare, electronic warfare, and naval special warfare. The analysis showed that the size of the Fallon



Ranges severely restricts the types of weapons that can be used, which limits training realism and effectiveness. These limitations leave aircrews and special operations forces unable to fully train, compromising their safety and success in combat. The proposed modernization would provide the realistic training capabilities needed to meet changing aviation and ground training requirements, while maintaining and enhancing the safety and security of local communities.

Captain Halloran had a PowerPoint presentation and said the crown jewel of naval aviation is the Fallon Range Training Complex, which provides 90 days training to combat. The complex trains 100% of deploying Naval aviation and Naval special warfare in combat tactics, techniques, and procedures in a realistic threatening environment. It is home of the Naval Aviation Warfighting Development Center (NAWDC), the Naval Strike Warfare Center of Excellence. The complex requires mission areas for:

- Strike warfare
- Air combat
- Electronic warfare
- Anti-surface warfare
- Expeditionary warfare
- Naval space warfare

Air Wing Fallon has advanced integrated training in all mission areas. Platform courses include: TOPGUN SFTI, Seawolf WTI, TOP DOME WTI, and Growler WTI. The threat derived curriculum includes:

- Real world intelligence
- Operational lessons learned
- Major combat operations
- Development, validation, review and standardization of tactics, techniques and procedures (TTP)
- TACT D&E
- Large force exercise planning and employment
- Close air support
- Combat search and rescue
- Joint service participation
- Dynamic targeting
- Convey escort
- Special operations (SOF) integration.

The threat realistic training is provided at the individual, unit and integrated levels.

There is a historical correlation between realistic training and combat success. Because of TOPGUN, the 1969 Vietnam A/A kill ratio was 3 to 1; at TOPGUN it is 12 to 1. With Strike University, the 1984 Beirut Strike mission failure and loss of aircrew.

The chronology of NAWDC, the Navy Fallon "Center of Excellence" is:

- 1969 – Navy Fighter Weapons School (TOPGUN)
- 1984 – Naval Strike Warfare Center (Strike University)
- 1988 – Carrier Airborne Early Warning Weapons School
- 1996 – Rotary Wing Weapons School
- 2000 – Electronic Reconnaissance Weapons School
- 2001 – Joint Close Air Support School
- 2009 – Naval Special Warfare Tactical Mobility Course

- 2011 – Growler Weapons School
- 2012 – Tomahawk Land Attack Missile Cell

Captain Halloran displayed an aerial of the Fallon Training Infrastructure.

In summary, it is home to the Naval Aviation Center of Excellence school house for tactical pre-deployment combat training, which trains 100% of Naval Strike Warfare units and Naval Special Warfare TGM units. It is not easily or affordably replicated anywhere else in the United States or overseas. It provides a critical contribution to the Department of Defense.

The required capabilities of the FRTC is a modernization initiative:

- 2010-2013 in-depth weapons analysis completed
- Identified severe weapons training deficiencies at Fallon
- Current FRTC lands from 1953 to 1986
- Large advances in weapons and tactics standoff distances since 1990s
- Current combat weapon tactics not being met

NAWDC Weapons Analysis 1:

	Altitude MSI	TAS KTS	Release Range NM	Dive Angle	Heading
LGW	35K	600	1-6.8	+5 to -55	0-360
JDAM	35K	600	2-13	0 to -40	0-360
HF	2K	120	1-5	0 to -5	0-360
DMLGB	35K	560	2-14	0	0-360

NAWDC subject matter expert (SME). Tactics, Techniques & Procedures (TTP), Weapons Requirements.

NAWDC Weapons Analysis II:

	Altitude MSI	TAS KTS	Release Range NM	Dive Angle	Heading
LGW	35K 30K	600	1-6.8 1-5	+5 to -55	0-360
JDAM	35K 30K	600	2-13 2-10	0 to -40	0-360 0-180
HF	2K	120	1-5 .6-4.3	0 to -5	0-360 0-180
DMLGB	35K 30K	560	2-14 2-14	0	0-360 0-180

NAWDC SME TTP Weapons Requirements, NAWDC reduced “Tactically Acceptable Requirements.”

The 2014 analysis of B-16 and FRTC found 8 of 18 required training activities with moderate to high training impairment due to inadequate land and airspace availability. The Commander, Naval Special Warfare, requested land and airspace enhancements at the FRTC in concert with the Naval Aviation Warfighting Development Center (NAWDC). The NAWDC requirements document was published in June 2015 and titled “90 Days to Combat”.

Naval Aviation	LGW	JDAM	Hellfire
Current	50%	40%	40%
Proposed	100%	80%	100%

Naval Special Warfare	7.62 @ 360	50 Cal @ 180	Tactical Mobility
Current	17%	0%	0%
Proposed	100%	80%	100%

MLAW approved by OSD (January 2016)

A map of the proposed FRTC Land Modernization Overview was displayed.

FRTC Modernization Land Summary			
Range	Current Acres	Proposed Acres	Total Acres
B-16	27K	32K	59K
B-17	53K	179K	231K
B-20	41K	183K	234K
Dixie Valley	68K	296K	364K
Totals	189K	690K	888K

B-16 primarily supports Naval Special Warfare (SEAL) Tactical Ground Mobility (TGM) Course

- Training requirement for 360° field of fire for small arms up to and including 7,62 mm and 40 mm
- Training requirements for 180° field of fire for .5 cal
- Additional SEAL Requirements
 - Threat representative 360° field of fire attack axis for threat realistic training
 - Multiple training areas with threat & target complexity and redundancy
 - Open area to maneuver convoy escort vehicles in varying terrain conditions
- Continued support to Naval Aviation
 - Basic level (inert only) air-to-surface training for tactical jet aviation
 - Nava helicopter gunnery training

B-17

- FRTCs premier range due to diverse terrain and geography
- 1 of 2 primary Large Force Exercise (LFE) ranges
- Live ordnance capability
- Supports all facets of Naval Aviation training continuum
 - Basic, intermediate, advanced phases
- B-17 Requirements
 - Provides increased weapons release profiles for more realistic execution of combat tactics, techniques and procedures
 - Provides for threat scenario complexity with multiple targets and target area complexes

B-20

- Additional Large Force Exercise (LFE) range
- Live ordnance capability
- Supports all facets of Naval Aviation training continuum
 - Basic, intermediate, advanced phases
 - B-20 Requirements

- Provides increased weapons release profiles for more realistic execution of combat tactics, techniques and procedures
- Provides for threat scenario complexity with multiple targets and target area complexes

Dixie Valley Training Area (DVTA)

NAWDC DVTA Requirements

- Dedicated training “sanctuary” for critical non-hazardous (no ordnance) mission activities:
 - Combat search and rescue
 - Convey escort/dynamic targeting
 - Helicopter mountain flying
 - SPECOPS Infiltration and Exfiltration
- Integrated air and ground events at low altitudes
- Electronic warfare in mountainous terrain

The FRTC airspace summary includes:

- Expand restricted areas to match new land boundaries
 - B-16/B-17/B-20
- Expand northern border
- Request for new MOAs
 - Ruby/Zircon/Diamond/Smokie/Duckwater
- Request for new ATCAAs
 - Ruby/Smokie/Duckwater
- Request for ATCAA modification
 - Diamond
- Expand ranch MOA & R-4810 vertically to FL 180
- Fallon South MOA 1-5 internal realignments
- Vertically expand Reno MOA

The schedule of public scoping meetings is as follows:

- **Fallon**
 - Monday, Oct. 3 (3:00-7:00), Fallon Convention Center, 100 Campus Way
- **Lovelock**
 - Tuesday, Oct. 4 (11:00-1:00), Pershing County Community Center, 820 Sixth St.
- **Reno/Sparks**
 - Tuesday, Oct. 4 (5:00-7:00), Evelyn Mount NE Community Center, 1301 Valley Road
- **Austin**
 - Wednesday, Oct. 5 (5:00-7:00), Emma Nevada Town Hall, 135 Court St.
- **Eureka**
 - Thursday, Oct. 6 (5:00-7:00), Eureka Elementary, 431 McCoy St.
- **Hawthorne**
 - Friday, Oct. 7 (11:00-1:00), Hawthorne Convention Center, 950 E St.
- **Gabbs**
 - Friday, Oct. 7 (5:00-7:00), Gabbs School Gymnasium, 511 E Ave.

The website is: <http://www.FRTCModernization.com>. Mailing address for all comments must be postmarked or received online no later than November 25, 2016. Comments must be mailed to:

Naval Facilities Engineering Command Southwest
Attention: Code EV21.AK
1220 Pacific Highway
Building 1, 5th Floor
San Diego, CA 92132

Chairman Olsen said the county has contracted with Resource Concepts Inc. (RCI) to assist us through this process, which will include identification of conflicts and discussions with the Navy in development of scoping comments and guidance through the Environmental Impact Statement (EIS) process. The county has requested Cooperating Agency status so that we are more involved in the process. At today's meeting, while having this presentation, from the 7th through the 15th, RCI will be working closely with county staff to develop maps and data to show potential conflict areas and issues to be addressed during the scoping period. At the October 19th Board of County Commissioners' meeting, Jeremy Drew, with RCI, will give a brief presentation on potential areas of conflict and potential impacts. That evening, October 19th, which he hopes the newspaper will highlight in their report of this meeting, at 5:00 p.m. here in the Commission Chambers, RCI will hold a public open house workshop to share the information gathered with the public and provide guidance on how to provide appropriate scoping comments. It is very important for the public to understand that the county is involved to try and give them every chance to give voice and make substantive comments on this Draft EIS. On November 3rd, at the Board of County Commissioners' meeting, RCI will provide draft scoping comments for the board to edit and add to and then, at the meeting on November 16th [note: meeting changed to November 18th], RCI will provide the final scoping comments for the board to submit. That is how the county is moving forward and the county wants to involve the public to the best extent possible, so he wanted to make those comments before the Captain gets started with his comments today. He expressed appreciation to the Captain for coming today and for hosting the open house the other day, as well as the Navy's attempts to get our community involved and to explain what the plans are.

