

NORTH VALLEYS CITIZEN ADVISORY BOARD



DRAFT: 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 North Valleys Citizen Advisory Board held February 9, 2015, at the North Valleys Community Building, at the North Valleys Regional Park, 8085 Silver Lake Road, Reno, Nevada

1. *CALL TO ORDER/ DETERMINATION OF QUORUM - The meeting was called to order at 6:34 p.m. by, Francine Donshick, Chair. A quorum was present.

Francine Donshick, Ray Lake, Bonnie Klud (arrived late), Jennifer Salisbury, Judy Caron, Jean Harris, Robert Conrad, Robert Tangren, Frank Schenk, Clayton 'Vern' Griffith (arrived late).

Absence: Eric Arentz (excused).

2. *PLEDGE OF ALLEGIANCE – Francine Donshick led the pledge.

3. *PUBLIC COMMENT –

- Clara Lawson Introduced herself and said she was from the Washoe County Community Services Division. She said there was a fatality on Lemmon Drive. They conducted a Road safety audit. On Surge St. and Lumber Pine Dr, sidewalks have been installed as well as a rapid flashing pedestrian beacon.

4. APPROVAL OF AGENDA FOR THE MEETING OF FEBRUARY 9, 2015 – Frank Schenk moved to approve the agenda for the meeting of February 9, 2015. Ray Lake seconded the motion. The motion passed unanimously

5. APPROVAL OF THE MINUTES OF THE DECEMBER 8, 2014 – Ray Lake moved to approve the minutes from the December 8, 2014 meeting as amended. Robert Conrad seconded the motion to approve the minutes as amended. The motion passed unanimously.

The CAB members had some edits:

- Asked why were some street names highlighted. It was an indication that they were not spelt correctly;
- What does 'NDP' mean? NDEP – Nevada Department of Environmental Protect.
- The property owner wanted that 'fill'; this was referring to the L pond property.

6. *UPDATES/ANNOUNCEMENTS AND CORRESPONDENCE – No updates were made.

7.* PUBLIC OFFICIAL REPORTS

A. *Washoe County Commissioner Update – Commissioner Jeanne Herman may be reached at 775-328-2015 or jherman@washoecounty.us. Jeanne Herman thanked everyone for coming.

8.*PUBLIC SAFETY AND COMMUNITY REPORTS/UPDATES

A.*Washoe County Sheriff's Office (WCSO) – For more information call (775) 328-3001 or via the webpage at www.washoesheriff.com (This item is for information only and no action will be taken by the CAB.)

Lt. Stacy Hill gave an update:

- No significant crime trends.
- Thank you for calling to report shooting in congested areas.
- Working with the Peavine hikers group to add signage in appropriate areas for fire arms usage in congested areas.
- Resources are available: Sherriff's Facebook page. Please use this resource for links and to ask questions.
- Alert ID – set parameters for your area and interested topics.
- Please call 911 or 785-WCSO (9276) to call to report an issue.
- Ray Lake thanked Lt. Hill for coming. He asked about Alert ID. Is this being monitored? Lt. Hill said yes, it's being monitored. Ray Lake Reservoir Street has some activity. Lt. Hill said those calls go through dispatch, and that activity shows up on Alert ID.

- Jennifer Salisbury asked about the Warrant Wednesday program. Lt. Hill said it's successful. Posted outstanding warrants, and community helps with finding those with warrants.

B. *Truckee Meadows Fire Protection District (TMFPD) – Fire Chief Charles Moore from the Truckee Meadows Fire Protection District For more information contact (775) 326-6000 or via the webpage at www.tmfpd.us (This item is for information only and no action will be taken by the CAB).

