

Spanish Springs Citizen Advisory Board

Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where changes to these minutes are approved by the CAB. Minutes of the regular meeting of the Spanish Springs Citizen Advisory Board held September 7, 2022 6:00 p.m. at the Spanish Springs Library at (7100A Pyramid Lake Highway).

1. CALL TO ORDER/ DETERMINATION OF QUORUM [Non-Action Item] – Sam Metz, Bruce Parks, Bruce Durgin.

2. PLEDGE OF ALLEGIANCE [Non-Action Item]

3. GENERAL PUBLIC COMMENT – Comment heard under this item will be limited to three (3) minutes per person and may pertain to matters both on and off the agenda. The Citizen Advisory Board will also hear public comment during individual action items, with comment limited to three minutes per person. Comments are to be made to the CAB as a whole.

4. APPROVAL OF THE MINUTES FOR THE MEETING OF [JULY 6, 2022](#). [For Possible Action] – This item will appear on a future agenda.

5. WASHOE COUNTY SHERIFF'S OFFICE – The Catalytic Converter program video will be shared, as well as the possibility for a general community update by a Sheriff's Deputy. [Non-Action Item]
The meeting recording began during this item. Lt. Avina spoke about catalytic converter theft.

6. TRUCKEE MEADOWS FIRE PROTECTION DISTRICTION – General Community Update.
TMFPD representative provided an update. For the month, there were 220 calls, 8 calls were fire, 140 EMS calls, 46 service calls, 7 false alarms. He said there is a new addition on the station for the ambulance. Open burning is still closed. NV Energy crews will begin work on telephone poles in the fall. Greenwaste program will be October 22 at Equestrian Center in Palomino Valley and October 23 at Lazy 5 Regional Park. Sage brush values are back to critically dry levels. Be prepared to evacuate with a to-go bag. He spoke about recent evacuation in south valleys. He said there were challenges with evacuation. If you are given an evacuation order, please leave the area. A public member asked about a station at Shadow Ridge. The representative said we own the property off of Calle De La Plata. He said they are in the preliminary thoughts of building a station out there. A CAB member requested a report comparing last year's calls to this year's calls. A public member asked where the smoke is coming from. The representative said it's the Mosquito Fire. A public member asked about using old smoke alarms.

7. Q & A WITH NDOT'S EXECUTIVE DEPUTY DIRECTOR COLE MORTENSEN – Hear from the Executive Deputy Director from Nevada Department of Transportation, Cole Mortensen. He will provide the most recent information from the data report from the University of Nevada, Reno, as well as provide the latest information on Pyramid Highway planned updates.
Cole Mortensen provided a powerpoint slideshow.
Chair Metz said we have submitted questions.

1. when does will improvements for this stretch road begin?

Mr. Mortensen we actually had to start advertising that contract here I believe on September 22. And anticipate the notice to proceed to be on may 2023. It will run from Queens Way to Golden View. At this point in time, we ended up getting the grant within our partnership with the RTC to actually get federal funding. Those improvements will be additional lanes. It will be three lanes. I don't know if it's going to be one construction season.

2. why or how is priority determined whenever in NDOT starts dispensing your funds whenever judgment calls are made, when decisions are made. There's been research and reports and discussions going on for 20 years. How does how does the priority on that change?

Mr. Mortensen said let me give you a little bit of background on that that really makes it challenging for us. And you're not the only community that's in the situation here where they're concerned about the traffic getting into town. The same thing is happening over on 395. The growth is happening at a rate that we can't keep up with.

And when the development goes in, there's absolutely \$0 from that development that goes to NDOT to help us keep up with that. Our gas tax has been set at 18 cents per gallon since 1995 back when like gas was a \$1.20 gallon. So back then it was you know 18% of what the price of one gallon. Nowadays with the price of fuel, it's only three or 4%, but the problem is, is that a barrel of oil has increased and the stuff at the bottom of the barrel is what we paid with. So the price of us being able to pay for is continuing to increase. Our buying power has continued to decrease.

Right now we anticipate that we're underfunded to the tune of about \$600 million a year. With that means that we can't keep up with maintaining our roads. And we can't keep up with explosive growth in Nevada. What we do when we identify projects and needs, we worked with the Regional Transportation Commission here in Washoe County and in Carson City. There's one at Tahoe right now and we work with the RTC in southern Nevada. We also work with the other counties and local agencies to try to determine which projects and what their needs are. We've developed a data-driven prioritization process where we evaluate our criteria and I urge you to look at the one plan on online. Mr. Metz said it's not online anymore. It's been missing for six months.