Captain David Halloran from Naval Air Station Fallon thanked the board for allowing them to come out here to present their proposal to the County Commission. On August 26th, a federal notice was published outlining the intent for the Navy to modernize the Fallon Range Training Complex. This is a three-fold proposal and he wants to emphasize that it is a proposal. The proposal is to renew their current public land withdrawal of 1999 and then to expand the NAS Fallon ranges through a separate land withdrawal and acquisition of non-federal lands. Thirdly, the proposal is to modify their airspace for training purposes. The purpose for them being here today is to inform everybody about what is going on but they are not asking for support or approval. This entire Fallon Range Training Complex Modernization Plan was designed with the intent to bring their training up to the current day and age as opposed to what it was 20 and 30 years ago. The bottom line is that they have reached the constraints of their current ranges, which have not modernized in the last 20-30 years; yet, their weapons and weapons of their near peer competitors has significantly increased through technological advancements and they are finding themselves being behind on their training abilities based on those constraints. Today, he will discuss the mission of the Fallon Range Training Complex and then he will allow Mr. Lynn Tawney to speak a little bit about the requirements of the capabilities of the Fallon Range Training Complex.

Mr. Halloran said NAS Fallon is called the Crown Jewell of Naval aviation and they call NAS Fallon, in the Naval aviation world, the Carrier in the Desert. The reason it is called the

Carrier in the Desert is because every carrier-based squadron will come through Naval Air Station Fallon twice before they end up deploying. First, they come through doing a unit level training and then they come through and integrate with all of the squadrons together for air wing training. The air wing training that is done has to happen within 90 days prior to deployment. The reason for that is so that each squadron and air wing, as they deploy on a carrier, are as up to speed with the highest training and readiness capability prior to heading out on a deployment. Once they get out on a deployment, there are not as many training opportunities available. At that point, they are pushing out and they are as capable as they can possibly be when they go into combat. NAS Fallon, with \$1.5 billion in the equity and assets that have been invested, is not going away anytime in the near future, which is a very good thing for NAS Fallon and for northern Nevada because they love being in this area. In addition to the air wings coming for training, their Navy SEALs also come through for training with the same basic concept. The SEAL teams have to come through NAS Fallon before they go on their deployment and this is where they get their desert training but, in addition to their desert training, the Navy SEALs learn to maneuver their vehicles and do live fire with their vehicles on simulated targets that are live popup targets. They actually receive full action training. The SEALs do training in Oceana, Virginia and San Diego, California, which is their beach front training. This is where they can put everything together and do their land exercises. It is the only place in the United States that the Navy has for that. NAS Fallon not only sees every air wing come through prior to deployment but it is also sees every single SEAL team come through prior to deployment.

NAS Fallon's mission says that they have required mission areas, so those are all of the things that they train to but then they derive their curriculum based on their current threats. They look at the weapons that we have and how we would want to deploy them and we also look at our near peer competitors and the weapons they have, their capabilities, and how we believe they should employ those weapons. They also take into account how they have seen them employ those weapons and, therefore, they drive the curriculum based on that to try to make it as realistic as possible for the training. Everybody has seen the movie Top Gun where it talks about our air-to-air kill ratio in Korea, which was 12-1 of us shooting down 12 of their aircraft for every 1 that we lost. With Vietnam, when weapons started to become a little more advanced with our missiles, the quote in the movie was that our pilots became more reliant on missiles and, therefore, forgot or were not training to the fact of doing actual dog-fighting and learning how to fight the aircraft in the air. That led to only a 3-1 ratio from 12-1 from Korea. One of our pilots came out with the Alt Report, which led to us coming up with Top Gun. Top Gun started teaching our pilots how to fly again and to maximize their aircraft to be able to fight against the other aircraft by taking advantage of the weaknesses that other aircraft might have, so our pilots became better pilots again and learned how to fight with their aircraft. That was such a successful design that you can see all of the other schools that have popped up. Every single tactical unit within an air wing of the Navy now has their own weapons tactics school and they go through weapons tactics instruction, which was all based on that Top Gun module. If you look at their Center of Excellence at the Naval Air Technical Data and Engineering Service Command (NATEC), which used to be called Naval Strike and Air Warfare Center (NSAWC), which is on NAS Fallon and is commanded by Captain Harris, who is in charge of all of those schools that happen at NAS Fallon.

He talked about the \$1.5B that has been put into the infrastructure, which is throughout the entire Fallon Range Training Complex and throughout the air space. Every little blue dot out there (on the overhead) is something that they have put into to try to make sure that their systems

operate properly. Those systems are anywhere from simulated threat systems that will train the pilots to defend against and there are also tracking systems to ensure that once they are done with a big large force exercise where they have 50 aircraft airborne they can come back and replay the entire event and the pilots will sit down, watch the event in real life with the communications, and see where their aircraft was in space to see what was done right, what was done wrong, and what they can do better. Every little blue dot out there is part of their infrastructure. With regard to the airspace itself, the airspace is about 100 miles wide by 200 miles long.

Captain Halloran wanted to emphasize that every air wing will come through NAS Fallon twice every 2 years, which is the standard cycle, but every air wing will come twice within a specific year but then 2 years later we will see them again. That goes from a work up cycle that, as you finish deployment, you take 6 months of stand-down time to where we spend time with our families and then our work up cycle starts again. The first part of the work up cycle is coming out to NAS Fallon to do the unit level training, which, for a fighter pilot, is like a Strike Fighter Advanced Readiness Program, which is about 3 weeks of training within the squadron learning how to do all of the tactics that he will do during a big large strike. He will do air-to-air flying where they go out and fight against other fighter jets to try to learn how to do radar intercepts and to fire weapons on them. They will then do flights where they are defending against surface-to-air missiles, so they go through their tactics to try to defeat the enemy radars on surface-to-air missiles. They will then do a lot of flights that are designed for air-to-ground weapons deliveries, otherwise known as bombing. They will simulate live weapons, locate the targets, and make sure that they get through their surface-to-air missiles and then go ahead and drop the weapons. That is the training that they do during the Strike Fighter Advanced Readiness Program (SFARP) and, at the end of that SFARP, within his squadron he will be flying with 2 jets in his squadron or 4 jets in his squadron and they will end up piecing that all together at the end of the SFARP. They will fly against the fighter jets, defeat that, and then work their way through the surface-to-air missiles, locate the targets, drop bombs on the targets, and then go back out through the surface-to-air missile threat and then meet the same aircraft that we just defeated, which, much like a video game, regenerate and become another off-target presentation. They will fight their way through those aircraft and then return back to the carrier in the desert known as NAS Fallon. They then go back to their home base and then go out to the ship. They do carrier qualifications to make sure that the pilots know how to launch and land on a carrier so they will get current again. After that, they go back to their home base and the ship will do a little bit of maintenance to make sure they are ready to go and then the air wing will go back out to the ship again. At that point, they will do carrier qualifications but, in addition, they will do the training that they did during their SFARP while they are out on their ship. They come back from that, have a little bit of time back home, which is 2-3 weeks tops, and then they are back at NAS Fallon to do the Air Wing Fallon DET, which is the top level training they get. You take those 2 aircraft and 4 aircraft flights that he talked about that they did during SFARP and you piece that all together with every other squadron doing their part of the fight for what they call a large force exercise and they will build up from 8 aircraft up to 24-30 aircraft that will launch for a massive strike. Their simulated "bad guys" are VSC-13 Aggressor Squadrons and NATEC pilots. They will launch anywhere between 20-30 aircraft to be the bad guys. The entire massive air wing will be airborne and they will go in and fight through the air-to-air picture, they will fight through surface-to-air missiles, they will drop their bombs on multiple targets, they will go back through the surface-to-air missiles, and then fight back through those same aircraft that have regenerated to be a second scenario to push through. That is all over with

and that takes about 25 minutes to complete. It is a full day of pre-flight planning, a full day of briefing, they launch, they do the 25 minute flight, they come back, and they do about a 5 hour debrief, so they get a lot out of the training. That will last about 3-4 weeks and then they are done with Air Wing Fallon. The squadrons go back to their home base, go back out onto the ship, while they are on the ship they spend about 2 weeks doing the same thing that they just did during Air Wing Fallon to validate that they can do it from the carrier autonomously or organically, meaning that they are not getting any help from anywhere else, so they can launch, do the mission, and come back and recover on the carrier. Once they have validated that they can do that, they then go back home for about a month to prepare for deployment, and they push out on deployment. Deployment is for 6-9 months and then they come back and start that whole cycle again of 6 months back home and then they come out to Fallon again. We will see every squadron twice within a 2 year period but it is typically within about 5-6 months that they will come out for SFARP and then they will come back for Air Wing Fallon.

Captain Halloran said, before he turns it over to Mr. Lynn Tawney, he wanted to emphasize that, with the training, it is the advance in weapons and the advance in tactics that is requiring the Navy to increase the training capabilities, which is why the modernization has come about. When he first came to Fallon to bomb 20-22 years ago, he would release all of his weapons within about 2 miles from the target. He would do a lot of low level ingress to stay underneath enemy radar as the tactic and he would then get close to the target and would pop up as they call it, he would start flying vertically, get a visual on the target, he would roll over, put his sights on the target, he would roll in, and he would drop the weapon. That would be about 2 miles away from the target and then he would egress. What they found in Desert Storm was that we lost a lot of aircraft doing that tactic because the weapons that we were going against had advanced even back in 1991 and they were able to take out more of our aircraft than we could tolerate. Top Gun/NATEC, as well as the Air Force, started looking at tactics and we realized that flying low is only viable as a tactic every now and then when you are actually just traversing an area that you are not actually attacking but, when you are going to attack, the best way to do it is high and as far away from the target as possible. Now, his tactics are coming at around 30,000-35,000 feet and launching weapons anywhere from 10-15 miles away from the target. What that does is it gives him more room away from the target, more room away from the threat, and we have found that our survivability factors have gone up significantly from all of our re-engagements in Iraq and through Bosnia, which he was a part of. Our losses were as low as possible – almost down to 0. Those tactics now have us where, when he is dropping bombs now, he is not dropping 2 miles from the target but he is dropping 10-15 miles from the target. As the board knows, our smart weapons are laser guided bombs and their Joint Direct Attack Munitions (or JDAMs) have flight control systems on them. Those have batteries, computers, flight controls, and flight control systems on them. Anything that is computer operated can fail from time to time. Our failure rates on the JDAMs range from 1 battery failure for every 7,000, which causes problems with the JDAM. If he releases his JDAM and the battery or computer has a problem, the JDAM will start to try to track towards the target and then, if it has a failure anywhere between when it is released and it hits the target, they do not know where it is going to go, meaning that he needs to make sure that the point at which he releases the weapon all the way to the target and a little bit past the target is safe and free and clear from anybody that could be harmed, which is why they are looking to expand their range spaces so that, when he releases a weapon, it doesn't have anything underneath that can be hurt. Again, the failure rate is about 1 in 7,000, so they err towards being as safe as humanly possible and they use a safety factor of