Fire Chief Charles Moore from the Truckee Meadows Fire Protection District gave an update:

- He said last Friday (February 6) was intense with calls for service: Severe weather event, difficult tractor trailer on I-80. It took 6 hours to get the driver out. There was a 35 acre fire in Wadsworth area/Storey County. There were 3 severe auto accidents. Some power lines were down. A tree fell onto a home. He said his department was challenged. He reported they had all engines servicing a call, using all of their career and volunteer forces. City of Sparks and Reno and NLTFPD automatic aid was called out.
- Chief Moore said there will be a Bill in Assembly and Senate to merge Sierra Fire and TMFPD. These two districts work as one through an interlocal agreement, but have two tax districts. Chief Moore said having two districts makes it difficult to operate; they have to do two budgets and two audits. He said conducting business will be easier if we can eliminate one of those districts. In other Fire Protection Districts, the statute is clear, you can create and eliminate a district; however, their statute isn't that clear on being able to dissolve a district. He is asking to harmonize all the statutes. He said if they dissolve a district, they don't want to inadvertently create a tax issue.
- Chief Moore talked about the Fire Protection District's Volunteer program. He said he reviewed the program with the Board of Fire Commissioners and discussed how to organize the volunteers. For the last 125 years, volunteers have served in an exemplary way. They support us. He said it's cumbersome the way it is organized currently. Each agency has a 501c3. Anytime there is a call, career resources respond immediately. Chief Moore said it's been difficult for volunteers to maintain the training for all the different service calls required. According to OSHA and Workers Comp regulations, volunteers need to be treated like an employee. If there was an accident, they would come in and investigate. This presents risks to the district; Chief cannot control the training hours because each department has their own training records. He wants all control of quantity and quality of training. He said he wants to eliminate the individual companies, and to be under one regional organization to make it simpler.
- Chief Moore said the Blue Ribbon Committee on regional fire has studied our organization as well as the Counties internal auditor. All studies say we are too fragmented; consolidate how we operate career and volunteer efforts. There is a need to streamline, and make sure all volunteers are trained and safe. One division of volunteers in the south: south valley and blend north valley division. Verdi would go to either or both. Gerlach, 2 hours away, does well with their 10 volunteer fire fighters. In order to be an all risk fire fighter as a volunteer, it takes extensive training in all of the disciplines. The support needed from volunteers will shift. There will be an emphasis on brush fire fighting training. He said they will need some structural fire volunteers. There will be some choices for training: EMT, Structural, Brush. He said they will need water, rehabilitation, and air supply and they need the volunteers to come in as a support role. Volunteers can be notified to be ready when we know there will be bad weather. Management needs to be simplified and not overwhelm the volunteers with training. He said they are reviewing the process and taking recommendation from the County audit.
- Francine asked about the Blue Ribbon panel direction. She asked Chief Moore if the 501c3s that have helped with funding will be able to keep their status. Chief Moore said yes, they have fundraised and he said they don't have a problem with that staying in place. As far as governance and management and recruitment, that needs to be controlled under one roof. They can raise their own funds.
- Francine asked about physicals. Chief Moore said according to NRS, they have to have periodical physicals. Volunteers and career fire fighters have to have physicals according to the Heart and Lung Bill. The leading cause of death for a fire fighter is cardiac. This bill makes sure you don't have any medical issues. It's a worker's comp issue. It could potentially cost \$1million for a cardiac event. He said they are trying to track and gain compliance over 8 departments in Truckee Meadow. All volunteers must have physicals. A lot of administrative time is spent tracking compliance; it must be done, no exceptions and it must be in compliance with NRS.
- Francine asked about Automatic Aid and Mutual Aid agreement with City of Reno. Chief Moore said it's being talked about amongst the fire boards.
- Ray Lake thanked Chief Moore. Ray asked what bill number is the Heart and Lung Bill. Chief Moore didn't think it's being assigned yet. Andrea said she will look it up.
- Robert Conrad asked how the current volunteers feel about this. Chief Moore said it's probably mixed opinions. They don't want to lose their autonomy and their time vested. They take pride in their departments. A change is not always easy. This is very important reason to change. This is no disrespect to the volunteers and they have served faithfully with their talent and it's commendable. The community has grown and those challenges have to be met with a new model. Things need to be streamlined; everyone needs to be trained so that the district liability is covered.

