

# WASHOE COUNTY REGIONAL 800 MHz COMMUNICATION SYSTEM

## *Joint Operating Committee*

~~Draft Minutes~~

Tracy Moore, Chair  
Charles Moore, Vice-chair  
Christine Vuletich, Secretary

**Friday ~ April 17, 2020 ~ 10:00 a.m.**  
**Teleconferenced with Teams and Phone options**

### **1. CALL TO ORDER/ROLL CALL [Non-action item]**

Chair Tracy Moore, Washoe County School District, called the meeting to order at 10:00 a.m. A quorum was established.

#### **PRESENT**

- |  |                    |
|--|--------------------|
| • Nevada Department of Transportation          | Denise Inda        |
| • Nevada Air National Guard                    | Todd Curtis        |
| • North Lake Tahoe Fire Protection District    | Ryan Sommers       |
| • Reno, City of                                | Rishma Khimji      |
| • Sparks, City of                              | Jim Reid           |
| • Truckee Meadows Fire Protection District     | Charlie Moore      |
| • Truckee Meadows Water Authority              | Pat Neilson        |
| • United States Department of Veterans Affairs | Bryan Boren        |
| • University of Nevada Reno                    | Ed Atwell          |
| • Washoe County                                | Christine Vuletich |
| • Washoe County School District                | Tracy Moore        |

#### **ABSENT**

- |  |               |
|--|---------------|
| • Federal Bureau of Investigation (FBI)        | Ronald Wilson |
| • Incline Village General Improvement District | (Vacant)      |
| • Pyramid Lake Paiute Tribe                    | Don Pelt      |
| • Reno-Sparks Indian Colony                    | Dave Hunkup   |
| • Reno-Tahoe Airport Authority                 | Mark Cameron  |
| • US Drug Enforcement Administration (DEA)     | (Vacant)      |

David Watts-Vial, Washoe County Deputy District Attorney, was also present.

### **2. PUBLIC COMMENTS [Non-action item] – Comment heard under this item will be limited to three (3) minutes per person and may pertain to matters both on and off the 800 MHz Joint Operating Committee agenda. The 800 MHz Joint Operating Committee will also hear public comment during individual action items, with comment limited to three (3) minutes per person. Comments are to be made to the 800 MHz Joint Operating Committee as a whole.**

There was no response to the call for public comment.

### **3. APPROVAL OF THE JULY 19, 2019, MINUTES [For Possible Action]**

Charlie Moore, Truckee Meadows Fire Protection District, moved to approve the minutes as written; Pat Neilson, TMWW, provided the second. There was no response to the call for public comment. Upon a call for a vote, the motion carried unanimously.

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## **4. APPROVAL OF THE JANUARY 17, 2020, MINUTES** [For Possible Action]

Denise Inda, NDOT, moved to approve the minutes as written; Jim Reid, City of Sparks, provided the second. There was no response to the call for public comment. Upon a call for a vote, the motion carried unanimously.

## **5. RESILIENCE COMMISSION** [Non-action item] - An informational update and possible direction to staff on recent activities of the Nevada Resilience Commission.

No one available to provide an update on this item.

## **6. SYSTEM STATUS UPDATE** [Non-action item] – An informational update on the operational status of the 800 MHz Communication System.

Shawn Tayler, Washoe County Technology Services, indicated there had been a Peavine antenna failure resulting in considerable noise and crackling. It has since been replaced resulting improved system reliability. The Fox Mountain antenna has experienced ice damage so a temporary reroute has been put in place. For long-term increased reliability, staff is considering either replacing the antenna or upgrading the full microwave path, as planned for with the new P25 system. Mr. Tayler also noted that the diagnostics unit used to monitor radio check-ins for radio functionality had been serviced and upgraded. The report generated from this data is used to alert the Radio Shop staff of issues that may need to be addressed when the radio is next brought into the shop. The report can be made available to any agency interested in reviewing it for radios that may be out of tolerance and may need attention.

## **7. LID (Logical Identification Number) STATUS UPDATE** [For Discussion Only] – An ongoing review and discussion on the issue of limited LID availability on the Washoe County Regional Communication System, LID assignments by WCRCS member agency, and the difference between agency assigned LIDs and Active Radios.

Shawn Tayler, Washoe County Technology Services, stated there were approximately 68 LIDs available than in the past; 32 are available for any agency.