Mr. Mortensen said I would have to look at that because it should still be out there. It's still a long-range plan that's still part of the Washoe RTCs long-range plan. We developed needs with the Washoe County RTC and we determined project prioritization based on decisions that we make as a team. But we go through that prioritization process, and it's based on the seven criteria that we have there. It's seven criteria that we go through has to do with connecting communities, safety, economic impact, etc. The problem that we have is that we have about \$10 million worth of project needs. And we just don't have the funding. Like right now we still have over a billion dollars" worth of the spaghetti bowl to do. We're only addressing one layer that we're working on.

Mr. Metz asked who makes that call on changing the priority? Mr. Mortensen said Washoe RTC votes for the prioritization for this region. Our transportation board also approves the project prioritization for the statewide in conjunction with the plans for each of the local regions. It's not just one person. Its recommendations are made based on the evaluation and appropriation through our process. And those recommendations are brought to both the Washoe RTC and the State of Nevada transportation board.

3. Would it speed the process up - As far as our concern out here, if the cosmetics, and the acoustics, and all the things that we see going up on the new spaghetti bowl, were pushed aside, and instead the priority to addressing the actual traffic problem? Mr. Mortensen said I'm doing my best to come before you to try to explain what's going on. Now, when we do landscape, or aesthetics, the sound walls, those are actually federal requirements, we go through the environmental process, we have to determine based on the location of the houses near the facility, we determine where those sound walls need to go in. Now, rather than just putting up some really ugly, flat gray wall, we do try to dress them up to make them look a little bit nicer for the neighborhoods and communities. A lot of the ground mulch and the landscaping itself is there for erosion control. We have stormwater requirements that we're required to keep with the federal EPA. In fact, we were in a little hot water a few years back, look at that. And so a lot of the ground cover and the rock mulch that we use is to meet those environmental standards for not only erosion control, but dust mitigation, which is air quality, as well as it does provide aesthetics in those areas where we have come in it does make it look a lot nicer. And so that's why we ended up doing a lot of the landscape.

A public member said have just a couple of concerns that are more dangerous. One is when you leave the library enough to make a U-turn right there. I have no idea what you guys have designed but I'm an online design that's online is four or five years old, and is not adequate for the amount of growth that we've had here. I think we should move the funds to areas that are dangerous.

Mr. Mortensen said safety is safety is our number one priority. The problem is that in an area like what you're talking about, it's not just a small fix. And what we've had to do is we've had to evaluate the entire corridor. We've gone through that environmental process with the Washoe County RTC, and we have a project that's approved through the environmental process. And what that does, that allows us to go ahead and actually get constructed. You're right, those plans are probably four- or five-years-old right now but those plans are based on the regional traffic model that the RTC has that they keep up on with the plan development, plan growth in the area. So when the development gets entitled to be out there on the north end of the valley, that number of units generates a certain number of cars, those cars go into the regional model. And that regional model predicts what the traffic volumes are going to be 20 years out. So that project that you're looking at online should still be adequate for

another 15 years.

Public member said I do agree with all that fancy crap because I'm an engineer too. And I would say half the model I've ever done was probably about 2% accurate. These people here deserve a voice. If you hear a lot of chatter about a dangerous area, I think those supersede any of the existing design. When I first we first moved here, I was present for the very first month and that was two years before the four-year plan had come out. Somebody needs to listen to the people that live in this area. It kills more people are following those models are outdated.

Mr. Mortensen said we do also try to address real hot traffic spots and when and where we can if it's not something that's a huge investment for us, that causes us to have to reprioritize other projects in our program.

Mr. Parks said If I may follow up with your concern, sir. And I heard Commissioner Hartung say, putting that in there without a left turn in this library was stupid. I couldn't agree with you more. No disrespect intended. However, we just saw all the recent development down here; all the left-hand turns, right-hand turns, etc. You tell me you couldn't incorporate just a left-hand turn with all that stuff? I'm having a hard time with that. But my pertinent question is, you talked about those early warning lights. We, the taxpayers paid to put them in in the first place. We put those traffic control devices in for safety's sake. Did we make a mistake when we put them in?

Mr. Mortensen said to answer your question, studies have been performed. And it was determined that yes, they weren't as safe as other methods, and they weren't as safe as what we're doing. Now, you have to understand, too, that they've also been put in at a time when the context of this road was different. When there wasn't all of the development after when they may have been one of the first couple of lights that you came to. But now that all the developments that have approached, the context of the road has changed. And so it's changed the need of the system.