99.99% to ensure that a weapon will stay within that range at all times in case there is a failure. He has never personally had a JDAM fail but they do fail from time to time. When they fail, what is going to happen is that it has a correction in it and it locks in that correction and continues with that correction or, if it fails on initial release, it will be in a standard dumb bomb mode, which means it is free-falling and colliding as it normally would as if it didn't have a computer system on it. That is why we need a little bit further than where his intended target is. An example would be, if he was releasing 10 miles from the target, the bomb will have enough energy to make it to 12 miles because, as the flight control system, when it is operating properly, continues to adjust to put that bomb on target, it uses that extra 2 miles of energy that it has while it is making corrections. Anybody who has ever flown before knows that anytime you put a correction in on your aircraft, that takes away some of the energy on the aircraft. If you are a glider, the more maneuvers you make, the less altitude you have, so you start losing altitude as you go. It is the same with the bomb. As it makes corrections, it is increasing its drag and losing some of its energy. If he releases a bomb and it has a failure, it could go 12 miles when he wants it to go 10, the computer system works, it is going to have enough energy to make it to that 10 mile target and hit the target with enough energy to do the damage that it is supposed to do. Their success rate on their weapons is astronomically fantastic, however, they always err towards the safest possible method of delivery for the safety of the public. With that being said, their current constraints have them where they are not operating in a realistic or dynamic environment. When he goes out and flies his mission, as soon as he is done with fighting the air-to-air aircraft and then is working through the surface-to-air missiles, at that point, when it is time to release his JDAM, he knows he has to go to a certain point in space on a certain heading at a certain altitude and a certain air speed to drop that weapon. That cannot change, no matter what. That is the only place he can go because that is the avenue that he can drop to make sure that, if there is a failure on the JDAM, it stays within the confines of the range for the safety of everybody in the northern Nevada area. That is not dynamic and that is not what is going to happen in combat. In combat, he will fight through everything and as soon as he knows he is clear and can get to the target, he is going to figure out where he is at, he will figure out where the target is, he will look at the winds, and he will adjust his heading to make sure that he is launching into the wind or with a tail-wind because if he launches with a cross-wind, most of you have flown from the west coast to the east coast, it is about a 150 knot jet stream up there, so if he launches his weapon with a 100 knot of a cross-wind, the JDAM will never be able to hack that and it will not hit the target, so it is a lost weapon at that point. That does not finish off his mission and they will have to go back out the next time in combat to risk everybody one more time to do that. Therefore, he will find out what the winds are and adjust his heading for that. He can't do that at NAS Fallon right now. At NAS Fallon, he gets done with everything and he goes through the process of determining what the heading would be but then he goes down and hits his standard route that he has flown every time and he knows exactly where he is going to drop so, at that point, all he is doing is testing that their aircraft and the weapons are communicating properly and they drop but his dynamic training is nowhere near where it should be when it comes to weapons release. At that point, he turned the presentation over to Mr. Tawney, who is their subject matter expert on the range. He is a 22 year Veteran who flew A-7s and F-18s and he is running the Fallon Range Training Complex as the Manager for 15 years.

Mr. Lynn Tawney said he would like to give a background on the analysis going into this FRTC Modernization Initiative. The genesis of this effort began in about 2010 when they were looking at a pretty thorough and in-depth study of the range as to what their range capabilities

were at the time and what their capabilities were for their war-fighting requirements at the time. Also, along that era, the Department of Defense gave all of the services, Navy included, a very good software analysis tool called Weapons Danger Zone, which was important because this was a planning tool that we did not have previously. It is fairly robust. The scientists put together the kinetic energy and the failure modes of the weapons when they come off the aircraft and they can very accurately predict where these weapons may impact. This was the analysis tool that they started playing with and they started looking at the Fallon ranges. As the Captain alluded to, when he comes into Fallon and he releases his ordinance, he is very restricted. He has a 12-15 mile weapon and they have to restrict him to 4 miles with that weapon. That is not very good training, so they determined that they needed to document how critical or severe these inadequacies were. He displayed a slide that depicted what a weapons danger zone footprint looks like. If you release laser guided weapons in a JDAM, it is a composite footprint. You can see at Bravo-20, if they re-did that 8 mile release there, it would fall very far off range and well short of the target area. This is the analysis that they looked at and they squeezed all of their weapons to fit inside the borders but, again, now you have weapons designed to be launched at 12 miles and they can only be shot at 3-5 miles.

Mr. Tawney said they have about 15-20 weapons that they use routinely in combat and in training at Fallon. They call these weapons their bread and butter war-fighting capability. For simplicity, they created 4 categories of weapons, starting with a short range to a long range, laser guided weapon (LGW) family, precision guided munitions, and the JDAM. The JDAM is very heavily used in combat by the Marines, the Air Force, and the Navy. It is a GPS inertially guided smart weapon. Hell fire is a category of weapons that are rocket propelled weapons, such as anti-tank weapons and such. They had a final category for just weapons that are very large, which is the dual-mode laser guided bomb category. That is a family of 15 nautical mile weapons or greater. Those are the four categories.

How they came about the release parameters, which is what you see in those columns, when you release a weapon, is that you release it at altitude with a true air speed release range, a dive angle, and a heading. That all goes into that weapons analysis tool that he was talking about. What it prints out is the bug splats on the ground. To get these numbers, they went to the individual Strike University and Top Gun subject matter experts for each weapon. If you take JDAM, for example, there is a Top Gun pilot who is intimately familiar with JDAM and that is his weapons specialty. He knows everything about the bomb and the manufacturer, he knows its failure rates, and he knows how the Navy will desire to employ that weapon in combat. They went to him and all of the other subject matter experts for that class of 15-20 weapons and asked what their tactics, techniques, and procedures are for combat and what they planned to employ this weapons system with and they gave us those numbers. Those numbers are in black. When they printed out the ground real estate footprint underneath that, they were really enormous. It was difficult to fit it between all of the U.S. highways and the City of Fallon. They went back to the subject matter experts to outline the problem here at Fallon where they are limited on the real estate that can be used and decided that they needed to take another look at these combat tactics to see if they could come up with something more reasonable for Fallon where they are achieving their combat training but which would be tactically acceptable. You can see those numbers in green on the slide. They came off of the altitude and decided that, at Fallon, they would not release above 30,000 feet MSL. By shrinking the kinetic envelope of the weapon, you shrink the footprint on the ground. If you come down in altitude, you reduce its air speed, and you reduce its release range, you shrink that little bug splatter on the ground and that is what they

are doing here. By far, you can see the release ranges drop. For example, JDAM went from 2-13 down to 2 to 10. The biggest reduction in the ground area is achieved by reducing that weapons heading. As the Captain talked about with the jet stream and the effect on the weapons, they desire 180° release or 360° but at least that 180° either gets you into the jet stream or gives you a tail wind. You have a realistic tactical employment with these numbers. They punched those numbers into the computer.

They did the same analysis for the SEALS. It is basically the same type of analysis but it works for bullets on the ground. Those are surface danger zones when they shoot their 762 and their 40 mm, we know exactly where that ordinance is going to fly and land, so you can see those arc footprints on the ground at Bravo 16 as depicted in the next slide. Again, the SEALS have the same requirements that they have.

They documented all of this analysis in a document called *90 Days to Combat* and they are trying to get permission right now to release that document to the public. You can see on the tables to the right that the Naval aviation requirement currently today is at 40% and 50% for the laser guided weapons, the JDAM and Hell Fire class of weapons. What they are proposing will get them to 80% and 100%. The SEALS are not in very good shape with their ground fires, as they are at 0% to 17% and, again, they are proposing that Bravo 16 can get them up to 80%. He displayed the ground footprints that are produced when you plug those numbers into the analysis. The City of Fallon is kind of in the middle of Bravo 20 up in the Carson Sink to the north with the checkerboard real estate. Bravo 16 is just slightly to the southwest and then Bravo 19 is directly south of Fallon on the Schurz Highway with no changes there and no proposed changes to Bravo 19. Moving east, south of Highway 50 we have Bravo 17 current and proposed. The current for the bombing ranges is depicted in dark gray and the proposed is the royal blue. The light blue is a different category of lands that he will explain. The dark blue and the checkerboard reddish/pink in B-20 would be because these are hazardous activities involving ordinance that would be proposed to be closed to the public. The same is true of Bravo 16. The light blue in the Dixie Valley and a little bit to the west of B-17 in the Sand Springs Pass is an area of training that is non-hazardous and no ordinance is involved, so that area is not closed to the public, it is not fenced, and there are no changes to the real estate in that area, with the exception of mining and renewable energies, which we can talk about more later. That is the footprint that the base is looking to achieve a 10 nautical mile JDAM release, which they are calling tactically acceptable for the fleet today. Right now, they only have a 3-4 mile release with the current ranges. They also have a public safety issue with the proximity of Bravo 17 being so very close to Highway 50. This proposal moves that hazardous training further south away from Highway 50.

Mr. Tawney said because all of these lands affect Churchill County residents, he will go through each of the ranges and touch on the changes with the expansion. With Bravo 16, that is currently depicted in red and there is a little hashed area to the north which is Navy withdrawn area from BLM but it is not closed or fenced. Currently, the public still uses that little red hashed area today. The area depicted in red is fenced and you can see the proposed area out to the west in blue and what that gives is it gives the SEALS much better maneuvering space and much better training space where they can simulate combat by being able to attack them from a 360° direction. This is for all surface fires. Bravo 16 does have an aviation training requirement and that will be maintained. It is a circle-the-wagons weapons bulls-eye training for basic weapon training and helicopter gunnery.

With regard to Bravo 17, the Navy understands that it is a difficult request or proposal because, to get that 10 mile weapon release from 0-180°, you can see how that produces on the ground, which is depicted in royal blue on the overhead map. As you look off to the west, you can see that little bulge off to the west, which is that 1 in 7,000 chance of that JDAM battery failure where that weapon would go long instead of guiding to the target. They know that this is a tremendous amount of land and is a very good piece of real estate. The two ranges that the Navy absolutely has a critical need to do large force exercises on are the B-17 and B-20 ranges. The land depicted in the light blue to the outskirts is open to the public and there will be no changes to recreational opportunities. The only change would be that they really want to limit the amount of renewable energies, mining claims, geothermal, and the ground infrastructure that goes in, which he will talk more about later.

