**West Truckee Meadows/Verdi Citizens Advisory Board**
Minutes of the West Truckee Meadows Citizen Advisory Board meeting held at Verdi Community Library & Nature Center, 270 Bridge St. Verdi, NV 89439 on November 20, 2023, 5:30 p.m.

# CALL TO ORDER/ DETERMINATION OF QUORUM –

# Present - Carly Borchard, Elton Rossi, Alice House, Cameron Kramlich

# Absent – Denise Kolton, Barbara Fenne

1. **PLEDGE OF ALLEGIANCE –** The pledge was recited
2. **GENERAL PUBLIC COMMENT**–

There was no public comment.

1. **APPROVAL OF THE MINUTES FOR THE MEETING OF** July 17, 2023, AND September 18, 2023 – [FOR POSSIBLE ACTION]

Elton Rossi motioned to approve the minutes for July 17, 2023, and September 18, 2023, and Barbara Fenne seconded the motion. The minutes were approved unanimously.

1. **PUBLIC SAFETY UPDATES –**

Washoe County Sheriff’s Department
Captain Brandon Zirkle reported that 20 recruits are currently in the Academy. Nine have completed training and are now active in the field, while 12 more are still in training, with assignments across the county. There are currently 22 deputy vacancies, but staffing is expected to improve by January. The Washoe County Sheriff’s Office publishes data online for public access. In the third quarter of 2023, crime statistics for West Truckee Meadows showed an overall decline in calls for service. There were 159 dispatched calls, down from the three-year average of 193. Total activity calls in the area were 634, also down from the three-year average of 770. Most crime categories remained stable or decreased, with the exception of forgery and counterfeiting, which had one reported case (previously zero), larceny, which increased to 14 cases from a 10-case average, and liquor violations, with two cases reported. Vehicle burglaries have increased countywide, mainly involving unlocked cars. The Sheriff’s Office has introduced door hangers to notify residents of burglary reports and request surveillance footage. Residents are encouraged to lock vehicles and homes, remove valuables from cars, and follow a nighttime security routine to prevent theft. The county jail population has decreased to an average of 1,202 inmates, down by 122 from last year. Overall, crime rates are stable or declining in most areas, but vehicle burglaries remain a concern. The Sheriff’s Office continues to improve staffing levels and engage with the community for crime prevention.

Carly Borchard asked Captain Zirkle if the crime data comparisons were only based on the three-year average or if they were available by quarter. Zirkle clarified that the data reflects the three-year average specifically for the third quarter, allowing a direct comparison to previous years. He also noted that data for previous quarters is available online at washoesheriff.com, where users can compare quarter-by-quarter trends.

Borchard then inquired about jurisdiction clarity for the West Truckee Meadows area, asking if the website clearly marks boundaries. Zirkle explained that a map on the website shows crime incidents with green dots and highlights the Washoe County jurisdiction in pink. While the CAB data only covers Washoe County, the jurisdictional breakdown is visible, and the map provides context for areas like McCarran, Virginia Street, Peavine, and Cold Springs. Finally, Borchard asked about using remote starters on vehicles and whether it was still discouraged. Zirkle acknowledged that while some vehicles won’t allow shifting into gear without the key fob inside, others might. He admitted to using his own remote start and noted that while it adds some security by allowing the vehicle to remain locked, breaking a window could still grant access. He also shared a personal anecdote about driving to Sacramento without a key fob, illustrating the potential complications of the feature.

Elton Rossi shared his experience touring Gerlach and noted the unique setup of law enforcement in the area. He explained that two sheriff’s deputies work alternating shifts, generally from 9 AM to 5 PM, but with flexibility to adjust their hours as needed. He humorously remarked on the lack of a bank, joking that if someone wanted to rob one, they should wait until after 5 PM. Captain Zirkle responded by clarifying that the deputies live in county-owned homes near the substation, allowing them to be available even outside their shifts. He elaborated on the deputies’ jurisdiction, which extends from mile marker 42 past the reservation, through High Rock Canyon, and all the way to the California border, covering a vast and largely rural area. He acknowledged the challenges of patrolling such a large, remote region, emphasizing the amount of open land and limited infrastructure in northeastern Washoe County.