- John Howe said he use to be a volunteer fire fighter. John gave an update from the December 9th meeting where they discussed the fire district. There were volunteer training sessions announced. Joint trainings with other stations were very good but very few. Volunteer handbook is still in the works; John said you can give feedback on the handbook and asked everyone to please give Chief Moore and the volunteers a chance.
- Frank Schenk said we need these guys, especially since we are in a drought. He said he thinks they should let them take work off and get paid for that training. He said he wished the assembly could figure out a way to pay them to take work off for these trainings.
- Dick Boykin from Cold Springs Volunteer Fire Department said he is no longer an active fire fighter, and currently works for logistics. He has 47 years in this service. He said he is glad to hear Chief Moore say they can keep 501c3; he said their autonomy is very important. Cold Springs has had no serious injury since 1968 which speaks well about the current training.

Francine closed item 7B.

C.*Airport Authority Report – Mike Dikun was unable to attend. Mike Dikun, Manager, Reno-Stead Airport can be contacted by calling (775) 328-6570, or email: mdikun@renoairport.com

D.*Sierra Nevada Job Corps – Mark Huntley gave an update. Contact Mr. Huntley at 775-789-0803 or 775-846-6178 cell. HuntleyMark@jobcorps.org.

- Approximately 500 students at the center.
- Tri-annual graduation; 67 students graduated.
- 3500 man hours put into the renovations at San Rafael Park structure.
- Cafeteria renovation will be finished this year.
- Ground hog job shadow.

8. *WASHOE COUNTY TRASH AND RECYCLING FRANCHISE AGREEMENT - Washoe County Assistant County Manager, Kevin Schiller and a representative from Waste Management provided information on trash and recycling service in unincorporated Washoe County including: the franchise agreement, next steps on the proposed single stream recycling integration, and information on how to stay informed. For additional information, please contact the Washoe County, Office of the County Manager at (775) 328-2000.

Kevin Schiller gave a presentation on Waste Management:

- Reno just switched to single Stream recycling; Sparks is looking at single stream recycling.
- Kevin introduced John L'Angelle who spoke about Reno's current operation.
- Kevin said he wanted to get feedback and take that information back to Washoe County to create proposals.
- John L'Angelle said in November 2012, Reno adopted Single stream recycling. They experienced an increase in participation from 35%-80% in recycling at the curb.
- Sarah Pallito said the current Washoe County Waste Management contract will expire in December 2015; she said they want the communities' thoughts on the program. She said they want to eliminate the recycle crates and replace the current fleet of trucks. The new contract will give access the transfer station for County customers which will help reduce illegal dumping. They want to extend the contract with amortized costs to keep costs down for the customers. She said in some neighborhoods, they are experiencing 90% participation in the single stream recycling; they are embracing the program. There were 9,000 visits to the transfer station in 2014. They want to offer discounted rates for seniors and yard service for handicap customers. According to the customer mix, 25,000 use the 96 gallon option. The new CNG trucks fueling station can be used by City trucks and the RTC. There are approximately 23 CNG trucks which produce cleaner air and are quieter trucks than previously used. She said they are receiving positive feedback with the program.
- Francine asked about the free trip to the dump. Sarah said Washoe County will have reduced rates at the dump. Francine asked about the trash can size and yard waste; Francine said we need something big enough for our yard waste. Sarah said Reno wanted the sticker option for yard waste, but the different options can be discussed to make it work for this area.
- Kevin said there will be challenges with leveraging with cost increases since you have larger parcels in this area. We will have to explore different options to balance that.
- Robert Conrad asked if there is a move to single stream, will there be a cost increase? Sarah said there will be some sort of rate increase, but they will try to keep them down with amortization, but don't know if it will be optional.
- John L'Angelle said you don't have to recycle, but you are still in that rate structure.