## **8. FISCAL YEAR 2019-2020 WCRCS OPERATIONS CASH FUND TRANSFER** [For Possible Action] - A review, discussion, and possible action to approve a Fiscal Year 2018-2019 intra-fund cash transfer of [\$247,000], from WCRCS Operations to WCRCS Infrastructure.

Quinn Korbolic, Washoe County Technology Services, indicated the FY19 money allocated for WCRCS Operations was not depleted and this request was to consider moving \$247,000 to the Infrastructure Fund. This was the same as the item brought forward in January with the figures corrected. If the transfer were to be approved the new balances would be Operations \$406,446; Expansion \$172,861; and Infrastructure \$796,009. The expansion fund is an artifact of the original interlocal agreement requiring new users contribute to this fund. There has been staff consideration of combining the three accounts into one Operations account.

Ed Atwell, UNR, requested that discussion of the fund configuration, and possibly moving the funds from the expansion fund to the infrastructure fund, be brought to the Committee at its next regularly scheduled meeting.

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Rishma Khimji, City of Reno moved to Move to approve the intra-fund cash transfer of \$247,000 unutilized funds from Fiscal Year 2018/2019 from WCRCS Operations to WCRCS, Infrastructure. Ed Atwell, UNR, provided the second. There was no further Committee discussion or response to the call for public comment. Upon a vote, the motion carried unanimously.

- 9. NEVADA SHARED RADIO SYSTEM PROJECT UPDATE [For Discussion Only]** – A review and discussion on the progress of the Nevada Share Radio System project including discussion on project schedule and impacts of the project specific to the Washoe County Regional Communications System.

Quinn Korbolic, Washoe County Technology Services, reviewed his presentation providing updates on the System Implementation Schedule, Region 2 Activities, Change Orders and System Costs/Payments. One of the upcoming Change Orders will officially add the XL-185 radio as an option for purchase. In response to a question about the similar pricing of a single-band radio versus a multiband, Shawn Tayler, Washoe County, indicated the XL-200 multi-band had several features unique to it that had been significantly discounted. The addition of the XL-185m is to provide a newer technology for vehicles as it is expected that the 75m will be phased out. Another contract change was to provide for more than 12 consoles at the contracted pricing, in part to ensure the City of Reno could provide for its new police station and dispatch.

In response to questions about the ability to meet the contracted numbers for each type of radio, Mr. Korbolic stated the goal was to meet a certain expenditure and total number of radios and the vendor was being flexible with how that goal is achieved.

- 10. WCRCS P25 SYSTEM FINANCING AND COST ALLOCATION UPDATE [For Discussion Only]** – A review and discussion on the progress on Washoe County Regional Communications System (WCRCS) P25 financing and cost allocation to WCRCS members

Quinn Korbolic, Washoe County Technology Services, reviewed his presentation providing the Financing Details including the estimated operations and capital cost allocations for FY21, and the relevant timelines; the numbers have not changed. He highlighted that the infrastructure payments would not go up but could go down if other agencies were to join and that the numbers in FY24 reflect NDOT's departure from the system.

Nick Jones, PFM, stated the financing numbers had been updated and they were continuing to watch the market. Interest rates have come down a bit, there may be some issue with lower-rated sales and the amount that can be sold as investors tend to be a bit more selective. He was optimistic the market will reopen significantly by July when the sales is schedule to occur.

- 11. WASHOE COUNTY P25 SYSTEM INTERLOCAL AGREEMENT [For Discussion Only]** A review, discussion, and possible action to recommend that Washoe County Regional Communications Systems Partner Agencies ratify the Washoe County P25 System Interlocal agreement.

It was clarified that this item was changed to a non-action, discussion-only item on the amended agenda.

Quinn Korbolic, Washoe County Technology Services, reviewed his presentation sharing the status of agencies signing the new interlocal agreement. The agencies that had signed so far

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include the Reno-Tahoe Airport Authority, TMFPD, TMWA, Veteran Affairs and the Washoe County School District. UNR and the City of Sparks have indicated they are ok with the interlocal but were waiting to see if the City of Reno is going to join. Washoe County had offered to sponsor the DEA, FBI, and IVGID but had not yet heard back on their decision; REMSA and Carson City are already sponsored agencies. Some agencies that had originally indicated they would like to prepay may need to reconsider. He expressed appreciation for all the agency representatives who have assisted in the process of the agreement's review and adoption.