Cameron Kramlich asked to have the website pulled up so the CAB and residents can be shown how to access the data on 3rd quarter offenses. Captain Zirkle walked through how to navigate the website and check the offense statistics.

Captain Zirkle acknowledged concerns about burglary notification cards being left on vacant homes or when residents are on vacation. He assured that deputies try to be mindful of this, but sometimes the cards may still end up on empty houses. However, he emphasized the importance of letting the community know that law enforcement was present and why they were there, as it can aid in solving crimes. He gave an example of a recent crime spree in Sun Valley involving multiple residential and vehicle burglaries. Authorities were able to track down a suspect in a stolen car, which was featured in the news for ramming through gates. The arrest led to the capture of a prolific vehicle burglar wanted out of Ohio. Zirkle reiterated that the notification cards help gather critical information from residents, such as security footage, which can assist in solving cases.

Truckee Meadows Fire Protection District

James Solaro provided updates on the Truckee Meadows Fire Protection District’s wildland fuels division. Open pile burning remains closed until December 1st, with reopening dependent on weather conditions. Only properties with at least one acre outside the hydrographic basin will be eligible for pile burning. The district’s green waste programs have been completed successfully, moving a significant amount of material.As a seasonal safety reminder, residents are encouraged to change the batteries in their smoke detectors. With Thanksgiving approaching, he advised those frying turkeys in oil to do so outdoors, away from garages or covered areas. He also recommended drying the turkey thoroughly before placing it in the fryer and turning off the burner during initial immersion to avoid fires.The district will be distributing free 5-gallon Atkins fire suppressant canisters from November 29 to December 1 at their headquarters. Donations to the food bank are encouraged for those picking up a canister.Regarding recent emergency response statistics, there were 31 incidents in the area last month, including 19 EMS calls, two motor vehicle accidents, and a mix of other emergencies such as hazmat situations. One fire was also reported.

Chief Moore provided an update on a fire that occurred on October 24th, which threatened multiple residences. With the support of regional partners, including fire departments from Lake Tahoe, Sparks, Reno, and California, crews managed to contain the fire. The response included 62 firefighters and 27 pieces of equipment. The late-night fire was challenging due to difficult access and strong winds, but firefighters successfully kept it from reaching structures.

He also sought feedback from residents who received evacuation alerts through the county’s **Perimeter Evacuation Software**, a system designed to provide real-time instructions on evacuation routes and reentry procedures. He encouraged anyone who was evacuated to share their experiences with county officials to help improve the system.

**Comment by Carly Borchard**

Carly Borchard praised the firefighters for their outstanding work containing the fire and commended the **alert system** for effectively notifying those who needed it. However, she pointed out inconsistencies in who received evacuation alerts. Some of her neighbors, including family and friends on the **south side of the railroad tracks near Highway 40**, did not receive any notifications, no emails, texts, or calls—while others on **Second Street, north of the tracks, did**. She suggested that it might be beneficial for officials to give a community presentation explaining how the **Perimeter Evacuation Software** determines who gets alerts. Despite these concerns, she emphasized that the system played a crucial role in waking up her household and raising awareness about the fire. She concluded by expressing deep gratitude on behalf of the community and suggested they would love to do something special to show their appreciation.

Chief Moore emphasized that the firefighting effort was a **team effort** involving multiple departments and mutual aid partners. While the ability to call for additional resources is crucial, deploying them takes time, especially when dealing with large-scale incidents. One of the major challenges in this fire was **finding access to the affected area**. He highlighted the important role of **NV Energy**, which collaborates with fire crews to **reduce wildfire fuels** under and around electrical infrastructure, particularly near substations. Earlier in the summer, crew cleared a **fire access road**, which ultimately provided critical access to the fire scene, allowing firefighters to contain the blaze effectively.