- Jean Harris said she has been able to use the bags and stickers and utilized the free dumps which have been helpful for those with larger yards. We can go to the transfer station 4 times a year for free. She said she has no problem with yard debris, and that has gone very well.
- Ray Lake asked how the stickers work. Is the bags size limited? Sarah said Reno residents received 20 bags, 30 gallon bags and each bag needs sticker and you can purchase additional stickers.
- John L'Angelle said those of you with smaller lots won't want to pay for service like those with bigger lots.
- Frank Schenk said his neighbor dumped leaves and yard waste and it cost him \$100. He said its hostile environment at the dump and the fees are too high. He said he heard a rumor about presenting a receipt and you can go for free. Sarah said as long as you are a Reno resident and you have paid your WM bill, you can go to free. Sarah said Waste Management loses money on the recycling program.
- Ray Lake said he is skeptic about the costs of the recycling and there has been a change in rates since implementation; it was suppose to save money. Sarah said it's a commodity market. China isn't taking recycling at the same rate and we have to store it.
- Robert Conrad asked about single stream in the crates? Sarah said you can throw all in one cart.

Questions and Comments:

- Linda Averett said it's difficult to file a complaint on the website or over the phone.
- Terry Donshick asked about personal trash cans. He said a lot of people have horses and he asked about disposing of the waste in the green cans. He asked if they are eliminating of individual can service. Sarah said there are mandatory carts in Reno, but we can take that into consideration when taking input for the proposal. John L'Angelle said we are requesting that you will have a WM approved can and it will be replaced if it breaks or get damaged.
- Robert Conrad asked if we can get an update. Kevin said this feedback is very similar to other CABs and we will pull it together and make a proposal. City of Reno has already implemented and we are learning about their lessons learned.

Francine closed item 8.

9. *BORDERTOWN TO CALIFORNIA 120Kv TRANSMISSION LINE - Ms. Marnie Bonesteel, Project Coordinator, USDA, Forest Service Lands Special Uses will provide information regarding the draft Environmental Impact Statement (DEIS) for the Bordertown to California 120kV Transmission Line Project and an overview of the comments received during the open comment period. The project area is located in Washoe County, Nevada and Sierra County, California, west and northwest of the City of Reno, Nevada. The presenter will be available to answer questions from the Board and audience. To request more information on this project or to request a CD or hardcopy of the DEIS, please contact Ms. Marnie Bonesteel, Project Coordinator at (775) 352-1240. For more information please visit <http://www.fs.usda.gov/goto/htnf/bordertownline> (This item is for information only and no action will be taken by the CAB.)

Marnie Bonesteel gave a presentation:

The issues identified in the draft were: EMF, visuals, private property.

- Each of the alternatives would cross private land.
- We can still receive comments; submit comments on website or at this forum.
- This is for NV energy. They submitted an application a few years ago.
- All the issues were reviewed: wildlife, vegetation, etc.
- Marnie said it will follow the same corridor as the small power line; it would below the poles and shorter than the Alturas line.
- H frame and single poles are used.
- They like to use currently used corridors, utility corridors, existing utility roads, easements; portions of the Alturas lines had currently existing corridors.
- Marnie reviewed the line and existing corridors.

Questions and Comments:

- Linda Averett said it's her private property that this project will cross. Nobody wants to see 18 miles of power lines. The alterative is 10 miles. The Poeville plan zigzags and disturbs 10 times more land. There is an impact on wildlife. Linda said no one wants to live with the power lines. The impact is bad.
- Bill Whitney said the Poeville raised red flags and was problematic for many reason. Property owners should be considered.
- Ray Lake asked about Eminent Domain over private property. Marnie said easements would be paid for with fair market value. It's between the Power Company and private lands.

- Judi Caron asked about the possibility to put it underground. Marnie said that alternative was looked at, however, it is cost prohibitive for such a long distance.
- Bonnie Klud asked if the aspects of the Peavine are less desirable. Marnie said in the NV Energy application, there were alternatives; the Stateline was where they originally wanted to construct. During studies, they found a plant was threatened, which made it infeasible to construct. The Forest Service wants to look at existing corridors with least amount of impact; least amount of additional miles of roads.
- Bonnie Klud wanted an estimate of cost. Peavine would be cheaper by 50%. The Peavine doesn't not encounter the endangered plant. She asked if the Peavine still in the running?