Bravo 20 is, again, the 2nd very critical large force exercise range. When the Captain talked about the 40 aircraft coming in to attack the target and fighting their way through the bad guys, they sometimes split where half of them go to B-20 and half of them go to B-17. That is very real world and, in the real world, when the Navy launches a strike, they will have multiple targets in different geographical areas, so this is very realistic training and that is why you have large expansions at two of their primary ranges.

Commissioner Scharmann asked if B-17 and B-20 are the ranges that will really be the high level bombing from 30,000 feet. Mr. Tawney said that is correct. B-16 is mainly for the SEALs and B-19 has no proposed changes associated with it.

Mr. Tawney said he will outline the reason they need to expand the Dixie Valley Training Area. On the overhead map, the light gray area depicts what they have currently, which looks like a giraffe's neck as it goes up through the valley. It is a combination of withdrawn lands from BLM and some of the property that the Navy purchased in 1999. The attempt here was to do very critical war-fighting training that is non-hazardous, meaning they do not have ordinance but it is very important to training. It includes combat search and rescue, dynamic targeting, scud hunting, and insertions and extractions of SEAL teams that pickup downed pilots. These are not done on bombing ranges. They are historically done on BLM lands and they withdrew that giraffe's neck in 1999 because they were doing some convoys and the BLM said they were doing it too often so they asked the Navy to withdraw some pertinent land to do that on. That worked great until there were changes in the energy markets and what is going on internationally with the renewable energies, solar, geothermal, and mining claims with the mineral rights there are still open. What began happening is all of a sudden they were inundated with renewable energy startups and the BLM giving out geothermal leases right in the heart of what they are calling their training sanctuary there. To be honest, if the energy market were not as good as it is right now, we would have geothermal up and down that valley but geothermal right now, with the energy prices, it is just waiting to go in. It is waiting for the right time when there is a return on investment. The reason they are proposing to withdraw these lands is to conduct those critical activities that they do in Dixie Valley that they couldn't convince the BLM how important they were. They told BLM that they really needed to do these kinds of training and they said the only avenue they could see was for the Navy to withdraw those lands. Again, this will not have any impact to the public or recreation or off-roading, as that all remains open. There is no fencing but it does put a check on mineral rights, mining, and renewable energy development. That is what they need and the reason is, when you have a ground convoy going down the road, picture that geothermal site just outside of Fernley with all of that infrastructure lying across the ground and picture the convoy trying to move through that area or the ensuing power lines that are

usually developed afterwards, which are a safety hazard to the helicopters. Thirty percent of their missions are flown at night using night-vision devices. They are trying to train these young aircrew how to fly night-vision devices (NVDs) in a very dynamic environment. They cannot see power lines on these NVDs and the power lines have been a pretty big hazard to the Navy in the last 15 years. They are not asking for any changes in Dixie Valley but they want to have a better conversation about what goes on in that area. This is what this whole scoping process is about – they are trying to emphasize the importance of their non-hazardous training and they are trying to create a sanctuary in Dixie Valley to do that.

Commissioner Scharmann asked if Terra-Gen is in that light blue area. Mr. Tawney said the current one that is going in right now is just north of the light blue area and that will be fine because it is outside the training sanctuary, although there could be training conflicts when you put in renewable energy with their cultural lighting and their sites that run lite up 24 hours, which destroys their night vision device capabilities. Again, they are very compatible with renewable energies at the current geothermal station up to the far north that has been there for 30 years and it is very compatible with their training. It is just certain locations where they are sensitive to that kind of infrastructure development.

Mr. Tawney said he wanted to touch on airspace because it shouldn't cause too big of an issue. Everywhere they would propose to expand the bombing range, they would expand restricted airspace. Restricted airspace would increase a small amount in the Carson Sink area north of Fallon, south of Lovelock. It would expand a small amount at Bravo 16 to the west and then there is a pretty large expansion at Bravo 17. You can see from the slide that 0-180° design, which matches the ground. The FAA will mandate that they have restricted airspace for where this ordinance is flying through the air before it impacts the ground. The only other airspace changes for general aviation are off to the east. They would love to expand horizontally the Fallon Range Training Complex but they just cannot. They talked to the FAA for a few years now and the western side of the USA is just too crowded with military training ranges. It isn't just us here but it is also Utah, Mountain Home, and Nellis. There is just no way to expand the airspace at Fallon, so that is a given constraint. They will try to expand it vertically on the interior of the border that you see. Military operating areas and air traffic control assigned airspace areas would increase. The impact to general aviation is not significant. They are going on a road show this week to talk to these groups and let them know what the proposals are. Commissioner Scharmann asked how that will affect the Fallon Airport. If there was any desire in the future to expand that operation, would that be affected at all by this? Mr. Halloran said it should not. Fallon Municipal Airport should continue status quo. The only affect would be the VFR corridor through Highway 50, if you were to head east to Austin, that will stay in place and remain open. The only affect would be Bravo 16 out to the west and Bravo 17 south of Highway 50. That restricted airspace would increase in size a little bit, so that could affect someone but it depends on their route. If they are getting up every day and flying from Fallon to Carson, for example, it will have a minimal affect. If they are traversing south of Dixie Valley in the B-17 area for some reason, it could impact them because that restricted airspace would be larger now. Commissioner Scharmann said what if we have a Care Flight that has to go Gabbs? Mr. Tawney said Care Flight, as it is today, takes the airspace as needed. Training takes a back seat to emergencies and the FAA and NAS Fallon Air Traffic Control do that today. As a matter of fact, Care Flights go through the area all the time. It is the same with BLM when there is a fire. BLM sets up a temporary flight restriction and they cordon off this area where they will go in and fight the fire and training gets out of the way for emergencies.

Captain Halloran said the FAA owns all of this and they give it to us when needed. When they are done flying for the night, everything opens back up for everybody else, so you will see commercial airliners will go around their airspace throughout the day but, as soon as they are done flying and that turns off, all of the commercial airlines are going straight through that. They only have it on a necessary/needed basis but any emergency would take precedence. He has been on a flight mission before where they terminated the flight at the get-go because there was a Care Flight going on because an emergency is far more important than training.

Chairman Olsen said he has a question about the MOAs. Currently, at 126.2, Fallon Desert can't hear you until you get about 10 miles past Austin. The MOA goes almost to Eureka. He asked if there are any plans to increase radio coverage in that eastern MOA. Mr. Tawney said they have 2 things going on right now. The FAA is obviously saying the same thing and the Air Traffic Control facility at NAS Fallon is doing an air study to see what their floor is for radar and radio communications out there on the eastern side. The bottom line is, if the Navy doesn't have a radar or the radio communications ability, then the FAA is not going to authorize that MOA or they will have a restriction. It will not go down to 1200 feet AGL, for example, but it would go down to 3000 feet. That is what is ongoing now. They are trying to figure out what our radar and radio coverage is now and that will affect the proposal. The airspace proposals right now are still very much tentative or in draft form based on that kind of analysis.

Captain Halloran introduced Alex Stone, from the U.S. Pacific Fleet Environmental Readiness, who said the piece he has is the environmental planning piece related to the Environmental Impact Statement (EIS) that they are preparing. They received the county's letter requesting Cooperating Agency status and they plan to invite the county to be a Cooperating Agency. A letter will be forthcoming once he returns to the office after these scoping meetings. They welcome the county's participation as a Cooperating Agency. The other thing he wanted to do was to emphasize the NEPA process, which they will be working on throughout the next few years. Right now, they are in the scoping period, which is a foundational step to the EIS. They appreciate the comments earlier about assisting the public and the county in putting together scoping input. That is really important. Even though they will be working on this for a few years, getting this input as early as possible will help them identify all of the issues and help the process to get things out there early as opposed to waiting until later in the process when the Draft EIS is already completed or even after that. He wanted to emphasize how important the scoping is for the county and the public and said that they appreciate the involvement in the EIS process.

Captain Halloran said he wanted to re-emphasize that this is the Navy's proposal, so it has not been a Record of Decision. The proposal has been put out and we are in the scoping period for the EIS. A Draft EIS will come out later and then, in 2020, the Assistant Secretary of the Navy will decide whether to take this to Congress for approval. They are not here saying this is the way it is going to be. Community input is essential to the EIS to make sure that all of the data gets pulled in because they know that there will be impacts to grazing, mining, hunting, and geothermal. They understand that but their business in the Navy and, most importantly, at NAS Fallon and NATEC, is to ensure that our pilots are properly trained prior to going into combat. His fear is that eventually, although he doesn't know when eventually is but, hopefully, it is 800 years from now, we will go against a near peer competitor, which we have not done in the last 30 or 40 years. Once we go against a near peer competitor, the training that they are doing right now is going to be substandard because we have been fortunate to go against lesser opponents.

Their business is to make sure that they look at the model that they need for training but they want the input from everybody to look at the impacts so that they can start looking at ways to mitigate that with their request that goes forward to try to make sure that their training is up to speed. He wanted to mention that www.frtcmodernization.com is a place for everybody in the public to go to, which is their data collection tool for the EIS. If there are any comments, concerns, or complaints, that is the best place to put it to ensure that it goes on the record and it can be analyzed prior to the Draft EIS.

Chairman Olsen thanked them for the presentation and asked if there was any public comment. Jim Falk said expanding Naval Air Station Fallon's training ranges by nearly 300% and heavily restricting public use of nearly 1,100 more square miles of potentially productive Nevada real estate raises questions in his mind. Having studied the United Nation's Agenda 21 for more than 5 years, he has seen the obvious efforts of the United States governmental agencies to comply with its goal of putting more land under central government control, so he is naturally suspicious of this project. Agencies of the U.S. Department of the Interior, along with the Environmental Protection Agency, and more recently the actions of the President to declare huge swaths of land as national monuments are horrendously increasing and are now shut off from agricultural, mining, and recreational use by the public. He served 20 years in the United States Navy, including 3 years as Assistant Public Affairs Officer for Commander of Naval Air Forces Pacific, and considered his shipmates to be honorable men and women following the leadership of honorable people at the top. He would hate to think now that the service he loved and respected has been co-opted by people who help advance the United Nation's Agenda 21 by limiting our freedoms and weakening our sovereignty. He added that he thinks it would be a fair thing for the Navy to ask on this proposal that the Department of the Interior free up 1.2 million acres of land it now controls for the use of mining, agriculture, hunting, hiking, and camping, as he thinks that would be a fair exchange. There were no other public comments.

