**North Valleys Citizen Advisory Board**

**Minutes of the regular meeting of the North Valleys Citizen Advisory Board held on March 10th, 2025, at 6:00 P.M. Cold Springs Community Center (3355 White Laky Pkwy, Reno NV 89508)**

1. **CALL TO ORDER/ DETERMINATION OF QUORUM**

PRESENT – Teresa Aquila, Aaron Jennings, Wanida Black, Krystal Ayers, Shelia Herring

ABSENT – Roger Edwards

1. **PLEDGE OF ALLEGIANCE**

The pledge of allegiance was recited.

1. **APPROVAL OF MINUTES FOR THE MEETINGS OF** December 9, 2024

Sheila Herring motioned to approve the December 9, 2024, minutes and Wanida Black seconded the motion. Minutes were approved.
2. **GENERAL PUBLIC COMMENT**

Pat Davison noted that during discussions of CAB (Citizen Advisory Board) reimagination at the Board of County Commissioners, she suggested the County improve promotion of CAB meetings by using HOAs and Facebook—an idea she also submitted in writing. Second, she recommended that CAB meeting agendas include a list of currently submitted development projects, in addition to the conceptual projects listed in the Hub report. She highlighted the Planning Department’s website as a useful resource for this information, which is organized by district and provides early notice of pending projects like the Red Rock Road abandonment and a solar project.

1. **PUBLIC SAFETY UPDATES**

Washoe County Sherrif’s Office
Sergeant Randy Whitmore provided a public safety update for the area, noting increases in DUIs and vehicle burglaries. Many thefts are crimes of opportunity, with suspects targeting vehicles that have valuables in plain sight. He urged residents to remove or hide items from their cars to help deter these crimes. Whitmore highlighted that suspects tend to roam during the warmer nighttime hours and emphasized the importance of locking vehicles and removing keys—sharing an example of a resident who left multiple cars unlocked with keys inside. He also discussed increased drug activity, noting that the area is a bypass route for traffickers avoiding California checkpoints. Recent stops have involved large quantities of marijuana, fentanyl, and methamphetamine. Community awareness plays a key role in prevention. Whitmore encouraged residents to report suspicious activity—like unfamiliar, idling vehicles with out-of-state plates—via the non-emergency dispatch line. Even if deputies can’t respond immediately, the information is shared with partner agencies. While not every DUI call leads to an arrest, Whitmore stressed that reports help get impaired drivers off the road. He noted the Sheriff’s Office is actively working to increase DUI enforcement due to alarming statistics about intoxicated driving. Sergeant Whitmore concluded by assuring residents that two skilled deputies are currently assigned to the area during the graveyard shift, selected specifically for their effectiveness in handling burglary and drug investigations.

A resident asked Sergeant Whitmore what “ATL” means. He explained that ATL stands for “Attempt to Locate.” It refers to a notification sent to other law enforcement agencies that includes a vehicle description, last known direction of travel, and details reported by a witness.

A citizen asked Sergeant Whitmore to clarify what area he refers to when he says, “this area.” Whitmore responded that the North Patrol covers from Cold Springs down through Golden Valley (Tule area), including Fish Springs. The North Patrol’s jurisdiction stretches from the Idaho border down to the line at Castle City. For the entire shift, North Patrol covers everything north of I-80, while South Patrol handles areas south of I-80 down to Carson. He added that Deputy Clark, assigned to the area, is especially proactive describing him as a "hungry" deputy with a strong work ethic, often staying out on patrol so long that Whitmore ends up helping complete his paperwork.

1. **REPORT ON REQUESTS FOR SERVICE FROM PREVIOUS CAB MEETINGS**

Teresa Aquila reported that during the February 10th CAB meeting, a constituent suggested including guidelines for conducting public discussions with civility, referencing tools like the Dignity Index and Speak Your Peace. County Manager Brown followed up with the constituent and indicated that the County will consider incorporating civility measures during the upcoming revision of CAB bylaws. Aquila noted that all other requests from that meeting were addressed during last month’s presentation.