Chief Ketring addressed concerns about the evacuation alert system and how notifications were issued during the recent fire. He clarified that the system is designed to override silent mode on mobile devices but noted that some notifications were categorized as spam. He agreed to follow up with Emergency Manager Elliot Chimera to investigate the issue, as this was the first real test of the system during a fire event. Regarding why some residents received alerts while others did not, he explained that evacuation areas are defined by a geographic "polygon." Only individuals within that designated area receive direct notifications. He recommended that community members contact the emergency manager if they believe a broader notification system would be beneficial. Residents can also check their status on the Perimeter Evacuation Software, which uses color-coded alerts to indicate different levels of advisories. Ketring also addressed questions about CodeRED, the county’s emergency notification system, and confirmed that residents must sign up on the Washoe County website to receive alerts. Officials demonstrated how to access and register for CodeRED through the county’s homepage. He acknowledged that the evacuation alert program was introduced about four months ago but had not been fully implemented until now. He welcomed the idea of hosting a community presentation to better inform residents about how the system works and how they can prepare for future emergencies.

Elton Rossi suggested that it would be beneficial to post more information about the evacuation alert system and consider bringing officials back for another discussion. He emphasized that many people are still unaware of the system, and after the recent fire, there is a great opportunity to educate the community. He proposed setting up a presentation in a future meeting and posting information in various locations downtown to help raise awareness. Chief Ketring agreed that outreach efforts would be valuable and clarified how the **evacuation Polygon system** works. He explained that the initial evacuation area was set based on the fire’s location, but if the fire had spread, the **Polygon would have been expanded,** and additional alerts would have been sent out. He reassured that as a fire grows, evacuation zones are adjusted accordingly to ensure more residents receive timely notifications.

Carly Borchard appreciated the color-coded evacuation map, which helped visualize the fire’s projected path and understand why certain areas received alerts while others did not. She noted that when neighbors asked why they weren’t notified, the map helped her make an educated guess, which turned out to be correct. She also shared observations about how the **alert volume varied by device**. Her partner’s phone received a loud alert while some neighbors didn’t receive one at all. She questioned whether the alerts should override phone settings to ensure they come through at full volume. She mentioned that her phone, despite being set to low volume, received an extremely loud notification, suggesting that the emergency setting may need to be turned on for some devices. She joked that if the alert could physically shake her awake, it would be even better. Fortunately, she was already awake when it came through, thanks to her partner being a light sleeper. She thanked the officials for their time and supported the idea of planning another meeting to further educate the community on evacuation alerts.

Carly Borchard asked whether the fire was caused by the **substation**. TMFPD clarified that **no electrical infrastructure was involved** in starting the fire. The fire occurred within the **jurisdiction of the U.S. Forest Service**, which, along with the **EPA**, is conducting an official investigation. TMFPD provided additional details about the area, explaining that they have a **contract with Sierra County** for fire response in that region, but the **Forest Service retains primary jurisdiction**. They confirmed that the fire was not started by the substation burning down; rather, crews **engaged the fire as it approached the substation**. The fire ultimately burned **474 acres**, not just 20 as initially speculated.