They reviewed the routes of the potential power line:

- Poeville – follows existing corridor, and there is less disturbance.
- Peavine – least forested. More roads needed.
- Marnie said Poeville follows the existing corridor, however the other alternatives don't go through existing corridors as much as the Poeville.
- Robert Conrad asked if Poeville is the agency preferred. Marnie identified it as preferred. There are issues with the crossing of private land.
- Fred Turnier from City of Reno said when it was under the 45 day review, staff didn't support the Poeville alternative; they informed the lead agency; it will require approval and will be subject to any and all review. There are processes at the local level with special use permits.
- Terry Donshick asked why is it being put in? Marnie said it's for back up and reliability for those existing power lines. Terry asked if it's for growth and development. Marnie said it's to comply with NERC requirements and maintain their current source and have a back up. The purpose is in the draft DIS in the beginning of the document.
- Bonnie Klud asked about the current power supply. Marnie said the purpose of the proposed line is to back up existing lines from California substations. If there is an outage on an existing line, these will still serve the Verdi and west Reno. It's just for failures and connection to substations.
- A representative from NV Energy said they want to have a back up with another transformer in Bordertown. It will take the strain off with future growth. It will relieve the pressure on the existing line. It will take 6 months to build; they are waiting for the permit.
- Bonnie Klud asked about the process. Marnie said they are taking comments and will make changes on the current DIS, and then it will get sent out for the objection period. It will have to go through a special use permit process. Both substations are in California. Requirements might affect this from the California side.
- Linda Averett said the preferred alternative is to do nothing. Another alternative is to not to put it on their land. It's a one sided argument. You pick and choose your species that will be disturbed. There is a plant that couldn't grow under that power line; there is flora and fauna that is affected on the land, but there is no consideration of our land. Linda reviewed the alternatives and said there are acres of disturbed species with each proposed alternatives (in section 3.9.2).

10 *PROPOSED LAND ACQUISITION IN HUNGRY VALLEY-CONSERVATION PROJECT--Mr. Scott Nebesky, Reno-Sparks Indian Colony Planning Director, will provide a status update regarding the Reno-Sparks Indian Colony proposed land acquisition of BLM land adjacent to their existing Hungry Valley community. The presenter will be available to answer questions from the Board and audience. Mr. Nebesky can be reached at snebesky@rsic.org (775)785 1363 ext 5401.

Scott Nebesky gave an update on the The Reno/Sparks Indian Colony:

- This area was part of Piute and Washoe tribe for their culture and well being and was a migration route.
- We are fortunate to have land in Hungry Valley.
- Established in 1917 - 20 acres (between East 2nd and Mill street); the headquarters is on Colony Road.
- The colony expanded 8 acres in 1926.
- In the 1980s, the colony acquired more land. In 1986, there was a congressional act in which the colony and federal government swapped some land.
- They had a conflict with the Reno Air Race Association and worked on a trade and acquired Hungry Valley.
- There are approximately 164 homes with a community center, own water and treatment plant.
- A Colony was created by the government for landless Indians. It's not enough land for substance living; not enough land for farming. The Dawes Act was the dismantling of reservations and giving individual land to Native Americans. That was reversed later.
- The Colony has a great relationship with Washoe County. Not part of their regional planning, but worked with local governments to plan for future growth and land needs and acquisition.

