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Description automatically generatedSpanish Springs Citizen Advisory Board

Minutes of the regular meeting of the Spanish Springs Citizen Advisory Board held on July 2, 2025, at 6:00 p.m. at the Spanish Springs Library.

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

PRESENT – Bonnie Billings, Bradley Young, Shannon Martell, Jason Evans, Renate York (late)

ABSENT – Brandon Partain

A quorum was established, and the meeting was brought to order.

1. **PLEDGE OF ALLEGIANCE**

The pledge of allegiance was recited.

1. **GENERAL PUBLIC COMMENT**   
     
   Julie Barger commented on traffic and road conditions along Pyramid Highway. She suggested that Pyramid should function more like a limited-access road with on- and off-ramps at cross streets. She expressed concern about traffic light timing, recommending better signal coordination and use of cameras to detect vehicles, particularly at night when unnecessary stops occur. She also raised issues with Highland Ranch Road, noting the lack of dual left-turn lanes and a missing left-turn lane into the library. Finally, she requested the return of previously installed warning lights on Pyramid Way, which she felt were beneficial before being removed without public input.   
     
   Dr. Jennifer Fitzpatrick, veterinarian and Director of Community Medicine at the Nevada Humane Society, spoke about addressing pet overpopulation through a countywide, community-based approach. She noted that in 2024, the Humane Society received nearly 10,000 animals needing rehoming, medical care, or behavioral support, many from unplanned litters. While over 2,000 spay/neuter surgeries were performed last year, only 69 were from Spanish Springs, highlighting a need for increased local participation. Dr. Fitzpatrick emphasized that spay/neuter is the most cost-effective and humane method of population management. With support from Washoe County’s Community Reinvestment Program, the Humane Society has expanded access, now offering more than 200 appointments weekly, seven days a week, at reduced cost with no income qualifications. To address transportation barriers, a mobile surgery unit is now available, requiring only four parking spaces to operate for a full day. She encouraged partnerships with community organizations and private entities to help expand access and reduce barriers countywide.   
     
   Bruce Parks requested that the Spanish Springs CAB receive a presentation from county staff regarding the CARES Campus. He questioned why, despite significant taxpayer investment, there have been no clear successes in helping individuals experiencing homelessness transition into stable, productive community members. He expressed concern that current efforts are only temporary fixes. Parks also raised issues about inconsistent law enforcement, stating that laws should be applied equally and that officers are being told not to address homeless populations. Additionally, he criticized the homeless court system for not holding individuals accountable for infractions when cited. He urged for answers and accountability, emphasizing the need for measurable outcomes given the use of taxpayer funds.

Janet Butcher thanked the board for restoring three-minute public comments and allowing remarks at both the beginning and end of meetings, noting that three minutes is still short but better than two. She asked for clarification on the date of the upcoming “open checkbook” session, believed to be July 22, and requested that a link be made available on the county website so she can share it on her community calendar. She also reminded residents to keep pets safe, especially around the 4th of July, as many pets in Spanish Springs often get loose.

1. **APPROVAL OF THE MINTURES FOR THE MEETINGS OF** June 4, 2025   
     
   Jason Evans motioned to approve the minutes of the June 4, 2025, Spanish Springs CAB meeting. Shannon Martell seconded the motion, and the minutes were approved unanimously.
2. **ELECTION OF CAB OFFICERS**   
     
   Shannon Martell nominated Bonnie Billings for CAB Chair and Jason Evans seconded the motion. The CAB voted unanimously to confirm Bonnie Billings as CAB Chair. A citizen asked if there were any other candidates. It was answered that there were no other candidates. Bonnie Billings nominated Brad Young as Vice Chair of the CAB and Jason Evans seconded the nomination. The CAB voted unanimously for Brad Young, and he was confirmed as the Vice Chair of the CAB.
3. **PUBLIC SAFETY UPDATES**   
     
   Commissioner Clara Andriola introduced the newly appointed Fire Chief Richard Edwards to the Spanish Springs CAB.   
     
   Richard Edwards, the new Fire Chief for Truckee Meadows Fire Protection District, introduced himself and expressed enthusiasm for serving Washoe County. He has over 30 years of fire service experience, including 25 years with the City of Stockton, where he served the last five and a half years as Fire Chief. Edwards stated his commitment to providing the highest level of fire protection services while also supporting the firefighters who deliver them. He thanked the community for the warm welcome, shared that his family has relocated to Washoe County, and looks forward to meeting residents at local events.   
     
   **Truckee Meadows Fire Protection District**   
   Division Chief Joe Schum of Truckee Meadows Fire and Rescue reported on operations for June, noting call volumes were consistent with averages, with 220 calls in Spanish Springs, including five fires, 144 medical calls, 11 traffic accidents, five hazmat incidents, and 55 other service calls. He explained the overlap and mutual aid with the City of Sparks, where TMFR also responded to 43 calls. Schum highlighted recent fire activity, including the 114-acre Marie Fire in Spanish Springs and the 290-acre Barron Fire in town, both demonstrating increasing fire size and complexity due to dry fuels and wind. He praised crews for successfully containing a garbage truck fire under red flag conditions by extinguishing it inside the vehicle to avoid spreading. He closed with a seasonal safety message on lightning, reminding residents to seek shelter indoors when thunder is heard, avoid outdoor structures like gazebos, and wait 30 minutes after the last thunder before resuming activities. He also cautioned against using showers or sinks during storms, as lightning can travel through water systems.   
     