1. **KEEP TRUCKEE MEADOWS BEAUTIFUL (KTMB)**

 Matt Weber, representing Keep Truckee Meadows Beautiful (KTMB), introduced himself and shared that he has been with the organization for five years. He noted that KTMB’s Executive Director, Darcy Phillips, was also in attendance. KTMB has been active since 1989, focusing on cleanups, recycling education, and youth programs, all driven by volunteers. The organization is funded by Northern Nevada Public Health, along with the City of Reno, Washoe County, and the City of Sparks. KTMB also partners with federal agencies such as the Bureau of Land Management and the U.S. Forest Service, as well as local businesses and community organizations. The KTMB volunteer program, which began in 1994, was inspired by the adopt-a-spot initiatives of the 1990s. It provides opportunities for residents, businesses, and community groups to engage in cleanups and beautification projects. Volunteers participate for various reasons, including environmental concerns, community pride, business relocation incentives, and service requirements such as those for the Truckee Meadows Promise Scholarship. Cleanup efforts take place throughout Washoe County, focusing on public lands, parks, rivers, business corridors, and open spaces. While trash removal is a major part of the work, other efforts include spreading mulch, weed abatement, graffiti removal, tree planting, and vegetation management. The Christmas tree recycling program repurposes trees into mulch used for weed abatement in local parks. From January through October 2024, KTMB facilitated 167 cleanups with over 4,300 volunteers contributing more than 11,000 service hours. The estimated value of this volunteer labor is approximately $290,000. The cleanups resulted in the removal of more than 133,000 pounds of trash and 66,000 pounds of green waste. Volunteers also planted over 3,800 trees, flowers, and shrubs. The organization has seen an increase in hazardous waste, including syringes, and is working with health officials to address these concerns safely. KTMB hosts two major annual cleanup events: the Great Community Cleanup in April during Earth Month and the Truckee River Cleanup in September. These large-scale events are open to the public, with volunteers choosing from a variety of locations. Cleanups often conclude with volunteer appreciation picnics, supported by local businesses like Save Mart. The upcoming Christmas tree recycling program will run from December 26 through January 7 at multiple sites, including Bartley Ranch Regional Park, the Reno Sports Complex, and the Shadow Mountain Sports Complex in Sparks. The next Great Community Cleanup is scheduled for April 27, 2025, and the Bicentennial Flower Planting event will take place in downtown Reno. The next Truckee River Cleanup is planned for September 21, 2025. Weber emphasized that KTMB’s work is made possible through strong partnerships with local agencies, businesses, and volunteers. The program is fully funded through grants and is free for participants. He highlighted the inclusive nature of the volunteer program, which welcomes people of all backgrounds and abilities. He closed by acknowledging the dedication of volunteers, including local park rangers who contribute even on their days off, and expressed appreciation for the continued support of Washoe County and the community.

 Carly Borchard thanked KTMB for their service and commended their promotional efforts over the past year. They mentioned receiving notifications through various channels but were unable to attend the events. They expressed interest in organizing community cleanup, inquiring about logistics such as dumpsters and safety vests. They requested contact information to coordinate further and mentioned having volunteers ready to participate. Carly Borchard expressed interest in organizing a community cleanup but raised concerns about navigating jurisdictional boundaries, as some volunteers are from Sierra County, California, while others are in Washoe County. She sought clarification on how to determine which areas KTMB could support. Matt Weber explained that KTMB primarily works within Washoe County and uses the assessor’s map to confirm land ownership. He acknowledged the challenge of litter along highways and noted that some volunteers already conduct independent cleanups along these routes. Borchard emphasized the importance of safety and asked whether KTMB could provide necessary supplies such as trash bags, litter pickers, and safety vests. She was reassured that KTMB would assist with equipment and logistics, ensuring volunteer safety. She also mentioned the past success of cleanups organized by Cabela’s at Crystal Peak, highlighting how these events fostered community connections before being discontinued, likely due to COVID-19. Weber shared that KTMB is working on expanding its community events to be more inclusive, particularly in areas like the North Valleys, to encourage broader participation. He encouraged CAB members to help spread the word that KTMB offers free resources for cleanups, including thousands of litter pickers, gloves, and bags. He emphasized that individuals or groups could borrow these supplies at any time, even for independent cleanups. He concluded by inviting anyone interested to visit KTMB’s office to access these resources.

 Elton Rossi brought up concerns about Paradise Park, which is outside KTMB’s primary jurisdiction but is in desperate need of cleanup. He asked whether the park could be added back to KTMB’s list of cleanup sites. KTMB acknowledged the challenges at Paradise Park and mentioned ongoing efforts to coordinate with Donna Clans and Councilman Leo Martinez to motivate community involvement. They confirmed that the park remains on their list, and recent cleanup efforts have taken place there, including one led by a local fraternity. Rossi also voiced frustration about litter at McQueen High School, particularly in the parking lot, where trash accumulates despite only two garbage cans being available. He mentioned a scheduled meeting with the principal to propose a "Clean Up 101" program to encourage student responsibility. KTMB responded by highlighting two student groups, the Clean Knights and Ladies and the Clean Fire, which have participated in past cleanups at the school. However, they noted that maintaining school property falls under the Washoe County School District’s facilities maintenance.

