****  **South Truckee Meadows/Washoe Valley Citizen Advisory Board**

**Minutes of the regular meeting of the South Truckee Meadows/Washoe Valley Citizen Advisory Board held on February 6, 2025, at 6:00 P.M. at South Valleys Library**

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

Present – Penny Brock, Marge Frandsen, Brad Stanley, Natalie Christopher, Adolfo Correa

Absent – Wesley Mewes, Thomas Gauthier

1. **PLEGE OF ALLEGIANCE**

The pledge was recited

1. **GENERAL PUBLIC COMMENT –**

Penny Brock expressed concern about recent developments related to South Valleys Regional Park. She noted that while she requested these items be added to the agenda, they were not included. She highlighted uncertainty around the park’s funding, which is reportedly tied to ARPA (COVID-related) funds that may be subject to recall (“clawed back”), as even state legislators appear unsure about the funding's future. Brock also raised a concern about a Pennington Foundation donation for a girls’ softball facility at the park, questioning whether designating a specific area for girls constitutes discrimination, as the park was intended for community-wide use. She suggested that more clarity is needed on both the funding and equity issues involved.

Paul White, representing EducationCrusade.org, expressed deep concerns about the state of public services and leadership in the Reno area. He referenced an op-ed in the *Nevada Globe* titled *"Draining the Swamp in Reno"*, criticizing local leadership, including the police chief, school superintendent, city manager, and county manager, for lack of visibility and action. He highlighted rising homelessness, citing a jump from 80 to 2,000 individuals in seven years, with projections of 32,000 by 2030. He stated that the homeless population, though less than 1% of residents, accounts for 20% of crime and 40% of emergency services usage. He also criticized the DA’s office for not prosecuting serious crimes and mentioned issues with the CARES Campus, including lack of transparency and reports of weapons, drugs, and misconduct by staff. White concluded by encouraging attendees to read the op-ed, visit his organization’s website, and engage with the issues, stressing that ignoring the problems will not make them go away.

Drew Ribar, a former candidate in the primary election for Assembly District 40 (southeast Washoe County), expressed concern that his name was omitted from sample ballots, which he described as both a legal and constitutional violation by Washoe County. He stated that this error prevented voters from knowing about his candidacy. Ribar emphasized the need for government accountability and transparency. He distributed a public records email between Library Director Jeff Scott and an employee, which he claims shows an effort to discourage public comment and alter the public record. He urged the public and board members to contact the Library Board of Trustees, who oversee the director’s employment, to address the issue. He concluded by stating that public employees should not change public comments for political purposes, and that all voices should be accurately represented in the public record.

Commissioner Mike Clark spoke in his capacity as a private citizen. He used a visual analogy involving the color of his sweatshirt to illustrate concerns about misleading information. Clark criticized recent statements by the Chair of the Washoe County Commission, who reportedly claimed at a state-level meeting and again at a Fire Board meeting that homelessness in the county has been reduced by 40%.

Clark questioned the truth of that claim, asking if it aligns with what residents actually observe. He emphasized the need for transparency and factual reporting, stating he wants that 40% reduction figure substantiated and made public. He concluded by rejecting misinformation and urging others not to accept inaccurate narratives.

1. **APPROVAL OF MINUTES FOR THE MEETING OF** December 5, 2024 **– [For Possible Action]**

Brad Stanley motioned to approve the minutes from the December 5, 2024, South Truckee Meadows and Washoe Valley CAB meeting. Adolofo Correa seconded the motion, and the minutes passed unanimously.

1. **PUBLIC SAFETY UPDATE -**

Truckee Meadows Fire Protection District
Division Chief Joe Schum of Truckee Meadows Fire and Rescue provided an operational update. In 2024, the South Valleys CAB area has recorded 3,072 calls, averaging 256 per month. January saw a slight dip with 244 calls, including 3 minor fires, 145 medical and motor vehicle incidents, a small hazardous materials incident, 64 good intent calls, and 30 false or assist calls. He reported that five recruits graduated from the Carson City Regional Fire Academy on January 31, as part of a regional effort among seven departments. These new firefighters are now receiving training on driving large water trucks and will be fully deployed by February 24. In leadership news, Chief Moore has retired, and a national search is underway for his replacement. Additional retirements, including a battalion chief, are anticipated, and new hires are helping to prepare for those transitions. Finally, Schum warned about potential weather-related hazards like flooding and mudslides, especially near the Davis and Callahan burn scars and low-lying or dirt road areas. He urged residents to avoid driving through flooded intersections and to stay safe in current winter conditions.