In response to a question, Christine Vuletich, Washoe County, and Nick Jones, PFM, indicated no change was anticipate at this time in response to the changes in the municipal bond market, expressing optimism that the problems in the market would alleviate by the July sale. Mr. Jones added there could be an option for private placement or one buyer.

## 12. **IMPACT OF WCRCS P25 SYSTEM MEMBERSHIP CHANGES** [For Discussion Only] – A review and discussion of the potential impacts of potential changes to planned WCRCS P25 System membership, including but not limited to impacts to the operations & maintenance budget, P25 System Infrastructure financing, and P25 System Infrastructure design and construction.

Quinn Korbolic, Washoe County Technology Services, reviewed his presentation (several slides included below) noting that he would be providing an overview of what the interlocal provides for, and the impacts of, if an agency were to leave after signing, or if a new agency were to join. In the planning that has occurred leading up to the new interlocal, all current member agencies were included as on-going members. He reviewed the potential impacts, challenges and remedies, based on agency size, the County would consider if an agency were to choose not to continue as a member. Given that most agencies have finalized or nearly finalized their budget planning for the project, it would not be reasonable to put the burden of an agency withdrawing on the others. Washoe County would then seek other remedies to adjust to the new system budget.

Substantial changes would also likely lead to the need for Washoe County and NDOT to renegotiate for the contracts with the Harris; for NDOT that would also include Legislative action. Case Two provides the example of the impacts and potential remedies if a large agency, such as the City of Reno, were to elect not to continue to be a partner. Any agency that would join NSRS under NDOT, would also separate from the WCRCS system with them, expected to be FY24. Any addition of radios will be at an increased cost for agencies joining with NDOT since they will not be bound to the fees set in by the Interlocal using set LID numbers. Cumulatively, the breakeven point is in about FY28, when it would cost more for the City of Reno to be part of NDOT than WCRCS.

Mr. Korbolic closed noting the Washoe County Regional Communication System has been a model for regional cooperation for the last 20 years. The new interlocal was developed to be mutually beneficial for all the participants in an effort to continue the model's success. Washoe County has requested that the City of Reno inform the County of their decision by May 15th. If the City of Reno were to chose not to be a participant moving forward, Washoe County and NDOT would need to undertake a multitude of actions to mitigate the impacts, including but not limited to: NSRS system re-engineering, contract renegotiation, contract change orders, financing changes, and potential legislative action.

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In addition, Washoe County intends to mitigate the impact of Reno's decision to join NSRS under NDOT by:

- Working with JOC members to reduce O&M infrastructure contribution.
- Working with L3Harris to reduce the County's P25 Radio System Infrastructure in an amount equal to \$3.1 million (Reno's total Infrastructure cost).
- Working with NDOT to find common ground on the transfer or responsibilities for system infrastructure construction, operation and maintenance.