1. **REGIONAL TRANSPORTATION COMMISSION (RTC) VERDI MULTIMODAL STUDY –**

Xuan Wang, the project manager for the Verdi Area Multimodal Transportation Study, presented the study’s findings, outlining its purpose, methodology, and proposed improvements. The study focused on regional roads and freeway interchanges, working with NDOT to analyze infrastructure needs and identify both short-term and long-term solutions. The primary goal was to engage the public, stakeholders, and partner agencies to conduct comprehensive transportation analysis. Public participation played a key role in shaping the study. Two public meetings and an online survey, which received 273 responses, provided valuable input from the community. Additionally, multiple technical advisory committee meetings with local agencies contributed to the recommendations. The findings will help prioritize future transportation projects in regional and state planning efforts. The study categorized freeway improvements into three phases. In the short term, NDOT is already working on wildlife fencing and the removal of I-80 rumble strips due to noise complaints. The midterm recommendations include installing a median cable barrier to prevent head-on collisions and upgrading several bridges. Long-term goals involve widening I-80 to three lanes and reconstructing the Gold Ranch Interchange Bridge. For regional roads, community members expressed concerns about South Verdi Road, which is a two-lane roadway with minimal gravel shoulders and steep slopes on both sides. During icy conditions, vehicles risk going off the road. However, because traffic volume is low—around 400 vehicles per day, the cost-benefit ratio for improvements is a challenge. The study identified potential solutions but emphasized that further public outreach and analysis will be necessary before any improvements move forward. Pedestrian and bicycle improvements were another key focus. The study recommended adding bicycle ramps and crosswalks at the Edinburgh roundabout and shared-use paths along 3rd Street and Bridge Street, as well as installing shared-use bridges. Enhancements along Crystal Peak Drive under I-80 were also suggested to improve sight distance and overall safety for non-motorized users. Truck parking was identified as a major issue, particularly during winter weather events when I-80 closures lead to trucks parking on local roads. The RTC plans to address this through its freight plan by installing advanced notifications along I-80 and identifying private parcels near Gold Ranch and Mobile on 4th Street as potential truck parking areas. The study is also part of a larger regional freight analysis that aims to improve truck movement throughout the area. In response to community interest in transit, the RTC reviewed options for park-and-ride locations near the Gold Ranch Interchange, potentially in partnership with Boomtown Casino and new developments. Many residents were unaware that RTC already offers a FlexRIDE on-demand transit service in Verdi. During public meetings, demonstrations on how to use the service generated interest, but further outreach is needed to increase awareness and usage. Speeding concerns were also addressed through a collaboration with the University of Nevada, Reno, which analyzed connected vehicle data to track speed compliance. The study found that overall speed compliance in Verdi is relatively good. However, if further speed management measures are needed in the future, reducing lane widths on 3rd Street to 11 feet and increasing law enforcement presence could be considered. A summary map of all proposed improvements was provided, and Wang encouraged attendees to review the full study report, available on the RTC Washoe website.