A citizen asked whether graduating five recruits from the recent fire academy was considered an adequate number. Division Chief Joe Schum responded that the number was "exceptional." He explained that the academy began with six recruits, five of whom graduated—an expected outcome as not all candidates typically complete training. He added that the department strategically over-hired in anticipation of upcoming retirements to avoid staffing shortages. As a result, all currently approved and budgeted positions are fully staffed.

A citizen asked if there are specific areas within the region that experience more traffic incidents than others. Division Chief Joe Schum responded that it varies, but currently Mount Rose Highway sees increased activity due to snow, with two calls there on the day of the meeting. Additionally, I-580 is expected to see an uptick in incidents, particularly with windy conditions. Aside from those areas, traffic incidents are generally spread out across the region with typical in-town occurrences.

Paul White praised the work of Truckee Meadows Fire & Rescue and raised concerns about the City of Reno Fire Department’s alleged drug policy. He claimed their policy allows personnel to operate with levels of substances—ranging from marijuana to harder drugs like heroin and methamphetamine—well above DUI limits, citing union influence and lack of enforcement. He asked whether Truckee Meadows had ever discussed this issue with Reno Fire. Division Chief Joe Schum responded that he could not comment on another agency’s policies but confirmed that Truckee Meadows Fire & Rescue follows a strict zero-tolerance drug policy. He acknowledged hearing rumors about Reno’s policy but stated he has never seen official documentation.

A citizen asked whether local fire departments, in light of recent issues in Southern California with non-functioning fire hydrants, routinely test hydrants in Washoe County neighborhoods. Division Chief Joe Schum explained that most fire hydrants in the area are managed and tested by the Truckee Meadows Water Authority (TMWA), which conducts annual or biannual inspections and maintenance. Hydrants are also repainted during these checks, and reported issues are promptly addressed. Other smaller providers, like Great Basin Water Company, handle areas such as Cold Springs. Schum reassured residents that the local water system is robust and designed with redundancy, including loop systems and mobile water supply capabilities. For example, areas without hydrants, like Washoe City, are served using large water trucks. He also noted that wildland firefighting often relies more on manual labor and fuel removal than water.

A citizen asked if there’s an online resource where residents can check whether fire hydrants in their area have been recently tested. Division Chief Joe Schum responded that he was unsure if such information is publicly available online, as the hydrant testing is managed by Truckee Meadows Water Authority (TMWA). He recommended that resident’s email **info@tmfpd.us** with inquiries, and the department can help connect them with the appropriate contact at TMWA. He added that TMWA had reported testing 67% of hydrants in the region by the end of their fiscal year—an effort managed by dedicated crews who inspect, clean, and maintain thousands of hydrants daily across Reno, Sparks, and Washoe County.

A citizen expressed their happiness with the progress of the new station. Joe Schum echoed his own excitement and stated that there will be a grand opening.