Mr. Parks said to address one of the points that you made about NDOT being underfunded, what I submit to you that is a function of the state treasurer and the legislature. We the taxpayers, don't have a whole lot of input into how our State spends the money we give them. I submit to you that maybe some budget cuts could be made somewhere else in order to fund fully the projects that NDOT needs to get funded. I mean, there are plenty of areas that we can cut funding. Mr. Mortensen said that is completely outside of my wheelhouse. I cannot tell the legislature what to do.

Mr. Parks said the squeaky wheel gets the grease. You need better lobbyists in front of our legislature. Well, I'd be happy to take on that assignment for you.

Mr. Mortensen said we were asked by the legislature this last legislative session to put together a committee to address that funding shortfall. It was a committee made of about 30 different members from different industries and lobbying groups to determine the best way to fix our state gas tax. Now with the economy the way it currently is, I'm not so sure that our legislature will have the appetite to increase in taxes to try to help us out of this. But that's our legislature's decision that's completely out of my hands. But while we're working on trying to address that, it's just going to take several acts of the legislature.

Mr. Parks said when you submit your budget to the legislature for your funding. I would highly recommend that you jump up and down, yell, scream, cuss and holler whatever you got to do to convince them people that the little pet project their social programs and all that garbage is not as important as public safety.

A public member said you said you tried to think 20 years ahead. I have lived in Washoe County since 1962, and in 60 years, I have never seen proactive going on. It's always reactive. Every time, all the way through. You build a pyramid highway and plan to put all these houses in it. But when you put it four lanes, you knew all that houses with going in; instead of going six lanes in, you went reactive. Oh, now we got to put it.

Mr. Mortensen said that's a very good point. The fact of the matter is we have to have the money to be proactive, and not only that we don't have a city seat at the table when development is entitled.

A public member said so; who is it? NDOT, The Assembly?

Mr. Mortensen said let me answer that with a little bit different scenario. If we need to widen 395 a lane because of development out there, the development out here hasn't occurred. But we go ahead and widen here because

the development out here hasn't been heard yet. But the development over here has, and we have the need now; we have to invest where the need is now because we don't take a Field of Dreams approach to delivering projects. We don't have the funding for it. It puts us in a reactive situation, we have to react to the entitlements for land use that occur. And we just simply don't have the funding to be as reactive as you would like. It's a frustration of mine every day.

A public member asked about the infrastructure bill that came through, we talked about being unfunded. But now there's the money coming from the feds. Mr. Mortensen said the infrastructure bill that came through increases our federal funding by about 20%, which is about a 12% bump in our overall program. The unfortunate part about this is over the last year, we've seen 17% inflation in our construction costs. So at the end of the day, we're barely able to deliver the projects that we were hoping to deliver with the bill. Now, that being said, about 40% of that funding is discretionary. This means there's opportunities for people to go out and get grants, we're working with other local agencies and working on which grants we can go after. So there's the potential for us to get more funding from that. It's not guaranteed money for us. So it's difficult for us to plan on delivering projects if it's something that we have to apply for.

A public member said I'd like to thank you for coming in and spending time with away from your family, I think that's very, very commendable. That being said, the bad news is, since I moved down here, I'm one of those bad Californians that left and came here seven years ago, the traffic has increased exponentially, and there are a number of houses that are approved. I live up there in the Rider homes, and there's probably 5000 houses within five miles that are approved to be built again. I bring this up because you say you've got to be reactive to problems that are happening now. As I understand it, Pyramid highway is if not the busiest, one of the busiest roads in Washoe County, and it's going to get exponentially worse again. Is not a need now to start working on that project?