- 2013 – Met with Board of County Commissioners and the NV land management task force about growth areas and disposal of public lands. They met with Congressman Amodei, Heller, and Reid. Amodei entered the first bill, the Nevada Native Nations Land Act which included 7 tribes. HR2455, complimentary bill was sponsored (2350). 113th congress. Our bill went through the House, subcommittee, Senate, Indian Affairs Committee. They are reintroducing the bill at the 114th congress. They have support of the County, Congressman, Community, new congressman, Heller, Reid, and unanimous support.
- Scott showed the map that was produced by the Bureau of Land Management (BLM). BLM is in yellow; red is the original Indian Colony; the black line indicates the requested land expansion.
- Scott talked about mineral rights, off highway vehicle usage, illegal dumping and irresponsible shooting. He said they want to better address these issues happening on the land. They have a multi-use doctrine which there is a lot of overlapping on each other, which is a challenge. He said when the 20 acres was first acquired, it was very rural, and now it's become industrial, freeway, pornography, casinos. It's not a community where we want to raise kids. They are trying to hit the reset button for the colony community. More of a cultural area is where they want to reset themselves. The disposal of federal land and land transfer is not unique to the colony. It's happening in many counties in Nevada.
- Francine asked what the ultimate goals for improving that area. Scott said there are two approaches: Take on responsibility of additional land. They have spent many years acquiring land and developing it for a reliable revenue sources such as leasing land to Walmart and operating Smoke shops. Scot said they will manage the land more aggressively than the BLM has been managing it. He said they will bring it back to a more natural environment for spiritual uses for the elders; more traditional.
- Frank Schenk asked if NDOW been involved. Scott said because of the designation of the off-highway vehicle and urban interface, there not a lot of wildlife, and there isn't a lot of water since the Colony has their own water system.
- Jean Harris asked Scott of they have been met with adversity or any opposition? Will there be any additional housing? Scott said yes, there are plans for additional housing. There is enough infrastructure and water for 100 more homes. It was always the growth area. He said in 1986, there was public testimony against the colony acquiring the land. There will be opposition because people don't like change.
- Robert Conrad asked what will happen with the off-road trails. Scott said they will manage the intensity of use. Currently, it's unlimited. You can have 4-wheel, horses, and bikes; there are tracks everywhere. We will limit the amount of recreation. These areas have been overly consumed and want to restore it to original.
- Ray Lake asked if they will identify the boundaries and type of uses that are allowed. Scott said we will have a public awareness campaign to address access and where they can go.
- Judi Caron said they bought their property because of the recreational opportunities. She asked about leasing it to others. Scott said because the land will be held in trust with the federal government, it can't change the land use with extensive work. He said they are committed to work with the local community and region. Scott said there will be an opportunity to grow, but won't do it without community input. It requires extensive government involvement.

12. *POTENTIAL FOR GROWTH RELATED IMPACTS TO NORTH VALLEYS AREAS - Bill Whitney, Planning and Development Division Director, Washoe County Community Services Department, along with staff from Nevada Department of Transportation (NDOT) and the Regional Transportation Commission (RTC) will be available to answer questions from the Board and audience regarding the increased development activity taking place in the North Valley areas and its potential impacts on transportation, construction, traffic and planning and development. For more information related to Washoe County please contact Washoe County Community Services at 775-328-3600, for NDOT please visit www.nevadadot.com or email directly to info@dot.state.nv.us or RTC at www.rtcwashoe.com

Bill Whitney, Washoe County Planning and Development Division Director gave an update:

- In the North valleys, there is a mix of City of Reno and County boundaries.
- Unincorporated residents have the NV master plan in full affect.
- Cold Springs has an area plan, zoning designations in place and used as development comes into the area. Commissioner Herman's District 5.

Fred Turnier, Reno Community Development Director gave an update:

- Working with The County and RTC to address changes in North Valleys
- Industrial development has increased within the 24 months
- Master plan amendments requests; converting land into industrial
- 5.1 million sq feet of industrial building along the 395 corridor
- Reviewing transportation and traffic
- Working with Washoe County; projects get red flagged until issues get mitigated

Steve Bunnell, City of Reno Traffic Engineer:

- They have looked at the modeling of the area with potential impacts with interchange and intersections with more traffic and impacts in the area; particularly at Lemmon and 395; Lemmon and Military, Lemmon and North Virginia, Red Rock. Looking at improvements and improvements. Lemmon and N. Virginia they are installing a stop; there has been a sight distance problem. All way stop will be installed for immediate measure.
- Francine said at Golden Valley, the Lemmon turn is going to be hard for trucks to turn. Steve said all those intersections will be reviewed and they will keep their eye on the traffic volumes.
- Francine asked why the same traffic study was used for Amazon as the planned housing development. Steve said many recommendations came out of the same traffic study for improvements. He said they are confident the impacts will be address whatever the studies have come out somehow. He said they need to look at roundabouts and signals.