1. **COUNTY MANAGER ERIC BROWN UPDATE -**Washoe County Manager Eric Brown delivered an in-depth presentation reviewing Washoe County’s recent accomplishments and outlining priorities for the coming year. He explained that these efforts are rooted in the County’s rolling strategic plan and guided by directives from the Board of County Commissioners. The focus remains on long-term priorities such as senior services, mental health, and infrastructure. Although the County is currently in a strong financial position, with a structurally balanced budget and improved bond ratings, Brown cautioned about potential fiscal challenges in future years due to flat projections in consolidated tax revenue. As a result, departments have been directed to avoid adding staff or new initiatives and instead concentrate on completing and optimizing current projects. Among the major accomplishments, the County secured four-year collective bargaining agreements for all employee groups, offering greater financial certainty. Washoe County also continued its opioid abatement work, distributing $4.5 million to various partners and hiring an opioid administrator. A transparency initiative called “Washoe Checkbook” is being developed to make public financial data easily accessible online. On the shelter front, the County completed construction of the CARES Campus shelter, renewed shelter provider contracts, and began developing 50 units of permanent supportive housing. The men's Crossroads program was relocated, and a new family Crossroads program was introduced. Brown highlighted the Sequential Intercept Model as a promising behavioral health intervention within the jail, launched in partnership with the sheriff. Early results are promising, and funding options are being explored to sustain the program. Julia Ratti, a former state senator, has joined the County as its new Behavioral Health Administrator and is leading efforts to revitalize the old West Hills facility, renamed Washoe Behavioral Health. The goal is to create a dedicated facility for youth and subacute mental health patients, reducing reliance on jails and emergency rooms for crisis care. In elections, the County successfully administered three elections in 2024, upgraded staffing and equipment, and transitioned to a new statewide voter registration system for greater consistency and efficiency. The County also launched or expanded services to improve community engagement, including online development tracking tools, e-comment capabilities, and real-time language translation via Wordly AI during public meetings. On the public safety and operations side, Brown discussed the near-completion of a regional computer-aided dispatch system to unify emergency response among agencies like Truckee Meadows Fire, Reno Fire, and Sparks Fire. This system is expected to improve response times and support broader conversations about regional fire service consolidation. Efforts are also underway to update community evacuation plans, some of which haven’t been revised in over a decade. Brown addressed the future of Citizen Advisory Boards (CABs), confirming they will remain active and be improved. Updates to CAB boundaries and ordinances are in progress, and meeting frequency will be determined by commissioners and CAB chairs. Justice system inefficiencies, exacerbated during the pandemic, will be addressed through a workflow study to rebalance staffing across legal departments. Lastly, Brown discussed ongoing and upcoming public-private partnership efforts to leverage County-owned land for affordable housing and redevelopment, including a long-term vision to modernize courthouse and county office facilities. He concluded with a note on floodplain updates, beginning with Lemmon Valley and extending to other communities countywide.

A citizen commented that the county's accomplishments seemed to focus mainly on resource acquisition and asked whether there were metrics in place to measure the actual impact of those resources on community needs. County Manager Eric Brown responded that this was an excellent question and confirmed that there are accountability measures in place, particularly for funds received through the American Rescue Plan Act (ARPA), which totaled about $91 million. He explained that the county is required to provide detailed oversight and outcome reporting. A dedicated community reinvestment team works with both internal departments and external organizations that receive funding, and they produce an annual report—typically in September—documenting the results of the expenditures. Similarly, progress reports are required for the Opioid Action Plan, showing how funds are allocated and the outcomes achieved.

A citizen asked about the total cost of the CARES Campus construction, which was confirmed to be $77 million, funded primarily through ARPA, with contributions from the cities of Reno and Sparks. They also inquired about the cost of the new affordable housing project on the campus, which is $20 million and funded by state ARPA dollars.

Paul White questioned County Manager Eric Brown about several aspects of Washoe County’s homelessness response and housing programs. He asked why the County chose not to count the homeless population this year, suggesting it was to avoid revealing the true scale of the issue. He also asked why Brown was “lying so much” about the conditions and effectiveness of homeless services, accusing the County of misrepresenting the situation. White specifically challenged the practice of issuing 10-year housing vouchers to individuals he claimed were not making progress in recovery or employment, criticizing the lack of oversight and accountability.

Drew Ribar asked two questions to County Manager Eric Brown. First, he wanted to know what steps the County is taking to ensure election accuracy in the future, referencing errors in the sample ballots during his Assembly District 40 race, where his name and others were either missing or misassigned by party. Second, he asked whether the County is paying media organizations or attempting to influence news coverage, specifically mentioning *This Is Reno* and questioning if it was being used to push County narratives to employees. In response, Manager Brown stated that the County does not pay media outlets or attempt to steer stories. Regarding the election errors, he apologized for the mistake and acknowledged its impact on Ribar’s campaign. He said the County is addressing the issue by replacing the Registrar of Voters’ leadership and fully staffing the office to improve quality control and prevent future errors in election materials.

Ursula Burnett asked whether the ROV was replaced by force. Brown answered that no she was not and that he cannot comment on personnel matters.

Manager Brown stated that anybody can take a tour of the CARES Campus so long as they go through the process. A citizen challenged that they are unable to tour the campus. Brown reinforced that this has been explained multiple times in chambers at past BCC meetings.

Penny Brock asked why Washoe County would need to increase consolidated taxes (C tax) or raise the property tax cap, given that the County’s budget is $1.2 billion for a population of around 480,000—significantly higher, she noted, than similar-sized counties in the U.S., which typically operate on budgets closer to $600 million. She expressed concern about reports of potential tax increases. In response, County Manager Eric Brown clarified that Washoe County is not involved in any effort to raise C tax or property taxes. He explained that C tax is determined by state law based on revenue sources like sales and hotel taxes, and reiterated that the County is not pursuing any tax increases.