Mr. Mortensen said that's a great question. The problem that we have is that with all of our projects, we had to go through a process. We've known that the pyramid highway was a need; we've known it was a need for decades. The problem is that we have to go through the environmental process. And we've had projects that take anywhere from eight to 10 years to get through the environmental process. That's the process we have to go through before we can even start engineering and designing the projects. The public member asked if that has been completed for Pyramid Highway. Mr. Mortensen said yes, it has. The public member asked if that is a good reason why we can't change anything in that program. Because if we change everything, everything and everything back, another decade. Mr. Mortensen said that it depends on what it is. Many times, especially if we have to phase projects, we'll have to go back through the NEPA process to ensure that what has decided five years ago, six years ago, is still the appropriate solution. So it's not that we're going off of what happened five years ago, at some point in time, we will have to sit down and reevaluate it, go back to the current traffic models, and make sure that we're still on the right track and if we're not causing any adverse community impacts or environmental impacts, and go from there. So there are points in time where we will have to go back and revisit that environmental document. But unfortunately for us, it's a slow process, especially with these major projects. Now, going out and fixing this U-turn, I don't know the answer. Rod, I don't know if we've had anybody look at that. But if there are some small fixes that we can get away with without having to color outside the lines and go through the environmental process. Usually, if we can stay within our right-of-way within our footprint, that disturbed area, we don't have to go through that lengthy process. But as soon as we widen outside of where we've been, it goes right to that environmental process. And it stretches out how long it takes to build a project. So it's just unfortunate how we have to operate, and it's tough. The public member said, we're not talking 20 years, we're talking the last five years. You guys have traffic studies, you know how much it's grown in the last five years. It's going double in the next five. So the need is there. The environmental report has been done. The only thing that's remaining is the funding. Is that what you're telling me? Mr. Mortensen said absolutely. The problem is that the same growth is happening out here on 395, the same growth is going to happen on I-80, the same growth is happening in Fernley, and Clark County sees the same thing. The problem is that we're growing at such an exponential rate. You guys have your concerns out of here because this is where you live. The people who were brought up on 395 are concerned about 395 because that's where they live. The problem is we don't have enough money to make everybody happy. It's unfortunate. The public member said Pyramid highway is one of the busiest roads in Washoe County. Okay, so I understand they have problems that must also be dealt with. But if we are the busiest highway in Washoe County, our traffic will increase exponentially. Are we waiting until the sky falls before we do something? I hear the story about Sun Valley and this and that. They have traffic models. Mr. Mortensen said it is busy. So it's 395. The problem with Pyramid highway is all that traffic dumps out

under 395. And then it goes through the spaghetti bowl, and the spaghetti bowl is busy, and the spaghetti bowl is where we've been told to invest our money right now. The spaghetti bowl impacts more of the residents in this community. So right now, we're investing our money in the Reno spaghetti bowl; we're still trying to get phases of projects done not only out on 395 but here on the Pyramid highway. But the problem is if we had the funding to do the project all at once, we would take it all the way to the end of the valley. But we have to decide which projects we need to go through and fairly distribute the projects on a statewide basis.

A public member said so you're saying that developers have no responsibility for any financial support of highways or roads as a result of their developments? Mr. Mortensen said the only time we get a bite at the apple with a developer coming into the impact of our system is when they have to get a permit from us to develop an interchange or an intersection. The Amazon distribution center in Stead, didn't have to come to us. The public member said so even though all of this development up here has resulted from developers, and it's been unrestricted as far as I could tell. It just seems ridiculous they aren't participating.

A CAB member said developers are not putting a penny into any of this. These guys get away with this stuff. I've seen their presentations and worked in sales and marketing my whole life. And these freshman-level amateurs presentations are made at the county and state levels. And these people sign off on this stuff. I don't know what they put in for the percentage, but I think it's zero.

Mr. Mortensen said correct me if I'm wrong. A certain road impact fee goes to the Washoe County RTC. Bill Thomas, Executive Director of RTC, in Washoe County, said I think \$4,000 for local roads per house. Where does the money go?

Mr. Mortensen said the only reason I wanted to bring that up was that I wanted to be completely transparent that there is a small fee. There is a fee that the developers do pay, but it goes to the Washoe RTC's capital improvement program for regional roads. And I don't even believe it's statutorily able to be spent on our roads.

Mr. Parks said in regard to funding. According to the 2020 census, Clark County made up about a third of our State. Yet they get 86% of NDOT funding. That seems a bit disproportional.

Mr. Mortensen said I believe that their population is about 72% of the entire State. And generally, they've been getting about 60 to 62% of the overall tax revenue generated in the State. Washoe County on this between 15 and 17% of the State's population. And over the last five years, Washoe County has received at 15 to 17%, if not a little bit more, due to the investment that we put into the spaghetti bowl. Now part of the problem is that unfortunately, the counties along I-80 don't even generate enough tax revenue to maintain I-80. So, Washoe County and Clark County end up having donors to pay for their tax revenue for us to maintain one of our major interstates through the State of Nevada.

A public member said I was wondering if RTC shares any of that \$4,000 per home funds with you. Mr. Mortensen said that's what we were saying I believe statutorily that funding has to go to their capital improvement program. The public member said at \$4,000 per home. There's no public transportation out here.