County Manager Lockwood asked if the Navy has contacted grazing permittees in this process. Rob Rule said, with the initial notice of intent, mailers were sent to all of the identified grazing allotment folks who had the leases and patented mining claim owners or land owners. There was an initial contact through the mail notifying them through a postcard that had the basic information and how to make a comment. The Navy tries to seize every opportunity to do as much outreach as possible. They have talked to Churchill County independently, they are making this presentation today, they presented to Pershing County, they have had a face-to-face discussion with Jeri Tipton from Mineral County, and they plan to present to the Nevada Department of Wildlife at the end of the month, so they are trying to do as much as they possibly can. They have briefed both the state and Congressional offices, including the Governor's office and his relevant staff. State Senator Settlemyer came out to the base. They have tried to do their part. It is tough to get everybody but their intent was to contact those folks who have representatives to educate them like they did today on the basic concepts and to give them the relevant information so they can answer back to their constituency. In the near future, they will also reach out to those folks that could be impacted, such as hunters, folks who ride ATVs, or the grazing folks and try to figure out a forum to get into contact with them about their concerns and to re-emphasize the importance of getting comments in during this scoping period, and to educate them on the importance of getting quality and quantified impacts that could occur. The most important element of this would be to comment to the EIS. He encouraged anyone that this board has contact with to do so.

County Manager Lockwood said the NEPA process is an unknown quantity for the majority of the people. We just do not understand the NEPA process, so she appreciates Mr. Stone's consideration of the county's request to be a Cooperating Agency that at least allows the county further involvement. She knows there are certain things that we have to hold close to our chest even if we are a Cooperating Agency but it allows for a conversation and allows avenues for our residents to be informed. She assumes that, in the notice of intent, that our geothermal operators and those who are continually researching our geothermal resources will be notified, as well? Rob Rule said they were part of that initial mailing. He anticipates talking to those folks in the future, as well. With Churchill County being so active in geothermal resources, his contacts with those corporations and project managers has been crucial. They have worked really well and will try to mitigate possible impacts to the Navy. Again, that sanctuary is an additional step to take that factor into account. If the county would like any further information on the NEPA process or to have some other discussion, he would be willing to help with that to help folks understand how that works. Ten years ago, he would have had no idea how that works, so it is a learning process. Even if someone has been working in NEPA for 10-15 years, new things come up all the time. If there is something that the county would like to see with regard to that process, he can make that available.

Commissioner Scharmann said he would like to take the Captain up on the offer of sitting down to try to become more familiar with this. With this expansion, is there any additional risk to the populated areas or other areas? The Captain made a comment that they always err towards safety so, as they expand the bombing ranges and so forth, are there any areas of concern for the populated areas? Captain Halloran said the modernization takes into account the same way they have operated in the past with an extremely high safety record. That is what part of this modernization is about – to ensure that safety record and the safety factors that they use are maintained the same way. He does not see any increase in hazards in any way, shape, or form to the populated areas. They would still maintain the same safety levels that they have had in place for many, many years.

Commissioner Erquiaga said he has talked to quite a few people in Fallon and elsewhere and the common theme has been that they really support the military and the Navy because they know which side of their bread is buttered and by whom, but it is a bitter pill, with B-17 in particular. There is a perception that you come across as anti-Navy if you oppose the Navy but that is not his opinion at all. He said that he and the Captain talked a little bit about the No Action Alternative. He has been encouraging everyone to comment on that because he thinks the No Action Alternative basically says if the expansion isn't approved the Navy will stop functioning here and will pack up and leave. We all know that isn't likely to happen, so he would like to see that fixed. Captain Halloran said that is required by law, so there is nobody here that believes that that will play out. Who knows what technology will do in 20-60 years from now. Maybe we will actually have Star Wars lasers and things like that but, right now, in the near future, i.e. our lives and our kids' lives, he does not think that would play out to where they will pack up and leave NAS Fallon. What they are allowed to do is to, at the start, prior to the Draft EIS, is to have their proposal and what happens if they do nothing and those are the only 2 options that they can put in there. There are a multitude of options that could play out as this Draft EIS comes about. He hopes that you do not think that they put that in there because they wanted to say, "Hey, give us what we want or we are going to take our ball and go home" because none of them think that. He wouldn't have that in there if it wasn't required by law.

That is part of what they have to brief. Is it a possibility? That is an extremely remote possibility. In other words, it will not happen but they have to put that in there.

Mr. Stone added that the Draft EIS Alternatives are kind of a key part of NEPA and part of the Draft EIS. As the Captain just said, the only 1 option they know they will have is the one required by law, which is the No Action Alternative but, based on input during scoping and their own analysis, they will spend quite a lot of time over the next couple of years putting together different alternatives. The idea of alternatives is so the proposed action, as the Captain explained, is what they want to do but the alternatives look at different ways they could achieve that and then it allows the public and, ultimately, the decision maker to compare between the different alternatives the different environmental impacts associated with the different alternatives. Often, when they start a project like this, they have some idea of what those alternatives will be but this, as you have heard, is a complicated project and they wanted to start with an open mind and a transparent process, so they are asking for input on what the alternatives should be and that will be a real focus when they put out the Draft EIS with the different alternatives. The No Action Alternative, as the Captain said, is required by law and the EIS will explain all of the reasons why it doesn't meet the purpose and need for the future or even the present with what they have right now but it is required by law. The purpose it serves is that it allows you to compare the environmental impacts like what happens if they truly take a No Action Alternative but it is not a realistic alternative and the EIS will state that.

Commissioner Erquiaga said he understands all of that but he thinks this is a disingenuous No Action Alternative. It is an Action Alternative – the action is that the Navy goes away. He also understands that the Navy needs to reauthorize the ranges they have now, which is part of this EIS, so he can see where it is complex trying to create a No Action Alternative but, to him, the No Action Alternative is an Action Alternative, which doesn't necessarily accomplish the Navy's goals. It is not supported by the 2015 EIS and this is not a No Action Alternative because it says everywhere that you can't take this as a No Action Alternative.

Mr. Stone said that certainly is the input that they would welcome during this process – that the No Action Alternative should be more of a Status Quo Alternative. That is exactly the kind of input that would be useful to them during the scoping process. Again, we are just at the outset right now.

Commissioner Erquiaga said this seems like it just fell out of the blue but he knows it did not. The Navy deals with this every day but they just published an EIS in 2015 and we just did the Joint Land Use Study (JLUS) that was released in 2016. He knows that there was no mention of expanding ranges in the EIS but he doesn't recall if there was anything in the JLUS. It seems odd. He went back and read the EIS from cover to cover and looked at the proposed increases in trainings but he didn't find anything that said anything about needing more space. Mr. Stone said, with the NEPA process, there is always an issue with timing. For them, before they are going to start an EIS, something has to be reasonably foreseeable, so that involves a lot of steps internally. At the time of the last EIS, this proposal was not reasonably foreseeable, so they really weren't ready to study it in the public NEPA process. It is true that this is when they have released the project but it is really early in the planning stage. They have crossed that threshold when it has become "reasonably foreseeable" for them to move forward and that has involved a lot of internal validation and approval steps that led to them being ready to go forward. He wanted to emphasize that there was not anything that they were trying to hide or not

publicize; it was just that the proposal was not mature enough that the Department of Defense and the Navy were ready to study it.

Captain Halloran added that in order to put a proposal out, it has to be more than just an idea. This started with an idea, it started with a lot of data research trying to figure out what is viable, what they needed to do, and what they needed to ask for. As soon as they came up with an idea of what they needed, they started doing their own little environmental impact study so to speak to dig through what they thought the positives and negatives were and how it would work out. They had a set timeline for when they would come out with the proposal. They couldn't put the proposal out before it was an official proposal because then that muddies up the works as to everything else that would play out. They know that it is already a 4 year project, so it wasn't as if they were trying to hide it until the last minute and then to spring it on people. It is a 4 year project that comes out. He wanted to address Mr. Falk's concern. He understands and respect his curiosity on the U.S. government, the Department of Defense, and the United States Navy but he wanted to go on record as letting everybody know that, on August 26th, they put this proposal out to the federal public. He briefed Representative Amodei, Senator Heller, Governor Sandoval, and all of their staff, just four days prior, so they had no idea that this was coming. The government had no idea about this. This was NATEC training, NAS Fallon, and Commander Naval Air Pacific training requirements designed and derived. This is all the United States Navy and had nothing to do with the U.S. government. Their big thing is that, with the long process that they go through to make sure that they are taking care of everything properly, they have to have all of their ducks in a row and understand what they are really asking for so they just don't go out and ask for X and then have people ask if they really need that but then not being sure what the needs are. They make sure they know before the proposal is made. There was no intent to withhold it from people but was about making sure they had everything ready. Now, they are going through the proposal, so this is a 2020-2022 decision by the time it gets through Congress, so this is as soon as they could have put it out there and they wanted to make sure that they had everything straight before they did it.

Rob Rule said the other thing to emphasize is the validation through the Department of Defense and the Navy. A lot of what Mr. Tawney talked about has been floated around for a long time but, when it is bought off on in the Pentagon area, the Secretary of Defense and Secretary of the Navy affix their signatures, which is a validated requirement. We can speculate all day long about something being a great idea but, as the Captain said, this isn't an organic proposal, but until that filters out the chain and gets those required signatures, it is nothing more than a good idea. With the timeline, those signatures didn't happen until late winter this year and that really just validated the EIS process and how they would address that. He wanted to stress that because that is not really transparent from a civilian side that that signature chain needs to occur before anybody takes action on the matter.

Commissioner Erquiaga said he wants them to understand that some of these questions are questions that he was asked and he hopes they are going to appear in comments. One question concerns private land that will have to be procured at 65,000 acres or something like that. He asked if that will be a willing seller/willing buyer. Mr. Stone said it will involve a fair market value. Commissioner Erquiaga said what if someone says they do not want to sell? What if around Bravo 20 they say they want to hold on to that checkerboard property? Mr. Rule said there is a real estate process that the Navy and the government has and it would always start off with a willing seller and a fair market value. It would always be their approach to acquiring the non-federal land. Commissioner Erquiaga asked if that purchase would include patented

mining claims and how about in the Dixie Valley where it will not be closed off? Is there an intention to acquire the privately held lands? Rob Rule said there are no privately held lands in Dixie Valley that they are proposing to withdraw. Mr. Stone said there are but the intent and part of what the NEPA process will analyze, especially in Dixie Valley, is that the bottom range has an access issue where they will put a fence to prohibit access to the property. In Dixie Valley, part of what the analysis for the EIS is to determine if there is a patented mining claim, if it is compatible with training, if it is a 40 acre parcel that somebody has to do something else with, is it agricultural? It probably would be. Moving through that NEPA process, as they analyze and look at those things, they will determine if there are compatible uses so that people can keep their claims. This is the stage where at least that portion will be looked at in Dixie Valley.