| Changes to planned WCRCS P25 System Membership   |   |
|--|---|
| <ul style="list-style-type: none"><li>▪ After Interlocal is signed:<ul style="list-style-type: none"><li>– If a new member is added to the P25 System:<ul style="list-style-type: none"><li>▪ Recalculate O&amp;M for following fiscal year</li><li>▪ Recalculate P25 Infrastructure payments</li><li>▪ The result is lower cost per radio for all members</li></ul></li><li>– If a Partner Agency leaves the Interlocal (or defaults on payments):<ul style="list-style-type: none"><li>▪ Recalculate O&amp;M for following fiscal year</li><li>▪ Utilize debt reserve fund for default → Washoe County responsibility to cover difference.</li><li>▪ Result is higher cost per radio for O&amp;M but stable for P25 Infrastructure.</li></ul></li></ul></li></ul>  | <ul style="list-style-type: none"><li>▪ Washoe County and JOC member agencies planned and budgeted based on the current WCRCS membership.<ul style="list-style-type: none"><li>– If a Partner Agency elects, at this late date, not to sign the P25 Radio System Interlocal:<ul style="list-style-type: none"><li>– Case 1: Small agency, minimal impact (100 radios or less)<ul style="list-style-type: none"><li>▪ Redistribute the O&amp;M costs to signing agencies.</li><li>▪ Redistribute P25 Infrastructure costs to signing agencies.</li><li>▪ And/or mitigate cost increase for Partner Agencies by reducing P25 Radio System Infrastructure costs</li></ul></li><li>– Case 2: Large Agency, large impact (greater than 100 radios)<ul style="list-style-type: none"><li>▪ Redistribute O&amp;M costs and potentially reduce or eliminate O&amp;M infrastructure contribution (JOC decision)</li><li>▪ Mitigate cost increase for Partner Agencies by reducing P25 Radio System Infrastructure costs.</li></ul></li></ul></li></ul></li></ul> |
| Changes to planned WCRCS P25 System Membership Large Agency Example (Reno) – Case 2 Remedy   |   |
| <ul style="list-style-type: none"><li>▪ Case 2 Remedy, Challenge #1: Determine which system infrastructure to remove from the L3Harris contract, equivalent in cost to Reno's Lump Sum Payment - \$3,169,723<ul style="list-style-type: none"><li>– Potential infrastructure to be removed*:<ul style="list-style-type: none"><li>▪ Cold Springs Greenfield site: <b>\$1,000,601.84</b><ul style="list-style-type: none"><li>– This site is targeted specifically at increasing coverage for the City of Reno.</li></ul></li><li>▪ Red Peak brownfield (tower only): <b>\$554,118.71</b></li><li>▪ Metro Simulcast channel reduction (-5 Channels): <b>\$608,100</b></li><li>▪ Mt Rose - Slide Mtn Simulcast reduction (-4 Channels): <b>\$324,320</b></li><li>▪ Other reductions in services and/or equipment: <b>~\$680,000</b></li></ul></li><li>– By reducing the amount owed to L3Harris for the P25 System by approximately \$3.1M, the impact on WCRCS P25 Partner Agencies is <b>partially reduced</b>.</li></ul></li></ul> <p><small>*This is a plausible example, no decision has been made to remove these components from Washoe County's System Purchase Agreement with L3Harris.</small></p> | <ul style="list-style-type: none"><li>▪ Case 2 Remedy, Challenge #2: Reno will continue to use the P25 System Infrastructure in the WCRCS Service area after the contractual infrastructure commitment is substantially reduced.<ul style="list-style-type: none"><li>– Reno is proposing to pay NDOT for use of the WCRCS service area portion of NSRS, yet NDOT will not own or maintain the NSRS infrastructure Reno will be using.</li><li>– <b>Remedy:</b> Shift the costs of the P25 System Infrastructure removed from Washoe County's System Purchase Agreement to NDOT.<ul style="list-style-type: none"><li>▪ Washoe County Administrative requirements: Change Orders &amp; potential system re-engineering, P25 System Budget adjustments, changes to financing amount. Contract re-negotiation with L3Harris.</li><li>▪ NDOT Administrative requirements: Change Orders, budget increases, Potential legislative action. Contract re-negotiation with L3Harris.</li></ul></li></ul></li></ul>  |




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### Changes to planned WCRCS P25 System Membership Large Agency Example (Reno) – Case 2 Remedy

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- Case 2 Remedy, Challenge #3: Who operates and maintains shared infrastructure?
  - WCRCS Staff will continue to operate and maintain WCRCS P25 System infrastructure.
  - However, because Reno would be paying NDOT, WCRCS Partner Agency Operations & Maintenance Costs will go up (see following slides).
    - This would not happen until FY24 - Reno intends to continue paying WCRCS O&M costs until FY24.






### Changes to planned WCRCS P25 System Membership Large Agency Example (Reno) – Case 2 Remedy




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Case 2 Remedy, Challenge #3 continued:  
Cost per radio if **Reno signs** the WCRCS P25 Radio System Interlocal:  
Timeline – Cost per Radio – For discussion only, actual timeline and costs may vary

|   | FY20            | FY21            | FY22            | FY23            | FY24**          |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|
| Operations*                                   | \$285.60        | \$277.26        | \$281.40        | \$285.65        | \$339.87        |
| P25 Infrastructure (Debt Service Payments)*** | \$0             | \$232.65        | \$232.65        | \$232.65        | \$232.65        |
| <b>Total Cost Per Radio</b>                   | <b>\$285.60</b> | <b>\$509.91</b> | <b>\$514.05</b> | <b>\$518.30</b> | <b>\$572.52</b> |

\* Assume 10% Infrastructure contribution and 1.5% increase in costs per year.  
\*\* FY24 operations allocations are calculated by LID, not active radio. NDOT no longer pays operations cost, which accounts for the increase from FY23.  
\*\*\* Includes 10% Debt Service Reserve contribution.