A public member said I have a lot of good points, but I don't believe it will be a change. We're just voicing our frustration. Mr. Mortensen said at the end of the day, I'm not a vehicle for change on a lot of this because the funding sources it's out of my hands. All I do is try to facilitate our overall program. We try to prioritize projects. Honestly, we're making people unhappy everywhere because we're not able to meet the needs across the State. And we're unable to meet the needs across the State because we simply don't have the resources.

Commissioner Hartung said I appreciate you being here tonight. I know how important family is. The frustration is obvious. The numbers that you guys are throwing out are 5000 houses. I don't know where you get those numbers. But that's those are not real numbers. I'm happy to share the numbers with you. I don't know what's happening in the city of Sparks. As far as I cannot speak to that. I mean, the houses are being built behind us. That's a question we must ask the city of sparks, but in Washoe County incorporated. We've got Harris Ranch, which is another 640. There's probably a total of maybe 1,000 to 1,200 additional units in unincorporated Washoe County that have been on the books. I've lived down for 35 years, in the same house, when there was nothing out here. And those approvals have been on the books since some of them as early as 2000. So 22 years. Some of them started in the 90s. My question is this. And this is not an adversarial position towards NDOT. What is it that you want from us? I've been on RTC board now for three years. I've never had an opportunity to review the One Nevada Plan or to figure out how we get things moved up and get NDOT's

attention in these situations. So my question to you is, what can I start at RTC to move the Pyramid highway forward, because the last time there was a capacity improvement was 1990, and we've got here 1987. And Pyramid was two lanes, they took it to four lanes. And I've not seen any capacity improvements other than a single lane on the east side of the highway, which the city or developers paid for. There have been no additional capacity improvements other than the acceleration lane that goes off of Ingenuity and the Shawnee road that goes down to West Calle De La Plata. I had hoped that Rudy would take that acceleration lane all the way through West Calle De La Plata product into the y where Egyptian and Sunset Springs is. So other than that, there have been no capacity improvements. Please tell me what I can do from the RTC's perspective. Mr. Mortensen said we work with RTC every year when we update, and they present to you what their priorities are, and we work with getting those priorities into our system. So there should be an opportunity for you to work with the RTC to work with those highways.

Commissioner Hartung said I'll have the conversation with you offline. But I know Christine is very frustrated with me because I bring up Pyramid Highway every single meeting. We're appreciative of the improvements that are happening on the highway, and we're appreciative of the fact that we're getting that additional lane. The lanes will not go all the way to Golden View. The lane that I'm aware of, that third lane, will go only to Los Altos, and some improvements will go to Golden View. That's not capacity, and capacity will take us only to Los Altos, which is great. We could have solved that with Disc Drive intersection. I'm not an engineer.

It would probably warrant a conversation with Mr. Thomas about how the regional priorities are set with the Washoe RTC because it is a collaborative effort between NDOT and Washoe RTC. Their priorities to come onto our system are part of our presentation, and it was before our transportation board. And some of our projects, I believe, are part of the programs presented to you as commissioners.

Commissioner Hartung said Pyramid Highway would be first on my list because I live out here. If there was ever an opportunity to move it up. All I'm asking is let's drive it one morning. I'm telling you to try to get out of Horizon view for those folks, your white knuckling. This little Centex development, getting out and making a U-turn a Dolores.

A public member said the connector from the four brothers had been blocked off. That's an outlet. If they just opened it up. The Toll Brothers can also take Vista. The road was done. I think that could be just opened up. It could save a lot.

Mr. Mortensen said that one of the biggest challenges this region faces is that they've created so many geographic constraints that it relies on three roads: Pyramid Highway, 395, 580. And, the problem is, is that there are very few other regional roads that serve communities like this out here, like the North valleys, and you can't even drive east to west across Reno.

Commissioner Hartung said NDOT doesn't have all regional roads. So Sparks Boulevard, Vista, are regional roads. By the way, there have been improvements done on Sparks Blvd is RTC, which is part of the gas taxes that are being paid. You say where's your money going? It's going to regional roads, but we can't necessarily spend it on roads like Pyramid highway. I wish we could. I would love to. So, Cole, tell me when you want to come out here and take a drive. And I'm thrilled. And I know Bill Thomas will also go with us. We can bring a couple of our engineers, and we'll all pile in the car and come out here and look at some things. Mr. Mortense said I believe you. I see poor traffic areas throughout the State.

A public member said there's got to be somebody that's got to answer. We were told that we needed to go up the chain of command to get some action.