Commissioner Erquiaga said those of us who have been here for a long time probably remember when the Navy acquired all of the land in Dixie Valley for the supersonic operation area or whatever it was. That was not a fun thing and he is glad that he wasn't involved any further than he was with reading it in the paper. Along that same line, which he discussed a bit with the Captain but, after he went away, he wasn't really sure if he understood everything but, in thinking of livestock operators that have BLM grazing permits, is there a way to compensate them for their permit or the loss to their business if they don't have a place to run their cows? Rob Rule said, at this time, the BLM issues permits for the grazing allotments. Especially right now, they are trying to figure out how that all works out. They are not in the grazing business. As they move forward in the NEPA process, they can figure out the impacts to the analysis from the EIS but, at this time, it would be complete speculation to say what the compensation would or would not be. At this time, there is no way to formulate that. In order for that to be analyzed, those folks need to submit comments and talk about those impacts for it to be considered in the NEPA process. That is the importance of the scoping process right now. He thinks it is way too premature to figure out what is competition and what is not and they will need a lot more education to figure that out. Commissioner Erquiaga said he just wondered if there is a history or precedent. Mr. Rule said he is not aware of a history or precedent on that. It is a very complex issue, especially coming from the Department of the Navy side. They have tried to work with BLM over the last couple of months to figure out a lot of those things out, such as what is a patented mining claim, what is a grazing permit, so he thinks being educated on that side is going to become very important. They are not aware right now of a precedent that provides compensation for a grazing lease. Commissioner Erquiaga said he thinks everyone knows that is a pretty hot topic and there is thinking on completely opposite ends of the spectrum. He doesn't always agree with the thought of what they do or don't own there but it is a little like we will let you continue to run your business but you can't rent a building in town to run it. Mr. Rule said that is understood. He has done a limited amount of reading on the matter but to say that he understands the issue after a month or two is speculation.

Commissioner Erquiaga said he can't recall the number of it but what he calls the Rawhide Road or the Sheelite Road, would that road be closed? He said that road would obviously be closed, so would there be a new road to Rawhide? Mr. Rule said that is an access issue. That road would be cut off on two sides from access. The NEPA process will kick off a transportation study to look at those impacts. They have looked at it internally and considered how important that Rawhide access is, especially for a functioning mine and they know that they have a 10 year plan moving forward with the BLM. That consideration is very important. They have a meeting coming up in the next couple of weeks with both Churchill and Mineral Counties, which would be affected agencies, as well as NDOT to try to capture what those

impacts are. It is likely that they will also contact Rawhide directly to get some validated information from them to figure out what those impacts are and what they see as possible solutions.

Commissioner Erquiaga then asked them to address the access to the Fairview Peak communication sites, although some of those are Navy, but that looks like those would be cut off. Mr. Rule said that is another access issue. Going through with the proposal as it is, access is cut off and they would again look for informed information from the NEPA process. He knows that CC Communications has some sites up there and they would encourage CC Communications to put those comments in. He doesn't think that maintenance would be an issue related to access to do regularly scheduled maintenance. What becomes more of an issue is the need to be there today because there is a failure. Again, they welcome comments to see how they can work those things out. With so many stakeholders up there, that is a really valid issue. Commissioner Erquiaga said his big interest in this area is the wildlife, recreation, and hunting. He had it pointed out to him the other day that there are 27 small game guzzlers in the Sand Springs Range and he thinks he counted at least a dozen or more in the Slate Mountain/Fairview area. There are at least 10 large game guzzlers in that affected area, plus access to all of that brine country. He knows that we have talked about the possibility of continuing Big Horn Sheep hunts on that Navy land if that was possible, which the Navy is willing to at least talk about and consider. There are about 400 Big Horn Sheep in that area and about 200 antelope, as well as Chukar because that is a very popular Chukar hunting spot. He knows a biologist who spent the bulk of his career building that into a premier hunting area for sheep and antelope but now it is going to be taken from us. As was said to him the other day at the scoping meeting, we live in Fallon and we do not have a lot of hunting area like the Ruby Mountains or some of these other places. This is where we go to recreate. Everybody is down in the mouth about this and he understands that. We would lose a lot of access to the east side of the Sand Springs Range. There are some impacts related to this. He realizes that, in the grand scheme of things, that doesn't weigh against training for protecting our country and all of that but it does weigh in for what is important individually. Mr. Rule said they are going to meet with NDOW at the end of the month and will give a very similar briefing in a face-to-face meeting with their leadership. Right now, they are talking to Mark Freeze and he has emphasized to him the importance of putting together solid comments about how many guzzlers there are and what those issues will be. He anticipates that they will have a very robust set of inputs to the EIS and, hopefully, if they meet face-to-face he can develop and guide some of that to help them understand what they are looking at. There is precedence in other areas to provide for hunting. Again, that is a risk that would ultimately be signed off for at the Secretary of the Navy's level. He would encourage that input to see if that is an avenue that could be worked out in the future.

Chairman Olsen thanked them for coming today and he echoed a lot of the concerns that Commissioner Erquiaga brought up. The Navy has been here for a long time and our community has been recognized by the Navy as being a good neighbor and we recognize the Navy as being a good neighbor to our community and an integral part of our community. In a lot of ways, the furtherance of the Navy's mission is important to us and we want to see that the Navy is able to do that but we have many concerns, some of which Commissioner Erquiaga has mentioned today. One of the things that is currently underway, which is deep into the process, is the BLM's RMP Plan. We have struggled with having our voice heard in that process. One of the things that the BLM, without asking us, is thrusting upon us is taking away most of the off-road access to the entire county, so we would be going to two areas that were reserved under the BLM RMP

at Sand Mountain and the Dead Camel Range. While he thoroughly appreciates the needs of the SEALs, as he can see where it would be ideal country for that, this is something where we need to work something out somehow and use that word "mitigation" which came to mind when the hunting opportunities were mentioned earlier. Maybe we can somehow achieve both things, although maybe not exactly as we have always done it. He doesn't know that we necessarily need the Dead Camels as an off-road area but there should be alternative areas and that is something where we might look to working with the BLM. The BLM is fairly rigid about what they want to do and it seemed like these proposals do not come from our local area but have come from Washington. He has some issues with the process and he has some issues with what we have been left with and the fact that there will be conflicts. This is something that perhaps the Navy hasn't even recognized but we may need the Navy's help in that process to apply some pressure. Rob Rule said the BLM is a Cooperating Agency and they are also handling the withdrawal as an administrator. On the back side of this, there will be an RMP amendment whenever the results of this modernization are determined. He thinks what Commissioner Olsen is talking about is something that can be leveraged in the future. Chairman Olsen said he is bringing it up now, although he is sure that will be included in our comments. Mr. Rule said now is the time to think about it.

Chairman Olsen said another item that is of particular interest to the county is the PILT reduction. All of these withdrawn areas will no longer provide PILT to the county. He doesn't know if there is any plan for any type of mitigation for the loss of income to the county for that. He understands that money is tight everywhere. Rob Rule said he knows the county understands PILT very well. He again encouraged the county to make quantifiable quality number in there during this EIS process so that they can work out what the value per acre is. They have talked to all of the Congressional offices about this issue. PILT is administered by Congress and is divided out that way. In Austin last night, they were talking about the counties that are not rich from the government's side of it but there are also other counties that depend on PILT quite heavily. Again, he encourages all of the counties to quantify that information so that we can discuss this issue. If that is a purview of Congress, is there something that could be worked out in that area? This will go through the NDAA in 2020-2021. Again, that will go through their action to see if there is something that they can look at as sustaining or not sustaining. Chairman Olsen said he looks at the grazing rights in the Sand Springs Range. Some of his friends just purchased some grazing rights as an investment and a business operation. Folks buy and sell these things and they need years to pay them off. If you buy it and take it away from them, they are just left holding the bag. There should be some kind of compensation or mitigation to offset the losses that they will incur. Mr. Rule said the losses are understood but he encouraged them if there is some sort of resource that they could bank on, some sort of counsel that they could seek to see if there is a precedent. Commissioner Erquiaga asked that question earlier but he is not aware of a precedent but, if there is one, that will be the basis of how that works out. The Navy is putting together a proposal of saying what they need for training. They knew that there would be impacts, so having informed information about these impacts is truly important. If there is a Cattlemen's Association who has counsel to help make substantiated comment, that is critical because the Navy may not be aware of that.

Commissioner Erquiaga said he has been involved in fundraising and construction of some of those guzzlers out in there and he wanted to say that the Navy has been great to work with in that process. The Navy has been great to work with and has allowed them access onto the range, through the range, and has arranged special days for them, so they really appreciate

that and want that fact to be known. He has also been on a hunt where they had to go through the class and you are only allowed to go to certain places but the Navy has been great on that. Mr. Rule said the Navy has supplied sweat equity in that, as well, providing roads and people coming out on the weekends to help. There is an investment from the Navy's side, as well. They would like to see that work out.

Chairman Olsen said, as a GA pilot, he wanted to commend the Navy's air traffic controllers. They are great and they help the pilots out when they have a problem by creating a work-around for them if the Navy is flying that day. He remembers one day in particular when the weather was bad so the normal route to get in here was coming around the long way so the controllers worked him through their airspace while it was hot, which was awesome. He would have been landing in Hawthorne or something and having to get a ride but, instead, he made it to Fallon Municipal Airport. He appreciates what your controllers do, as well.

*****Recess Board of County Commissioners' Meeting for purposes of convening the Liquor Board*****

*****Reconvene Board of County Commissioners' Meeting.*****

The meeting of the Board of County Commissioners was reconvened at the hour of 9:59 a.m.