Carly Borchard raised several questions and concerns regarding the Verdi Area Multimodal Transportation Study. She first noted that the Garson Overpass was not listed among the study’s proposed improvements, despite being part of initial discussions. RTC clarified that the overpass remains a recommended project and that NDOT is actively working on its design. Dale Keller, RTC’s Director of Engineering, added that NDOT presented updates at a recent RTC Board meeting, indicating that the bridge replacement is scheduled to begin in 2025 and be completed by 2026. While the bridge itself will be replaced, additional capacity improvements will depend on future development rather than being part of this specific project. Borchard then inquired about the study’s outreach efforts and the feedback received from various agencies. She acknowledged the updates published in July 2023 but emphasized the need for continued community engagement throughout the planning and implementation process. RTC responded that they had presented the study at multiple meetings, including CAB meetings at the beginning of the study and again in June, as well as a public meeting at the Verdi Library where they gathered input. They also conducted an online survey and received feedback from local agencies through technical advisory committee meetings. All comments and responses were included in the appendix of the study report, which is available for public review. She followed up by asking whether the study had been presented to the Regional Planning Agency, the Washoe County Commission, or the City of Reno. RTC confirmed that they had presented the study to their Technical Advisory Committee, which includes representatives from Washoe County, the City of Reno, and the Regional Planning Agency. However, they had not yet taken the study directly to the County Commission or the City of Reno for formal approval. Additionally, the RTC Board had been briefed on the study, and the agency incorporated feedback from their Citizen Multimodal Advisory Committee. Borchard then outlined three specific concerns. First, she questioned the proposal to reduce the lane width on Highway 40 from 13 feet to 11 feet as a means of reducing speeding. While she understood the rationale, she worried about pedestrian safety, given the lack of sidewalks and the speed of vehicles passing. She suggested that RTC representatives walk the area better to understand the potential risks. RTC clarified that the lane reduction was only a potential recommendation and that their study found speed compliance in Verdi to be relatively good. If speed management became necessary in the future, the lane width reduction could be reconsidered, but for now, it was not an immediate priority. They also pointed out that a shared-use path is recommended along 3rd Street to provide a safer space for pedestrians and cyclists. Her second concern focused on new on-ramp access points related to the Meridian 120 South development and a secondary access route at Center Willacy. She believed there was a missed opportunity to evaluate a secondary access point for the Ballet Ranch community and emphasized that a more thorough analysis was needed. She noted that the City of Reno had recently reviewed the Center Willacy access and that concerns had been raised by multiple stakeholders. She invited RTC representatives to visit the area to get a firsthand look at the issues. RTC acknowledged her concerns but did not provide an immediate response regarding further analysis. Lastly, Borchard reiterated that South Verdi Road remains a top priority for her. She appreciated that the study recognized its challenges but stressed that improvements are urgently needed. She hoped the issue would remain a focus as future transportation plans move forward. RTC acknowledged the concern and confirmed that while no final decision has been made on specific improvements, South Verdi Road remains on their list of key areas requiring further attention.

Elton Rossi inquired about the scope of the freight study and whether it would establish designated truck routes to prevent trucks from traveling through Verdi unnecessarily. RTC explained that the study considers multiple options, primarily working with NDOT to address truck parking along the entire I-80 corridor rather than just in Verdi, as the issue is not isolated to one location. They emphasized the importance of advanced notification signs so truck drivers are aware of road closures well before reaching Verdi, allowing them to park elsewhere instead of causing congestion in the area. Rossi also asked for confirmation of a reported study indicating that 5,000 trucks pass along I-80 in a 24-hour period. RTC responded that they were not familiar with that specific statistic and could not confirm its accuracy.

Cameron Kramlich asked about the proposal regarding Bridge Street, specifically whether the plan included converting it into a one-way street and, if so, in which direction. RTC responded that there is no recommendation to make Bridge Street one-way and suggested that any mention of it in the study may have been a mistake. They reiterated that their primary recommendation for Bridge Street is to add a shared-use path for pedestrian and bicycle safety. Carly Borchard, supporting Kramlich’s inquiry, noted that the study does reference a one-way designation multiple times and suggested that RTC review the document to clarify the discrepancy. Kramlich then raised a concern about a newly constructed on-ramp near Gold Ranch that includes a wildlife guard. He described the ramp as particularly slippery, requiring a sharp 90-degree turn, and noted that even with an all-wheel-drive vehicle, he frequently loses traction. He suggested adding a textured surface, such as sandpaper-like material or ridges, to improve the grip and reduce the risk of accidents, especially as temperatures drop below freezing. RTC acknowledged that multiple people have raised concerns about the safety of these wildlife guards, particularly at this location. They confirmed that NDOT is aware of the issue and is considering how best to address it. Kramlich expressed appreciation for the response and hoped for improvements to be made.