Howard Riedl, Regional Transportation Commission (RTC) gave an update:

- RTC developed a regional transportation plan in 2012 and adopted in 2013.
- Things are drastically changing.
- He said they will be redoing the travel demand model based on input from local jurisdictions, state demographers, what are the land use, the projected population, and employment.
- He said they are working with jurisdictions and agencies on this model.
- Many of these industrial areas are usually where you see residential; reverse commuting will happen. People from Reno will come up here to work. Possibility of reverse commuting that will increase capacity.
- Every RTC dollar has been spent on these projects
- 10-15-20 year plan – we can change it as we look at this plan
- The travel demand model: to calibrate the needs in order to make improvements and to support the future development.

Questions and comments:

- Judi Caron asked about the new Amazon projected date for opening. Fred said it's currently open and there will be two shifts, not 24 hours. He said they are asking United Construction to update the traffic study/report with recommendations. Fred said we can control where those trucks go and which routes to use. Lemmon and 395 needs work. He said they had a meeting with NDOT and RTC for to talk about micro simulations for traffic flow.
- Francine said she was concerned with the regular traffic at Golden Valley, North Valley, North Virginia; she said she has difficulty with that turn. It's not a safe corner for a huge volume of traffic. Steve said they can look at turning movements and expanding. Howard said the RTC is available to build infrastructure and they get comments from the community about intersections and they create the projects and make improvements.
- Francine asked if Amazon was on one pad with plans to take over all pads. Fred said they haven't heard about that and they work closely with them. Francine asked about two shifts with restricted times of shipping and receiving timeframes? Fred said it's being updated in the traffic study with a 3pm and 3am switch. Francine said there is residential out there. There will be concern with noise impacts. Francine asked what you are going to do now. Fred said there were stop signs installed on Lemmon and North Virginia, Memorial. He said lighting and noise standards are met. There is a number to call 334-info is the call center if you have any concerns. If you see mud, light spillage, code enforcement issues, you can call 334-info. He said they can conduct a knock and talk. Steve said if you see traffic issues, we can come out.
- Francine asked what the shift times are for Amazon. There is North Valley High School out there. This can impact the school and school bus timeframes. Fred said this is good input. We identified some of those roads and impacts.
- Francine asked about future bus routes. Howard said RTC board meeting on Feb. 20 is proposing a bus route. They also want to reach out to Amazon and anyone interested van commute program. Francine said there is concern with Petco and L Pond impacts with traffic. He said that is the RTC concerns too. Steve said they are keeping an eye on the area. Howard said RTC have been anticipating growth; not all gloom and doom. Find out where needs are going to be. Need to update plan. And we are surprised with all the change and have to re-prioritize the funds and needs and want to update the plan.
- Bonnie Klud – thanked the presenters. She asked about how they can keep ahead of these issues. Can you come back to give an update. Can we encourage new occupants in the empty warehouses instead of building a new building? Howard said RTC said we will give public visits and anytime you want an update, give him a call. Fred said he would be happy to come out and meet and speak to the group. Bonnie said she wants an estimate of timeline. Paul McKenzie, City of Reno, said they will coordinate with NDOT, but they are short with funding. We are addressing the issues. This impacts the entire 395 corridor. We can implement the quick fixes with RTC. We need to push NDOT to get into their funding model. Vegas has a lot of their NDOT funding. Bonnie said she is concerned about vehicle wrecks and emergencies. Paul said there are growing pains.