LETTERS RECEIVED:

- A. Consideration and possible action re: Notification from the Nevada Division of Environmental Protection, Bureau of Mining Regulation and Reclamation, of its issuance of a Water Pollution Control Permit for the New Pass Mine in Lander and Churchill Counties, Nevada to construct, operate, and close the New Pass Mining Project.
- B. Consideration and possible action re: Notification from the Bureau of Land Management (BLM), Mount Lewis Field Office, of the issuance of a Decision Record (DR) and Finding of No Significant Impact (FONSI) for the Environmental Assessment (EA) completed for the Amendment to Plan of Operations titled *Amendment to the Horse Canyon/Cortez Unified Exploration Project Plan of Operations (NVN-066621 [16-1a]) and Reclamation Permit No. 0159 – Twin Declines for Underground Exploration.*
- C. Consideration and possible action re: Notification from the U.S. Fish and Wildlife Service of the Land Sale of four properties in Fallon, Nevada.
- D. Consideration and possible action re: The Nevada Division of Environmental Protection (NDEP) provides notice that staff has reviewed the First and Second Quarters 2016 Groundwater Monitoring Report for the Old High School at 690 S. Maine Street, Fallon, Nevada.

These items were provided for informational purposes only and no action was taken.

OLD BUSINESS:

Consideration and possible action re: Renewal of Lease Agreement with the Governor's Office of Economic Development, Procurement Outreach Program, for office space in the Churchill County Annex Building, 485 West B Street, Fallon, Nevada.

County Manager Lockwood reported that, in February 2016, the Procurement Outreach Program opened an office in the Churchill County Annex Building, located at 485 West 'B' Street. The Lease was effective February 1, 2016 through January 31, 2017 at a rate of \$200.00 per month for a 150 square foot office. Due to another tenant's request to expand office space, the

Procurement Outreach office agreed to relocate to Suite 120, Office #7, as shown on the attached floorplan.

The request to approve the Lease Agreement, effective February 1, 2017, is being brought before the board in advance to provide adequate time for the Agreement to go before the Board of Examiners (BOE). It is intended for the agreement to go before the BOE during their December 13, 2016 meeting.

The fiscal impact will be revenue of \$200 per month (17 months x \$200 = \$3,400). Collection of revenues will have a positive impact.

Chairman Olsen asked if there was any public comment but there was none.

Commissioner Erquiaga made a motion to approve a Lease Agreement with the State of Nevada on behalf of the Governor's Office of Economic Development, Procurement Outreach Program, for office space located at 485 West B Street, effective February 1, 2017 to June 30, 2018.

Commissioner Scharmann seconded the motion, which carried by unanimous vote.

NEW BUSINESS:

Consideration and possible action re: Request for transfer of funds to the City of Fallon for final payment for the South Taylor Street and Merton Drive flashing beacon and pedestrian safety improvement project and partial payment for the Street Sweeper rental.

Naomi Clay, Regional Transportation Commission Secretary, reported that, at the regular Regional Transportation Commission meeting held on September 21, 2016, the board approved the following transfers, subject to available funding:

1. Transfer of funds to the City of Fallon in the amount of \$2,000.00 from Regional Transportation Fund 280 as final payment for the South Taylor Street and Merton Drive flashing beacon and pedestrian safety improvement project.
2. Transfer of funds to the City of Fallon in the amount of \$8,200.00 from Regional Transportation Fund 280 as partial payment for the Street Sweeper Rental project.

The fiscal impact will be \$10,200.00 to the City of Fallon from Regional Transportation Fund 280-631-70800.

Chairman Olsen asked if there was any public comment but there was none.

Commissioner Scharmann made a motion to approve the stated transfers as approved by the Regional Transportation Commission. Commissioner Erquiaga seconded the motion, which carried by unanimous vote.

Consideration and possible action re: Proposal to provide Professional Appraisal Services for a Conservation Easement on property owned by Clint and Denise Felton (APN: 006-811-69 and 81); Flying W Land & Livestock, LLC (APN: 007-571-29 and 31); and Mark and Mary Kolwyck, Trustees (APN: 007-911-20).

County Manager Lockwood reported that, as part of Churchill County and the U.S. Navy's Conservation Easement Program, the U.S. Navy has engaged Johnson-Perkins-Griffin Real Estate Appraisers & Consultants to prepare an appraisal of the unencumbered fee simple interest and an appraisal of a Restricted Use Easement for property under the ownership of: Clint and Denise Felton (APN: 006-811-69 and 006-811-81); Flying W Land & Livestock (APN: 007-571-29 and 007-571-31); and Mark & Mary Kolwyck, Trustees (APN: 007-911-20). As part of the contract, Johnson-Perkins-Griffin Real Estate Appraisers & Consultants agrees to prepare an appraisal of a Conservation Easement on these properties for the county's review and consideration. The appraisal report will be used by the county in order to evaluate the potential

purchase of a Conservation Easement, which is a requirement of this process. Ultimately, once an appraisal is obtained, if a Purchase Agreement is executed, following County Commission approval, the cost to purchase the easement will be divided with the Navy contributing 90% and Churchill County contributing 10%.

The fiscal impact will be $\$1,500 \times 3 = \$4,500$. Approving these expenditures will help support the Transfer of Development Rights (TDR) Program for Churchill County, protect productive agricultural land, and reduce the ability for urban growth to encroach upon NAS Fallon. The reduction of encroachment upon NAS Fallon will protect one of our community's most important economic assets. The TDR Program offers community benefit and potentially facilitates the ability of developers to bear some of the fiscal responsibility of urban growth. Funds have been budgeted and are available for this project, if approved.

Chairman Olsen asked if there was any public comment but there was none.

Commissioner Erquiaga made a motion to approve the proposal from Johnson-Perkins-Griffin Real Estate Appraisers & Consultants to perform a summary appraisal report on property under the ownership of: Clint and Denise Felton, Flying W Land & Livestock, LLC, and Mark & Mary Kolwyck, Trustees for the purpose of assisting Churchill County in evaluating the potential for a Conservation Easement. Furthermore, to authorize the County Manager to sign the proposal. Commissioner Scharmann seconded the motion, which carried by unanimous vote.

Consideration and possible action re: Resolution 18-2016 requesting assignment of a Deputy Attorney General in review of a conflict case.

A RESOLUTION BY THE CHURCHILL COUNTY BOARD OF COMMISSIONERS JOINING WITH THE DISTRICT ATTORNEY IN REQUESTING THE ASSIGNMENT OF A DEPUTY ATTORNEY GENERAL IN A CONFLICT CASE.

Civil Deputy District Attorney Shawcroft reported that the District Attorney's Office is requesting to have a Deputy Attorney General assigned to review and handle a case with which the office has a conflict of interest. NRS 228.130 requires the board to approve of this request by resolution if it finds that such assistance from the Attorney General's Office is necessary.

The Attorney General is authorized by NRS 228.130 to request payment by the county for its expenses in prosecuting cases that it handles on behalf of the county. Prior AGs have not always requested reimbursement, so it is unknown whether the new AG will request payment.

Chairman Olsen asked if there was any public comment but there was none.

Commissioner Scharmann made a motion to approve Resolution 18-2016 requesting the assignment of a Deputy Attorney General to handle law enforcement case 16I000506. Commissioner Erquiaga seconded the motion, which carried by unanimous vote.

Consideration and possible action re: Approval of Renewal of License from the American Society of Composers, Authors and Publishers (ASCAP).

County Manager reported that renewal of the license with the American Society of Composers, Authors and Publishers (ASCAP) will allow Churchill County to legally play music for musical events, concerts, shows, pageants, sporting events, festivals, competitions, and other events of limited duration presented by Churchill County.

The fiscal impact will be \$336.75, which is \$2 cheaper than the previous period. The license will be for the period of October 1, 2016 to September 30, 2017 and the funding source is the General Fund.

Chairman Olsen asked if there was any public comment but there was none.

Commissioner Erquiaga made a motion to approve renewal of the license from the American Society of Composers, Authors and Publishers and to pay the invoice for said license. Commissioner Scharmann seconded the motion, which carried by unanimous vote.

Consideration and possible action re: Termination of golf course lease agreement with Duncan Golf at Fallon, LLC.

Civil Deputy District Attorney Shawcroft reported that the purpose of this agenda item is to formalize the termination of the Lease Agreement with Duncan Golf for the Fallon Golf Course. The county entered into a Lease Agreement with Duncan Golf in February 2013 for 5 year term. Duncan provided notice that it wants to terminate the lease. In preparation for Duncan's exit, this board recently approved the creation of a non-profit organization to oversee the management of the golf course. This agreement expresses the mutual interest of the parties to terminate the Lease at the end of the year.

Chairman Olsen asked if there was any public comment but there was none. Commissioner Scharmann said we only have a less than three months, so will we be ready to manage the golf course in that time? CFO Kalt said that is the goal. Duncan has provided us previous notice, so he thinks from their perspective that should not be an issue. Looking at the various options moving forward, we are working on trying to get a board meeting together to evaluate those options. The goal is to have something in place. As the board may recall, Duncan provided a management proposal term sheet that we will evaluate and asking them to put that in a more specific contract form if that is something that the board may want to review. The goal is to have a new operator, which may be the same operator, but a new structure in place on January 1 for the operations of the Fallon Golf Course. Commissioner Scharmann asked if the Board of Directors have met yet. CFO Kalt said they have not yet met. They are working to get a meeting in the very near future. As was noted at that time, we are required to establish and do things according to the Open Meeting Law, so they will post 3 days in advance of the meeting. Some of the trustees have been out of town, so it has been difficult to get the group together.

Commissioner Scharmann made a motion to enter into an Agreement with Duncan Golf which terminates the current Lease Agreement at 5:00 p.m. on December 31, 2016. Commissioner Erquiaga seconded the motion, which carried by unanimous vote.

Consideration and possible action re: Change of date of the second regular monthly meeting scheduled for November 16, 2016 to accommodate the Nevada Association of Counties (NACO) Conference being held November 15-17, 2016.

County Manager reported that the Nevada Association of Counties (NACO) Conference is being held November 15-17, 2016, which conflicts with the second regularly scheduled meeting of the Churchill County Board of Commissioners to be held on November 16, 2016. Staff recommends that the meeting be rescheduled.

Another consideration to keep in mind is that the General Election will be held on November 8, 2016 and the Canvass of the Votes must be done within 7 working days of the election, which would be Friday, November 18, 2016. If the board is unable to reschedule the regular meeting to Friday, November 18th, then a separate meeting must be held by that date to

Canvass the Vote. If the board members can be back in Fallon by Friday, November 18th, at 1:15 p.m., staff recommends that the meeting be rescheduled for that time.