Brad Stanley asked whether County Manager Eric Brown's earlier response about C tax also applied to efforts to increase the cap on property taxes, noting he may have missed that detail. Manager Brown clarified that Washoe County is not involved in any effort to raise the property tax cap. While other counties or organizations like the Nevada Association of Counties (NACO) may be advocating for property tax reform, Washoe County is not part of that effort. He added that any legislation the County is involved with is now a standing agenda item at every Board of County Commissioners meeting, where it is reviewed publicly to ensure transparency and allow for Commission input or action.

A citizen asked whether Washoe County is or will be working with Governor Lombardo’s task force focused on election efficacy, accuracy, and effectiveness. County Manager Eric Brown responded that the County will engage with the task force, but to his knowledge, it has not yet released any findings. He explained that any coordination would occur through the Secretary of State’s office, which oversees elections in Nevada.

A citizen asked County Manager Eric Brown whether the controversy surrounding homeless population count stems from issues with how homelessness is defined, flaws in the counting method, or other factors contributing to inconsistent data. Brown responded that the traditional method—known as the Point in Time (PIT) count—requires volunteers to tally homeless individuals on a single night in winter. He noted this approach can produce widely variable and unreliable results, depending on weather conditions and other factors, and wouldn’t be acceptable for tracking other populations. He explained that the county and its partners in the Continuum of Care have shifted to a more accurate method using HUD’s Homeless Management Information System (HMIS), which tracks individuals at intake across shelters and service points. This system provides more consistent, individualized data and allows for better understanding of a person’s history and needs. Brown clarified that the decision to move away from the PIT count was made collectively by the Continuum of Care, not solely by Washoe County. However, he added that a PIT count was conducted this year because the change occurred after planning for it was already underway.

A citizen asked who is responsible for counting people camping within city limits and how that process works. County Manager Eric Brown explained that the count is conducted either by County staff or through partner organizations with which the County has agreements. When individuals are contacted, they are interviewed and entered into the Homeless Management Information System (HMIS) to ensure accurate tracking and data collection.

A citizen asked whether Washoe County would remove diversity, equity, and inclusion (DEI) and climate-related initiatives from its strategic plan in light of statements from President Trump indicating that DEI is "dead" and that there will be no federal support for climate-related efforts. The citizen questioned how such initiatives would be funded going forward if federal grants were no longer available. County Manager Eric Brown responded that Washoe County’s equity and inclusion efforts are primarily focused on compliance with Title II and Title VI of federal law. These include addressing Americans with Disabilities Act (ADA) violations in public facilities, correcting discriminatory impacts related to demographics or economic status, and improving language access. He explained that the County recently reached a settlement with the Department of Justice requiring specific corrective actions, including making vote centers ADA-compliant and improving access for non-English speakers through tools like Wordly. Brown emphasized that these efforts are legally mandated, not driven by political agendas or social engineering, and that the County’s focus is on accessibility and fairness in essential public services.

A citizen asked whether food insecurity among seniors, especially in light of rising costs and potential cuts to Medicare and Social Security—is being addressed as part of Washoe County’s strategic priorities. County Manager Eric Brown confirmed that it is a concern, noting that food insecurity in Reno is around 13%, and the County has a growing senior population, currently at about 18%. He acknowledged the seriousness of the issue but explained that funding for food security programs typically comes from federal or state sources. Without increased funding, the County will need to rely heavily on safety net organizations like the Food Bank and Catholic Charities to help meet those needs. He also noted that more seniors are entering shelters due to rising housing costs and the end of rental assistance programs.

A citizen referenced Article 1, Section 24 of the Nevada Constitution, which prohibits discrimination based on characteristics like age, gender, sexual orientation, and race—and expressed concern that DEI practices in Washoe County, particularly within the library system, may conflict with this amendment. They claimed that public records suggest hiring practices are favoring individuals based on identity factors, and asked whether the County would investigate and eliminate any such policies that might violate the state constitution.

County Manager Eric Brown responded by disputing the claim that DEI practices have been incorporated into the County’s hiring processes, stating that, to his knowledge, such changes have not been made. While he acknowledged the citizen may have found concerning emails within the library system, he reiterated that those practices are not part of County-wide policy. He confirmed that the County would look into the matter if concerns about constitutional violations are substantiated.