Mr. Metz said we requested that Christina be at our meetings. She agreed to be here. At the last moment, we had presented some questions, which he either was not aware of, or did not find significant enough to address them. So I apologize that you got pushed into this position that you're going to do tonight at the expense of your family. That's not our problem. He said that's why you're sensing the frustration. If there aren't any more questions, I'll ask that you let him go.

Commissioner Hartung said I want to thank you, because I know you and I have talked about kids many times, and I know how important your family is. I appreciate you taking the time. This is not an easy scenario to talk about. And I look forward to having a deeper conversation with Mr. Thomas. We've got to figure this out. We've got to get it on the books as soon as possible.

A public member said I'm from Sun Valley. Are you talking about a priority list? Where is the state highway, Sun Valley Boulevard in your priority list? Mr. Mortensen said I would have to get back to you on that. I don't have that information at my fingertips.

A public member asked about warning lights and the number of accidents. Mr. Mortensen said we've had no reported accidents reported. Zero accidents or incidences were reported.

NDOT Representative said that we use a lidar detection method. So they look at all of the near crashes as well. There has been none.

NDOT Representative said what we're going to do to for everybody's knowledge. We're going to do this as a department, not just these individual site location studies, and we're going to do a one-year, three-year follow-up. So that's going to look at the full corridor. We're going to look at the speeds. And then we're also going to look at the crashes. So we'll pull that information, we'll provide that. Commissioner Hartung has asked for that. That's going to be available in one year, which I believe is May of next year is when all that data and look at that, and then we'll try to provide that integration.

Commissioner Hartung said I was at Pyramid, and the light changed, I slowed down I stopped matters. I was literally stopped. Right turn red, and car went right through.

The NDOT representative asked is that a cause of the removal of the AWS? Or is that just a cause of inattention which that driver?

Commissioner Hartung said I would tell you that you see a number of skid marks at every intersection. It's massive. It is. And while I don't disagree with the mindset, and I understand the reasoning behind it, because we decided that was a good thing nationwide, we're following those national standards, I get that part of it. The fact still remains that you've got high speeds on the highway. So one last thing, what I really love to see you guys do is, while you're saying that the numbers have slowed down, and I understand, was there ever a controlled study done at that, let's say, out on the McCarren, a before and after. Commissioner Hartung to see on a normal day on McCarren. NDOT representative said we've done speed studies throughout the State. He said he could take a look at it.

A public member said I don't see a lot of law enforcement. When you talk about that, the Sheriff's representative said that's a resource thing again. We're short-staffed.

A public member said I just wanted to follow up on a study that was shown. I slowed down more now because I don't know when the light would change. But what's going to happen several months from now?

A public member was talking about resources, lack of funding. These are all symptoms. But the real problem is, as you mentioned at the very beginning of the talk, it is just growth. Out of control growth And you know, somebody mentioned we've got a plan five years in advance, but there is a lack of funding. Well, the other problem is, if you plan five years, ten years in advance and put in the extra light, what that does is that makes it a total freeway, a more attractive highway. The real issue, which nobody mentioned, is this uncontrollable development. And I assume it's Hartung and county commissioners that approved these projects.

Mr. Metz said the developments that are coming online now have been in the process for years. The developers and the builders have had either permission in process or plans in the process. And now, because of the growth that's out here, it's such a desirable area to be in. They're all coming online at the same time.

The public member said it's not just the roads. It's everything school systems. You name it. Commissioner Hartung spoke about the developments approved under his tenure. The HAWCO developments are on the west side of the highway. Those were approved in 2000. Harris Ranch, which is 640 houses was approved in 2002.

Mr. Durgin said I have a question about how is it that we're at a \$4,000 assessment, which is less than 1% of the cost of a house? What is that process? My own feeling is you could quadruple it. You can get a lot more revenue. They're making a lot of money on these developments. Commissioner Hartung said we could schedule

RIFF Fee discussion. He said when we go to raise those kinds of fees, people scream that houses are affordable.

8. CAB MEMBER ANNOUNCEMENTS/REQUESTS —

Commissioner Hartung requested an agenda item to discuss RIFF fees.

9. GENERAL PUBLIC COMMENT –

A public member said I'd like to thank you, Sam, for trying to champion this whole Pyramid highway debacle on behalf of the community. It's a thankless task. You've been given the runaround for months now trying to get somebody here to speak. And then she sent her deputy to take the heat, but your efforts are appreciated very, very long.

ADJOURNMENT – The meeting adjourned at 7:13 p.m.

CAB Program CAB@WashoeCounty.gov