Chairman Olsen asked if there was any public comment but there was none.

Commissioner Erquiaga made a motion to change the date of the regular Commissioners' meeting from November 16, 2016 to the 18th day of November, 2016 at 1:15 p.m. Commissioner Scharmann seconded the motion, which carried by unanimous vote.

Consideration and possible action re: Appointment of designee to conduct the annual meeting and election of supervisors for the Lahontan and Stillwater Conservations Districts.

County Manager reported that, in accordance with NRS 548.285, Churchill County must appoint a designee to conduct the annual meeting and election of supervisors for Lahontan and Stillwater Conservation Districts to be held November 1, 2016 between the hours of 6:00 p.m. and 9:00 p.m. at the Old Post Office, 90 North Maine Street, Fallon, NV 89406.

Chairman Olsen asked if there was any public comment but there was none.

Commissioner Scharmann made a motion to appoint Bill Washburn as the designee to conduct the annual meeting and election of supervisors for Lahontan and Stillwater Conservation Districts and direct that the Clerk/Treasurer complete the notification of such designee pursuant to NRS 548.285. Commissioner Erquiaga seconded the motion, which carried by unanimous vote.

Consideration and possible action re: Resolution 19-2016 authorizing the disposal of property by the District Attorney's Office.

Civil Deputy District Attorney Shawcroft reported that, pursuant to NRS 32.185, a local government may dispose of personal property if the disposal is authorized by its governing body. The DA's Office has submitted a list of equipment that is broken or otherwise unusable and requests a resolution be approved authorizing the destruction of the property.

Chairman Olsen asked if there was any public comment but there was none.

Commissioner Erquiaga made a motion approving Resolution No. 19-2016 authorizing the destruction of the equipment listed on Exhibit "A" attached to the Resolution. Commissioner Scharmann seconded the motion, which carried by unanimous vote.

Consideration and possible action re: A special salary adjustment for Accounting Specialist employee Mary Byrd in the Comptroller's Office for outstanding achievement during the past year.

Chief Financial Officer Kalt reported that the Comptroller's Office has implemented the succession plan related to the retirement of an Accounting Specialist who worked for the County over 30 years. He has completed the evaluation of Comptroller's Office Employee #3394 and recommends a two-step merit increase for outstanding achievement during the past year. In accordance with Churchill County Code 3.32.100 (B) General and Special Adjustments, "*An appointing authority may recommend a special step advancement for an employee in his/her department at any time for unusual or outstanding achievement or any other special circumstances. Recommendations shall be made to the County Manager and approved by the County Board. Such step increases will be effective on the first day of the pay period following the approval of the County Board. No employee shall be eligible for more than one special adjustment in any twelve month period.*"

As noted in the employee evaluation, the employee achieved the 8 aggressive goals assigned during the past year. She effectively made the succession planning transition seamless and continued to train the other Accounting Specialist and Accounting Clerk. She effectively coordinated the workload of accounts payable and payroll during the gapping of the Accounting Clerk so that no deadlines were missed. She effectively cross trained for budget and audit allowing the Senior Accountant and Chief Financial Officer to focus on their duties. She genuinely cares about the success of the organization. He said he would be happy to discuss the success she has achieved in the past year with the board.

The projected fiscal impact in wages is \$1,011.47 and employee benefits of \$326.70 for a combined total of \$1,338.17. This projected increase can be absorbed within the existing budget of the Comptroller's Office budget as submitted to the Department of Taxation. Commissioner Scharmann said the discussion points outline the two step merit but the motion says only one merit step. CFO Kalt said the normal progression is one step, so that would be an additional step. Instead of a 2.5% increase, it would be a 5% increase effective next Monday.

Chairman Olsen asked if there was any public comment but there was none.

Commissioner Scharmann made a motion to provide an additional merit step increase for County Employee #3394 who is an Accounting Specialist in the Comptroller's Office as allowed in Churchill County Code 3.32.100, noting the estimated additional fiscal impact of \$1,338 in the first year in salary and benefits and further noting that this increase will be effective the first day of the pay period following the approval of the board. Commissioner Erquiaga seconded the motion, which carried by unanimous vote.

Consideration and possible action re: Notification of the filing of a Complaint for Nuisance by Clifford and Christine Newmyer against Enel Green Power North America, Inc. and request to set public hearing thereon.

County Manager Lockwood reported that Clifford and Christine Newmyer filed a Complaint for Nuisance against Enel Green Power North America, Inc. on September 30, 2016. Pursuant to Churchill County Code 8.12.030, the Clerk must notify the board of the complaint and the board shall set a hearing not less than thirty (30) days nor more than (40) days from the date of the filing of the complaint. In this particular case, a hearing shall be held between October 30 and November 9. A copy of the Complaint for Nuisance has been provided to Planning Director/Code Enforcement Officer Michael Johnson, Civil Deputy District Attorney Ben Shawcroft, and Enel Green Power North America, Inc.

The Civil Deputy District Attorney has recommended that an evening meeting be devoted to this item, requiring that a special meeting be scheduled between the dates listed above. It was agreed that an evening meeting be held but early voting will be held in the Chambers, so another location will need to be established.

Commissioner Erquiaga made a motion to set a public hearing on the Complaint for Nuisance on the 3rd day of November, 2016, commencing at the hour of 6:00 p.m. Commissioner Scharmann seconded the motion, which carried by unanimous vote.

CONSENT ITEMS (Action items generally not requiring discussion or explanation):

All matters listed under the Consent Agenda are considered routine and may be acted upon by the Board of County Commissioners with one action and without an extensive hearing. Any member of the Board or any citizen may request that an item be taken from the Consent Agenda, discussed and acted upon separately during this meeting.

1. **INFORMATIONAL ITEMS –**

- A. Consideration and possible action re: Acceptance of Report by Bickmore on GASB 45 Retiree Benefit Valuation Report as of January 1, 2016.

2. **REVIEW – None.**

3. **COMMITTEE AND DEPARTMENTAL REPORTS – None.**

Commissioner Scharmann made a motion to approve the Consent Agenda as submitted. Commissioner Erquiaga seconded the motion, which carried by unanimous vote.

CONSIDER FUTURE AGENDA ITEMS –

COMMISSIONER REPORTS:

CHAIRMAN OLSEN: Chairman Olsen reported on the following topics:

- Signing of TDR documents at Western Nevada Title Company.
- NACO Conference in Pahrump.
- Request from NACO to get extra funding from a percentage of PILT from all counties to fund NACO public lands issues.
- Sovereign nation status from the Tribes related to zoning issues.
- SB 451 Indigent Defense.
- Washoe County Lands Bill.
- U.S. Fish and Wildlife Service Endangered Species Act related to compensatory mitigation for counties.
- Fallon Auto Mall mixer.
- Tour of Road Department projects with Gary Fowkes.
- Meeting with Mark Feest at CC Communications regarding their current state of affairs.
- Navy land withdrawal.
- Attendance at the juvenile drug court proceeding to see impact that WNRYS has had on some youth.
- Discussions regarding WNRYS and juvenile justice in general, as well as funding for Juvenile Probation.

COMMISSIONER ERQUIAGA: Vice-Chairman Erquiaga reported on the following topics:

- CWSD meeting on September 21st.
- Fast Draw competition.
- Deer hunting.
- Library Board meeting.
- Fallon Range Training Complex Modernization scoping meeting.
- Disaster Peak Wilderness Study Area tour.
- Coalition for Nevada's Wildlife meeting in Reno.
- Tyler Ingram appointment as Elko County District Attorney.

COMMISSIONER SCHARMANN: Commissioner Scharmann reported on the following topics:

- Nevada Economic Development Conference at UNR with a workshop on Agrihoods and cyber security.
- Nevada Lands Council meeting related to H.R. 1484.
- Fallon Auto Mall mixer.

- Meeting with Dean Payne and Jay Davison at Cooperative Extension regarding plans for Experimental Farm.
- NACo Health Services and Education Committee meeting with Shannon Ernst via teleconference.
- Senior Center site tour.
- Fallon Range Training Complex Modernization scoping meeting.
- Meeting with Rex Massey and Mineral County Planning Commissioner Nixon regarding the I-11 Corridor.
- Upcoming meeting with Congressman Amodei.

COUNTY MANAGER LOCKWOOD: County Manager Lockwood reported on the following topics:

- Economic Development Conference and cyber security session.
- Planning Commission workshop regarding the glare/reflectivity study for Enel's Stillwater proposal.
- Jail construction meeting to coordinate IT, communications, and infrastructure.

CHIEF FINANCIAL OFFICER KALT: Chief Financial Officer Kalt reported on the following topics:

- Audit.
- Senior Center grant application.
- Golf course update.
- Nevada Department of Taxation working on transfer of loans and inter-fund loans with CC Communications.
- Adult Detention Facility funding.
- Economic Development Conference.
- Fuel Indexing.
- Cyber security.

CIVIL DEPUTY DISTRICT ATTORNEY SHAWCROFT: Civil Deputy District Attorney Shawcroft had nothing to report.

CLERK/TREASURER HELTON: Clerk/Treasurer Helton had nothing to report.

PUBLIC COMMENTS:

Chairman Olsen inquired if there were any public comments on issues that were not listed on the Agenda but there were none.

CLAIMS AND PAYROLL TRANSMITTALS:

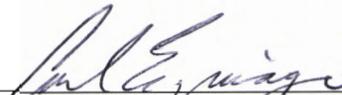
The claims and payroll transmittals submitted for this meeting were reviewed and approved.

ADJOURNMENT:

There being no further business to come before the board, the meeting was adjourned at 10:55 a.m.

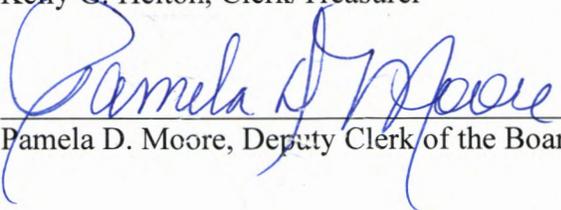
APPROVED: _____

H. Peter Olsen, Jr., Chairman

APPROVED: 
Carl Erquiaga, Vice-Chairman

APPROVED: 
Harry Scharmann, Commissioner

ATTEST:
Kelly G. Helton, Clerk/Treasurer


Pamela D. Moore, Deputy Clerk of the Board