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

Paul Nelson, Government Affairs Officer for RTC, gave a comprehensive presentation on current and upcoming transportation efforts in the Truckee Meadows region. He explained RTC’s structure, including its five-member board with rotating leadership and partnerships with local governments. RTC's mission focuses on planning, engineering, and public transportation. He highlighted the growth in transit ridership—5.5 million rides in the past year—and discussed the expansion of sustainable transportation through electric and hydrogen fuel cell buses. Bus rapid transit (BRT), microtransit “flex rides,” and programs like Senior Taxi Bucks and vanpools were emphasized as important and expanding services. He noted that planning is a critical aspect of RTC's work, including the upcoming adoption of the 2050 Regional Transportation Plan and ongoing efforts like the Neighborhood Network Plan to improve walking and biking infrastructure across 12 subregions. Recent and upcoming construction projects were outlined, including improvements to Steamboat Parkway, South Virginia Street, Meadowood Mall Circle, Veterans Parkway roundabouts, and Arrowcreek Parkway. Long-term projects include the widening of Pembroke Drive, a realignment of Geiger Grade Road, and possible new roadways and commuter rail options to the Tahoe-Reno Industrial Center. He also addressed enhancements to traffic signal coordination and investments in ADA accessibility at BRT stations. Finally, Nelson reviewed RTC’s funding sources—primarily local fuel and sales taxes and federal grants—and outlined budget priorities. About 30% of the budget goes to transit, with significant investment in new roadways and preventive maintenance to extend road lifespan. The agency also continues to pay down a small portion of debt and fund operations for its regional planning functions.

A citizen raised a concern that RTC’s microtransit services, such as Flex Ride, do not operate in their area. While the community appreciates its isolation, the speaker emphasized that many seniors in lower Hidden Valley need access to transportation, citing at least one instance where a resident couldn’t get help due to the lack of service. RTC representatives confirmed that Hidden Valley is not currently served but said they would discuss the issue with the director of public transportation, as service areas are evolving. They also mentioned additional programs like RTC Access, which provides transportation for eligible seniors and individuals with disabilities, though it requires an approval process. The speaker requested that information about these transportation options be provided in writing so it could be included in a monthly Hidden Valley community newsletter. RTC agreed to provide the necessary information in time for publication and committed to connecting the resident with public transit staff to follow up.

A citizen asked whether RTC works with the Washoe County School District when planning transportation, especially concerning unsafe walking routes for students in areas like Arrow Creek and Foothill. RTC representatives confirmed they do collaborate with the school district, particularly through the Vision Zero Truckee Meadows initiative and the Safe Routes to School program, which RTC helps fund. They explained that public meetings for the upcoming Neighborhood Network Plan will be key opportunities to identify local concerns like this. The resident also asked whether RTC is involved in the early stages of development planning, particularly before large housing complexes are built. RTC responded that their planning team works closely with the Truckee Meadows Regional Planning Agency to understand growth patterns and incorporate them into long-range transportation models. These models help forecast future infrastructure needs and guide project planning accordingly.

A citizen commented on the Geiger Road roundabout, noting that when it was first proposed, many residents objected due to concerns about its design and future capacity. They felt RTC at the time did not fully consider how the area would grow. RTC responded that improvements are now underway, including adding a separate right-turn lane to reduce congestion, creating two eastbound through lanes, and installing pedestrian safety features like flashing beacons. The commenter acknowledged the roundabout is currently intimidating to navigate.

A citizen questioned RTC about the cost and efficiency of hydrogen buses, recalling a previous presentation where two hydrogen buses cost $1 million each and asking whether six new ones would cost even more. RTC responded that all bus types—hydrogen, electric, or hybrid—generally cost around $1 million, though future prices may be affected by tariffs. Currently, hydrogen fuel is sourced from California and priced around $8 per kilogram, though RTC couldn't confirm its efficiency compared to diesel. The citizen expressed concern about taxpayer costs and emphasized the need for clear comparisons between fuel types and long-term operating costs. RTC acknowledged the concern, explained that the hydrogen buses were federally funded through grants, and noted that they plan to build a local hydrogen fueling station within six months. They committed themselves to working with their public transit team to provide a fuel cost comparison and stressed that RTC is a lean agency, with less than 2% of their budget going to internal operating costs, focusing most resources on public infrastructure.