- Frank thanked them for coming. He said he hopes the City brings back the NABs. He said there needs to be change in NDOT funding. That money that we brought into here, it should stay here. Paul said funding comes from fuel tax funds the roads. RTC 5 helps with revenue and helps regional roads; we don't have that at the state level. Controlled at the state level where the money goes. Fred we can collect the data that will drive the funding and we need to update the master plan and micro assimilations. All needs to back up it with data.
- Howard said indexing of fuel tax which helps with leverage to get federal funds. With our Index taxes, we have leverage federal funds to 395 widen and clear acre interchange complex and our board has identified funds for more widening of 395. It takes a long time. There is a process and a lot of work that has to be done.
- Frank asked city bus to Cold Springs. Howard said there are no funds to expand service into Cold Springs. He said they are updating the short range transit plan; we will have van service – transit demand service. Depending on demand, one van to Cold Springs, two times a week, to hook up with fixed service.
- Ray Lake said years back, Washoe County voters turned down the tax increase to lower the railroad tracks and another tax increase for funding for highway to Carson City. He asked if this the tax that you are referring to? Howard said no; the index fuel tax is a fixed fee per gallon. Gas tax has an inflation rate and grown every year to \$.16 per gallon now. Ray asked if taxes go to Las Vegas. Howard said they are local money and it stays here. He said they use leverage local funds to get federal funds. Mark Sullivan said portion is going to the bond debt.
- K Hirsh said she lives by the Petco Development. She said the road is horrible and dirty and she asked who is responsible for road and when will it be rebuilt? Fred said they will look at that. He said they have been out there for storm water issues, and the condition of roadways has been brought up. Steve said RTC has a pavement preservation program; they look at new roads and how to preserve existing infrastructure. The pavement is about 20 years old. RTC will identify it for reconstruction. Steve said they will look at that roadway and truck loads with the design. Fred said public works will do the assessment and give RTC data found to drive improvements. Tax payers will pay the price for that road.
- Terry Donshick asked about business 395 where Amazon is located and when was the last time it was completely replaced. He said there are loads approximately 4800-5400 pounds and the roads will deteriorate with truck traffic. Howard said RTC said we don't look at the number of cars; they look at the number of trucks. He said yes, it's all being look at. He said they estimate the amount of truck traffic, and they had looked at it 15 years ago. Paul said the goal is to keep truck traffic off of that road. Put them on and off Lemmon.
- Terry said when it was state highway, there was different in construction standards. How will that hold up with truck vibrations? When was a sonic tested on it? he asked how solid is that road. How fast will that roadway get worn out. Howard said they are always looking at the conditions and inspect every 3 years; they have a pavement preservation program to keep good pavement in good condition. He said they would rather not reconstruct a road. We are looking closely at that.
- Francine requested to that road repair be built into the contract of companies such as Petco or Amazon.
- Bill Whitney said he can come back with an update.
- Paul said NABS will be re-starting Thursday nights at the Stead Airports North valley. City council will hear that item this Wednesday.
- Francine thanked the presenters and closed the item.

11.*CHAIRMAN/BOARD MEMBER/NEXT AGENDA ITEMS – No announcements were made.

12.*PUBLIC COMMENT – Limited to no more than three (3) minutes. Anyone may speak pertaining to any matter either on or off the agenda. The public are requested to submit a “Request to Speak” form to the Chairman.

Andrea Tavener, Washoe County Constituents Services, gave an update:

- Public libraries are offering free tax assistance by appointment. North Valleys: Available Saturdays from 10am – 3pm; Thursdays 10am – 4pm. Please spread the word.
- Planning project of the Transmission Line is in its beginning stages. It will come back to the CAB if it's required to have a special use permit and will be voted on.
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Public member thanked the CAB. He said he has sat on the CAB and Planning Commission; he said it's very needed involvement and participation. He thanked the audience for their participation. Thank you for your feedback and input.

13. ADJOURNMENT – Judi moved to adjourn. Robert seconded the motion to adjourn. Meeting was adjourned at 9:40pm.

Number of CAB members present: 10
 Number of staff present: 1
 Submitted By: Misty Moga

Number of Public Present: 22

Presence of Elected Officials: 1