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## Changes to planned WCRCS P25 System Membership Large Agency Example (Reno) – Case 2 Remedy

Case 2 Remedy, Challenge #3 continued:  
Cost per radio if **Reno does not sign** the WCRCS P25 Radio System Interlocal:  
Timeline – Cost per Radio – For discussion only, actual timeline and costs may vary

|   | FY20            | FY21            | FY22            | FY23            | FY24**          |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|
| Operations*                                   | \$285.60        | \$277.26        | \$281.40        | \$285.65        | <b>\$438.19</b> |
| P25 Infrastructure (Debt Service Payments)*** | \$0             | \$232.65        | \$232.65        | \$232.65        | \$232.65        |
| <b>Total Cost Per Radio</b>                   | <b>\$285.60</b> | <b>\$509.91</b> | <b>\$514.05</b> | <b>\$518.30</b> | <b>\$670.84</b> |

\* Assume 10% Infrastructure contribution and 1.5% increase in costs per year.  
\*\* FY24 operations allocations are calculated by LID, not active radio. NDOT & Reno no longer pay operations cost, which accounts for the increase from FY23.  
\*\*\* Includes 10% Debt Service Reserve contribution.

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## Changes to planned WCRCS P25 System Membership Large Agency Example (Reno) – Case 2 Remedy

- Side note #1:** Comparison of costs for Radio additions to the WCRCS P25 System and Radio additions to the NSRS under NDOT: *Adding Radios to the WCRCS system is substantially cheaper than adding radios to NSRS under NDOT.*
- The P25 Interlocal sets Partner Agency Infrastructure costs based on FY21 LID counts
  - Partner Agency Infrastructure costs cannot increase over time but may decrease (P25 Interlocal Section 13).
- FY21 Example:
 

|           | FY21 LID Count | Infrastructure (debt) cost | O&M       | Total cost |
|-----------|----------------|----------------------------|-----------|------------|
| WCRCS P25 | 100            | 232.65                     | 277.26 \$ | 50,991     |
| NDOT      | 100            |                            | 705 \$    | 70,500     |
- FY22 Example – Add 10 radios:
 

|           | FY21 LID Count | Added Radios | Infrastructure (debt) cost | O&M       | Total cost |
|-----------|----------------|--------------|----------------------------|-----------|------------|
| WCRCS P25 | 100            | 10           | 232.65                     | 277.26 \$ | 53,764     |
| NDOT      | 100            | 10           |                            | 705 \$    | 77,550     |

  - WCRCS P25 Total Cost = (FY21 LIDs \* Level Debt) + (SUM(FY21 LIDs, Added Radios) \* O&M)
  - WCRCS P25 Total Cost = (100 \* 232.65) + (110 \* 277.26)
  - NDOT Total Cost = SUM(FY21 LIDs, Added Radios) \* O&M
  - NDOT Total Cost = 110 \* 705

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## Changes to planned WCRCS P25 System Membership Large Agency Example (Reno) – Case 2 Remedy

- Side note #2:** Comparison of costs total costs of membership on the WCRCS P25 System and use of the NSRS under NDOT over 15 years\*: *Total cumulative costs for the use of the NSRS under NDOT are greater than the costs of membership on the Washoe County Regional Communication System P25 System by approximately \$1.3 million to \$2.13 million.*
  - Three Growth scenarios:
    - No growth in cost per radio or total number of radios
    - Moderate growth: 1.5% increase in cost per radio/year, addition of 3 radios/year.
    - Faster but still moderate growth: 2% increase in cost per radio/year, addition of 5 radios/year. (see this scenario in the table below).