Justin Haghighi asked two questions: First, about how RTC’s new cashless fare system would work—specifically, whether it would be tap-and-go with a bank card or require printed tickets. RTC responded that both options will be available: riders can either tap a credit/debit card directly or use a transit card loaded at a kiosk. Second, he asked whether Nevada’s local fuel tax system accounts for increasingly fuel-efficient vehicles and electric/hydrogen-powered cars, and if changes were expected in the upcoming legislative session. RTC confirmed the current system does not account for these vehicles and said they are working with legislators on a fix. A potential solution would be an annual flat fee—around $161—for electric vehicles to match state fuel tax revenue, with counties allowed to add their own indexed portion (potentially totaling around $300) to mirror what gas-powered vehicle owners typically contribute.

Tracey Frandsen asked how Tesla owners are charged when they plug in their vehicles and whether any of that money goes to RTC since electric vehicles use the same roads as everyone else. RTC responded that they currently receive no revenue from electric vehicle charging. Any change to that would require action by the state legislature. As for how Teslas are charged, it depends—some owners use in-home chargers connected to their electrical system, while others rely on slower charging via standard outlets.

A Tesla owner in the audience shared that while RTC doesn’t currently receive funding from electric vehicle (EV) charging, EV drivers *do* pay higher taxes through vehicle registration. For example, the annual registration fee for a Tesla is significantly higher than for a typical gas-powered car. RTC confirmed this, adding that some states are exploring mileage-based user fees to generate revenue from EVs, though Nevada hasn’t implemented that yet.

A citizen commented that fuel tax indexing has become a "cash cow" for RTC and noted that gas is significantly cheaper in Carson City. They expressed concern that voters may not have fully understood the ballot question approving indexing and are now unhappy with the resulting tax increases. RTC responded by acknowledging the concern but emphasized that fuel tax is one of the most transparent taxes, as the funds directly support road maintenance and construction. They added that inflation in construction costs has made the indexing necessary and that since indexing began, it has funded 58% of RTC’s road projects.

Maureen Collins from Washoe Valley asked if RTC has plans to add a stop in north Washoe Valley or Pleasant Valley on the daily bus route between Reno and Carson City, noting a lack of transportation options in those areas. RTC responded that the bus currently travels on I-580 and does not stop there, but her suggestion could be considered in their upcoming transit optimization study (TOPS), which evaluates route efficiency every four years. They encouraged her to follow RTC updates online and participate in public meetings to provide input when the study begins.

Jay Collins offered a point of clarification to Maureen Collins’ question, stating that the current route for the Reno–Carson City bus uses I-580, not U.S. 395, and he believes it departs from the Summit area.

1. **NEIGHBORHOOD MEETING HUB –**

Sally Johnston announced a neighborhood meeting scheduled for February 17 in Washoe Valley. A citizen objected, pointing out that the date is a national holiday (President's Day), and criticized the pattern of scheduling important public meetings on inconvenient dates—such as the night before Thanksgiving—suggesting it was a tactic to limit public participation. The citizen requested that the meeting be rescheduled and raised concerns about public comments not being properly posted on the Neighborhood Hub website. Sally agreed to follow up with the planning department and county staff, including Commissioner representatives, to address the scheduling issue and ensure accurate and timely posting of information. The commenter also added that Trevor Lloyd did indeed add the comments from the meeting after being reached out to.

A citizen asked about the status of “the lodge” project, noting it had a hearing months ago and expressing frustration that it's still unresolved. Staff looked up the project and found limited information, confirming it was last active around August, but they were unsure of its current status. The citizen questioned why a seemingly simple request is still pending and criticized the lack of transparency and accountability since such projects are no longer under the CAB (Citizen Advisory Board). Staff suggested contacting the planning department and Trevor Lloyd directly and agreed to pass along the feedback to the appropriate people.

Various citizens expressed their frustration with the development process being removed from the CABs. The CAB was informed that there is an upcoming BCC meeting in February that will discuss the direction of CABs and that people should attend and voice their opinion.

1. **CAB BOARD MEMBER/ BOARD OF COUNTY COMMISSIONERS’ NEWS AND ANNOUNCEMENTS**

**There were no announcements**

1. **GENERAL PUBLIC COMMENT -**

There were no comments

**ADJOURNMENT**

The meeting was adjourned at 8:18 p.m.