Alice House asked if there was a specific NDOT contact for the project, requesting the name of a project leader or manager. RTC confirmed that they have been working with NDOT’s project manager, Ryan, who also attended a recent TAP meeting, and they offered to share his contact information. She then inquired about a large roundabout planned for the south side of the Garson Road bridge, which she had heard was an NDOT project rather than a development-led initiative. She wanted to know if the roundabout would be constructed alongside the bridge replacement. RTC’s Dale Keller clarified that the roundabout is not part of the bridge project and will not be built at the same time. House expressed serious concerns about the abandonment of Old Town Road, which she said effectively traps the Blue Heron and Ballet Ranch communities onto a single road for access. Without the planned roundabout, she feared that emergency escape routes for new developments, such as Meridian South One and Two, would be severely limited, making the situation dangerous. RTC acknowledged that the abandonment of Old Town Road has fallen under the City of Reno’s jurisdiction and offered to help connect her with the appropriate city contacts. However, House voiced frustration, stating that she had already spoken with city officials multiple times but felt they were indifferent to the issue. She compared the situation to the Paradise City entrapment and emphasized that the only remaining access road is a narrow, two-lane route with deep ditches on both sides. After nearly nine years of advocating for solutions, she expressed her continued frustration with the lack of action or concern from decision-makers. Alice House asked RTC how to get NDOT or the City of Reno to create a secondary access route out of Bel Air, particularly near the bottom of Belli Ranch, where an old bridge owned by NV Energy is currently closed. The bridge needs to be rebuilt, making it a significant issue. She expressed frustration and argued that it should be included in roadway improvements. RTC responded that they primarily focus on regional roads, while local roads fall under the City of Reno and developers. They offered to help connect her with the city and took her contact information to discuss potential next steps.

Robert Laurie asked about the significance and impact of the study. He inquired whether it would be adopted by county commissioners and used in the analysis of new development or capital improvement planning. He also asked if the study differentiates between current infrastructure needs based on the existing population versus those anticipated from future developments, as funding sources might differ. RTC responded that the study considers both current conditions and future improvements, incorporating land use, zoning, and traffic forecasts. The study is a corridor planning effort, and once completed, its recommended projects will be prioritized in the regional transportation plan, which extends to 2050. Projects will undergo further analysis, targeted public outreach, design, and eventually construction. Regarding funding, RTC confirmed that the study has been adopted by its board. The next step involves integrating identified projects into long-term and short-term transportation planning, with funding sources determined based on project priorities. Funding comes from various sources, including state, local, fuel tax, and federal funds.

Carly Borchard explained that funding for transportation projects comes from a combination of state, local, fuel tax, and federal funds. The goal is to match projects with the most suitable and competitive funding sources. She gave an example of NDOT using federal bridge funds to replace bridges in Verdi, emphasizing how RTC advocates for directing available funds to areas with the greatest needs. She also commented there efforts with the studies.

1. **BOARD MEMBER ANNOUNCEMENTS/REQUESTS/DISCUSSION** —

Elton Rossi requested board support to reconnect with Alex and revisit a program focused on emergency exits. He noted that when it was initially presented, it was still in the early stages and needed several weeks for implementation. Rossi emphasized the importance of distributing information about the program, possibly through the local library or school, to raise awareness. Given the recent fire, he suggested that the timing would be ideal to bring the fire department back for further engagement. While not seeking a formal motion, he wanted it on record that he would follow up on the initiative.

Cameron Kramlich, a new resident of Verdi, suggested creating a simple, one-page resource at the library to help newcomers navigate local services and emergency alerts. He noted that many resources offered by Washoe County are buried several layers deep on websites, making them difficult to find. The document could include information on signing up for neighborhood alerts, obtaining a library card, accessing garbage and recycling schedules, and staying informed about local developments. With Verdi’s population expected to double or triple in the next 5–10 years, he emphasized the importance of ensuring residents are prepared for emergencies such as fires, floods, or other disasters. The CAB agreed and discussed various events that may be useful to inform people of.

1. **NEIGHBORHOOD DEVELOPMENT HUB –**

No updates provided.

1. **GENERAL PUBLIC COMMENT** –

There were no public comments.

# ADJOURNMENT – The meeting adjourned at 7:19 p.m.