| FY           | WCRCS per radio O&M | WCRCS per radio Debt Payment | WCRCS Cost per radio total | WCRCS Active Radios | LIDs  | WCRCS total O&M Cost | WCRCS Finance Cost | WCRCS Total             | WCRCS Cumulative | Cost Difference NDOT - WCRCS | NDOT Cumulative  | NDOT Total Cost         | NDOT Cost per radio |
|--------------|---------------------|------------------------------|----------------------------|---------------------|-------|----------------------|--------------------|-------------------------|------------------|------------------------------|------------------|-------------------------|---------------------|
| 21           | \$ 277.26           | \$ 232.65                    | \$ 509.91                  | 1,115               |       | \$ 309,144.90        | \$ 298,489.95      | \$ 607,634.85           | \$ 607,634.85    | \$ (298,489.95)              | \$ 309,144.90    | \$ 309,144.90           |                     |
| 22           | \$ 281.40           | \$ 232.65                    | \$ 514.05                  | 1,120               |       | \$ 315,168.00        | \$ 298,489.95      | \$ 613,657.95           | \$ 1,221,292.80  | \$ (298,489.95)              | \$ 624,312.90    | \$ 315,168.00           | WCRCS O&M Payments  |
| 23           | \$ 285.65           | \$ 232.65                    | \$ 518.30                  | 1,125               |       | \$ 321,356.25        | \$ 298,489.95      | \$ 619,846.20           | \$ 1,841,139.00  | \$ (298,489.95)              | \$ 945,669.15    | \$ 321,356.25           |                     |
| 24           | \$ 339.87           | \$ 232.65                    | \$ 572.52                  |                     | 1,283 | \$ 436,053.21        | \$ 298,489.95      | \$ 734,543.16           | \$ 2,575,682.16  | \$ 169,971.84                | \$ 1,850,184.15  | \$ 904,515.00           | 705.00              |
| 25           | \$ 346.67           | \$ 232.65                    | \$ 579.32                  |                     | 1,288 | \$ 446,507.61        | \$ 298,489.95      | \$ 744,997.56           | \$ 3,320,679.72  | \$ 163,042.44                | \$ 2,758,224.15  | \$ 908,040.00           | 705.00              |
| 26           | \$ 353.60           | \$ 232.65                    | \$ 586.25                  |                     | 1,293 | \$ 457,205.77        | \$ 298,489.95      | \$ 755,695.72           | \$ 4,076,375.44  | \$ 192,331.88                | \$ 3,706,251.75  | \$ 948,027.60           | 733.20              |
| 27           | \$ 360.67           | \$ 232.65                    | \$ 593.32                  |                     | 1,298 | \$ 468,153.25        | \$ 298,489.95      | \$ 766,643.20           | \$ 4,843,018.63  | \$ 185,050.40                | \$ 4,657,945.35  | \$ 951,693.60           | 733.20              |
| 28           | \$ 367.89           | \$ 232.65                    | \$ 600.54                  |                     | 1,303 | \$ 479,355.74        | \$ 298,489.95      | \$ 777,845.69           | \$ 5,620,864.33  | \$ 215,728.29                | \$ 5,651,519.33  | \$ 993,573.98           | 762.53              |
| 29           | \$ 375.24           | \$ 232.65                    | \$ 607.89                  |                     | 1,308 | \$ 490,819.08        | \$ 298,489.95      | \$ 789,309.03           | \$ 6,410,173.35  | \$ 208,080.21                | \$ 6,648,908.57  | \$ 997,389.24           | 762.53              |
| 30           | \$ 382.75           | \$ 232.65                    | \$ 615.40                  |                     | 1,313 | \$ 502,549.20        | \$ 298,489.95      | \$ 801,039.15           | \$ 7,211,212.51  | \$ 240,210.81                | \$ 7,690,158.54  | \$ 1,041,249.97         | 793.03              |
| 31           | \$ 390.40           | \$ 232.65                    | \$ 623.05                  |                     | 1,318 | \$ 514,552.21        | \$ 298,489.95      | \$ 813,042.16           | \$ 8,024,254.66  | \$ 232,171.38                | \$ 8,735,372.08  | \$ 1,045,213.54         | 793.03              |
| 32           | \$ 398.21           | \$ 232.65                    | \$ 630.86                  |                     | 1,323 | \$ 526,834.31        | \$ 298,489.95      | \$ 825,324.26           | \$ 8,849,578.92  | \$ 265,821.58                | \$ 9,826,517.92  | \$ 1,091,145.84         | 824.75              |
| 33           | \$ 406.18           | \$ 232.65                    | \$ 638.83                  |                     | 1,328 | \$ 539,401.88        | \$ 298,489.95      | \$ 837,891.83           | \$ 9,687,470.75  | \$ 257,376.17                | \$ 10,921,785.92 | \$ 1,095,268.00         | 824.75              |
| 34           | \$ 414.30           | \$ 232.65                    | \$ 646.95                  |                     | 1,333 | \$ 552,261.41        | \$ 298,489.95      | \$ 850,751.36           | \$ 10,538,222.11 | \$ 292,616.06                | \$ 12,065,153.34 | \$ 1,143,367.42         | 857.74              |
| 35           | \$ 422.59           | \$ 232.65                    | \$ 655.24                  |                     | 1,338 | \$ 565,419.57        | \$ 298,489.95      | \$ 863,909.52           | \$ 11,402,131.63 | \$ 283,746.60                | \$ 13,212,809.46 | \$ 1,147,656.12         | 857.74              |
| 36           | \$ 431.04           | \$ 232.65                    | \$ 663.69                  |                     | 1,343 | \$ 578,883.15        | \$ 298,489.95      | \$ 877,373.10           | \$ 12,279,504.72 | \$ 320,649.52                | \$ 14,410,832.07 | \$ 1,198,022.61         | 892.05              |
| <b>Total</b> |                     |                              |                            |                     |       |                      |                    | <b>\$ 12,279,504.72</b> |                  | <b>\$ 2,131,327.35</b>       |                  | <b>\$ 14,410,832.07</b> |                     |