1. **REGIONAL TRANSPORTATION COMMISSION (RTC) COMMUNITY PROJECT UPDATE**

Paul Nelson, Government Affairs Officer for the Regional Transportation Commission (RTC), presented a comprehensive update on transportation initiatives affecting the North Valleys and the wider region. He began by explaining the RTC’s structure, mission, and operations, which include long-term planning, road construction, and public transportation services. He highlighted a steady increase in public transit ridership—reaching nearly 5.7 million rides annually—and noted that 60% of trips are for work. The RTC’s bus fleet is now fully sustainable, with a mix of electric, diesel-electric hybrid, and new hydrogen fuel cell buses. He detailed the success of the Virginia and Lincoln bus rapid transit lines, which operate with high frequency and account for a quarter of all ridership. In the North Valleys, Route 7 and the FlexRIDE microtransit service are key components of local transit, offering both fixed route and on-demand options. Programs like the Taxi Bucks card for seniors and people with disabilities, as well as the Vanpool carpool service, were also mentioned as tools to expand transportation accessibility and reduce vehicle miles traveled. Paul discussed RTC’s move toward cashless fare systems and improvements in how they manage paratransit and FlexRIDE resources. He noted that RTC is the Metropolitan Planning Organization and recently approved a long-range Regional Transportation Plan through 2050. This plan includes a focus on safety, air quality, pedestrian and bicycle infrastructure, and project prioritization. Upcoming and ongoing North Valleys projects include traffic improvements at Buck Drive, widening of Military Road and Moya Boulevard, flood-resiliency improvements to Lemmon Drive, and signal upgrades on North Virginia Street. A major coordinated effort with NDOT will expand U.S. 395 and improve intersections and pedestrian infrastructure in phases. RTC is also studying regional alternate routes to the USA Parkway and exploring funding options like toll roads, though that would require legislative approval. Nelson concluded with a breakdown of RTC's funding and expenditures. Fiscal Year 2025 revenue is projected at $253 million, mostly from fuel and sales tax. Although expenditures are higher at $284 million, he explained that this is due to advance planning and savings, not debt. He ended by opening the floor to questions and introduced Amanda Calgary, RTC engineering manager, as a resource for technical follow-up.

Susan Vanness asked about the current stage of the Lemmon Drive improvement project. Amanda Calgary from RTC responded that the project is at the 30% design stage and is currently undergoing final technical and environmental (NEPA) studies. A draft of those studies is expected to be released to the public around June. She added that while the geotechnical work has been conducted, the final report is not yet available. A draft geotechnical report is typically completed around the 60% design phase, with the final version expected at 90%.

Susan Vanness expressed concern about the taxes residents pay on fuel. Paul Nelson responded by explaining that Washoe County uses fuel tax indexing, based on a 10-year rolling average, which was approved by voters. This indexing is essential for maintaining and building roads, and the RTC cannot alter it without another public vote. He acknowledged, however, that fuel tax revenue is staying flat despite more miles being driven, largely due to the rise in fuel-efficient, hybrid, and electric vehicles. To address this, RTC is exploring options like a flat registration fee for electric and possibly hybrid vehicles to ensure they contribute fairly to road maintenance, in line with what average drivers pay through fuel taxes.

Amanda Calgary explained that the average driver in Northern Nevada pays about $200 per year in local fuel taxes that go to the RTC—a relatively small amount that has a significant impact. She emphasized that these indexed fuel taxes are crucial for maintaining infrastructure and funding road projects. In contrast, communities without indexed fuel taxes often struggle with deteriorating roadways and lack the resources to expand capacity or complete major projects like those seen on U.S. 395.

A citizen commented that transportation infrastructure often comes up as a concern at planning meetings and praised the RTC’s presentation for providing helpful context. They suggested that the PowerPoint be added to the CAB website as a reference for the public, which was positively received. The citizen also shared that after moving to the area and observing RTC operations near the post office, they’ve come to better understand the agency’s role. They specifically commended the RTC for the successful roundabout project on Edmond Drive, expressing appreciation for the work done.

A citizen asked if, given the continued growth in the valleys, there are plans to add more bus stops, noting that existing stops—especially in areas like Stead—can be a long walk for some residents. Amanda Calgary responded that RTC has just begun its Transit Optimization Planning Strategies, a review conducted every three years to assess the full transit system and determine where ridership is highest and how to improve efficiency. She explained that public input is essential to identifying service gaps, especially in areas not currently served. Residents are encouraged to contact RTC’s Public Transportation Department to share where additional service is needed. The more demand they can document, the stronger the case for expanding service. She also mentioned that paratransit services are part of the strategy to reach more residents beyond the main bus routes.

A citizen noted that the bus service used to extend to the back of Lemmon Valley but was reduced due to low ridership. With the recent and ongoing growth, including new families and developments like the upcoming 500-home project, they expressed concern about transportation access for residents in those areas. Paul Nelson acknowledged the comment and shared that recent feedback from residents, particularly near new apartment complexes by the Shell station on Red Rock, has highlighted interest in expanding the fixed-route service. He said these types of needs will be considered as part of the ongoing Transit Optimization Planning Strategies (TOPS) review.

1. **NEIGHBORHOOD DEVELPOMENT HUB**

Sally Johnston demonstrated how to access the Neighborhood Development HUB. There were no active developments that would affect the North Valleys area.

1. **BOARD MEMBER ANNOUNCEMENTS/REQUESTS/DISCUSSION**There were no board member announcements.
2. **GENERAL PUBLIC COMMENT**

A citizen expressed concern about the lack of parks in the back areas of Lemmon Valley, especially for families with children, and asked whether this meeting could help address the issue. Teresa Aquila explained that the CAB (Citizen Advisory Board) serves only in an advisory capacity and can forward community concerns to the County Commissioners. She noted that meeting comments are recorded and compiled into a presentation. However, if the land in question is owned by the city, not the County, it would fall under the City’s jurisdiction and would need to go through the appropriate city processes, such as the Neighborhood Advisory Boards (NABs). She added that the County’s parks department could be invited to give a presentation, especially as future growth in the North Valleys is expected.

**ADJOURNMENT** The meeting was adjourned at 6:47 P.M.