\* Washoe County's System Finance period is 15 years.

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Ed Atwell, UNR, questioned the need and justification for the ten percent contribution to a fund in case there is a defaulting agency when there is no history to justify the potential for default, and that contributors would not see the benefit of the fund for 15 years. He asked that the suggestions included in his email dated April 9, 2020, be considered. His agency would not be able to sign the Interlocal until the financial obligation had been defined.

Nick Jones, PFM, stated he had reviewed Mr. Atwell's concern and clarified that the 10 percent is based on that year's debt service amount, not 10 percent of the principal every year, which will be an additional APR of approximately one percent. Mr. Atwell requested that the calculations be shared with the Committee members. Christine Vuletic, Washoe County, added that the intent of the debt service reserve was to ideally not use it and then those funds would be available to cover the last year of the debt financing. Mr. Korbolic stated he was seeking to assure those who haven't yet signed the agreement that Washoe County will mitigate the impact to the member agencies and stay true to the infrastructure costs that have been previously presented. The agencies that have chosen to be part of the interlocal negotiations decided it was reasonable to include the debt reserve fund. Mr. Atwell voiced interest in removing that from the Interlocal agreement.

Chair Moore expressed appreciation for the discussions of the challenges and disagreements that have been put on record knowing that the Committee has been a good steward of working in the best interest of the taxpayers while remaining mindful of the importance of not decreasing the level of public safety that is currently provided to our communities.

Craig Betts, Washoe County, noted Washoe County has not been involved in discussions concerning the City of Reno's participation. This agenda item is the result of previous comments and discussions brought forward at the January JOC meeting concerning participation and the timing for the lump-sum payments.

Denise Inda, NDOT, stated that Mr. Korbolic had provided a lot of good information and reiterated that although NDOT will be leaving the WCRCS System, it is still intending to continue the relationship with the member agencies in the best way possible and with transparency. The health and viability of the infrastructure owned by other member agencies was of continued importance. She acknowledged any changes will impact all the partners and have not committed to anything with the City of Reno. She noted the uncertainty of the radio/LID costs in the future.

In response to questions about agency action to adopt the new Interlocal, Mr. Korbolic indicated sooner was preferable, but it was understandable if agencies wanted to wait until the May 15 deadline to gain a sense of the direction the City of Reno will take.

- 13. 800 MHz JOINT OPERATING COMMITTEE MEMBERS AND/OR STAFF ANNOUNCEMENTS, REQUESTS FOR INFORMATION AND SELECTION OF TOPICS FOR FUTURE AGENDAS** [Non-action item] – The next meeting of the 800 MHz JOC (Joint Operating Committee) is scheduled July 17, 2020.

It was requested that Item 12 of this agenda be carried to the next agenda. There were no further announcements or requests for future agenda items.

- 14. PUBLIC COMMENTS** [Non-action item] – Comment heard under this item will be limited to three (3) minutes per person and may pertain to matters both on and off the 800 MHz Joint Operating Committee agenda. The 800 MHz Joint Operating Committee will also hear public comment



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during individual action items, with comment limited to three (3) minutes per person. Comments are to be made to the 800 MHz Joint Operating Committee as a whole.

David Fein has left L3Harris; Amy Higgins will be the new representative. There was no further response to the call for public comment.

### **15. ADJOURNMENT [Non-action item]**

DRAFT