   Bonnie Billings asked if the cause of the recent garbage-truck fire was ever determined, such as whether a discarded battery may have started it. Division Chief Joe Schum responded that the exact cause was unknown due to the mixed contents but noted that lithium-ion battery fires are increasing nationwide, often due to improper charging or disposal. He explained that when batteries are crushed in dumpsters, landfills, or even at home, they can ignite and burn intensely, making them difficult to extinguish. He emphasized the importance of using proper chargers and recycling batteries safely.   
     
   A citizen asked if batteries can be placed with other recyclables. Joe Schum answered that no they cannot and explained the different avenues that citizens can take to recycling such as taking them to Batteries Plus. The citizen followed by asking whether that includes Alkaline batteries and Schum answered yes so that they can get broken down properly.   
     
   Commissioner Clara Andriola asked Joe Schum if he could share information about safety on 4th of July.   
     
   Division Chief Joe Schum reminded residents that fireworks are illegal in Washoe County, aside from small novelty items, and stressed the fire hazards they create. He cautioned about the hot weather and urged people to stay hydrated. Schum noted that while fireworks may still be seen from individuals bringing them in from outside the county, the fire department only responds if they cause a fire or emergency, with enforcement handled by law enforcement agencies. He added that identifying violators is difficult, as fireworks are quickly hidden once enforcement arrives. He closed by urging residents to stay safe over the 4th of July holiday.

Washoe County Sheriff’s Office   
Sergeant Randy Whitmore from the Washoe County Sheriff’s Office provided a report focused on DUI enforcement and upcoming holiday safety. He noted that in the first quarter, deputies in Spanish Springs made eight DUI arrests, above the three-year average of five. He emphasized that DUI enforcement is a priority for the Sheriff, and highlighted that just last week, deputies made five DUI arrests in a single 12-hour shift, though these numbers represent only a fraction of impaired drivers on the road. With the 4th of July holiday approaching, Whitmore cautioned that the combination of alcohol, fireworks, and family gatherings often leads to accidents and domestic violence incidents, adding to the calls for service deputies who must handle alongside traffic issues and medical emergencies. He explained that fireworks enforcement is challenging because violators often hide evidence before deputies arrive. He urged residents to help by providing specific information, including photos, if they witness violations, though he acknowledged that doing so can be difficult for neighbors. Anonymous reports are accepted, but they may not be prioritized over higher-level emergencies. Whitmore also discussed evacuation procedures during fire incidents, stressing that deputies cannot force people to leave but will not allow reentry once an area is cleared. He encouraged residents to take pets and essentials with them. Whitmore concluded by reporting that deputies conducted 840 self-initiated actions in Spanish Springs during the first quarter, nearly double the three-year average, despite staffing and budget limitations. He emphasized that deputies are working hard, often beyond their shifts, and asked the community for trust and patience as the office continues to prioritize accountability and public safety.   
  
A citizen asked what could be done to help address issues with motorcycles. Sergeant Whitmore explained that enforcement relies heavily on community members providing clear identification and evidence, such as noting where the motorcycle or dirt bike originated, descriptions of the rider, or photos showing violations. He emphasized that because these are misdemeanors not committed in an officer’s presence, deputies can only issue citations on behalf of a reporting witness who is willing to sign the citation and appear in court. Whitmore added that without community members taking that step, enforcement is limited, and while dispatchers ask about willingness to participate, the process depends on community cooperation.   
  
A citizen asked whether motorcyclists who weave between stopped cars at lights to move to the front are committing the same violation as lane splitting. Sergeant Whitmore confirmed that it is lane splitting and therefore illegal in Nevada, though it is often influenced by California where it is legal. He explained that enforcement is challenging because many motorcyclists flee when deputies attempt a stop, creating significant safety risks to the public if a pursuit is initiated. As a result, deputies typically disengage from high-speed chases. However, when riders do stop, they are cited and held accountable.

1. **NDOT UPDATE ON PYRAMID HIGHWAY PROJECT & INTERSECTION ASSESSMENT   
   PRESENTATION**   
     
   Nanette Maxwell from the Nevada Department of Transportation gave a presentation on the Pyramid Highway Phase 1 project. She began by thanking the Spanish Springs community for their patience and input during construction, acknowledging the disruptions caused by lane closures, detours, and nighttime work. She explained that Phase 1 extends from Queen Way to Golden View Drive and will be substantially completed this month, with a ribbon cutting scheduled for July 11. Maxwell highlighted that the Spanish Springs area is projected to see a 43 percent population increase between 2015 and 2035, which makes roadway expansion critical to addressing future congestion and safety concerns. Phase 1 improvements included widening Pyramid Highway from Queen Way to Los Altos Parkway, reconstructing the roadway from Los Altos to Golden View, and adding a 10-foot shared-use path and sidewalk. Other enhancements involved drainage systems to reduce flooding, traffic signal upgrades, LED lighting, sound walls for noise reduction, new curbs, gutters, and medians, and decorative design elements reflecting local wildlife. She emphasized the expected benefits of the project, including improved safety with an estimated reduction of ten crashes per year, reduced carbon emissions from less idling traffic, and better multimodal options for pedestrians and cyclists. Maxwell also noted that while some residents questioned the lack of an additional lane north of Los Altos, limitations related to right-of-way, cost, federal grant requirements, and the future Pyramid Highway Connector project made that expansion unnecessary at this stage. She explained that the larger connector project, which will eventually link Pyramid Highway to US 395, is being led by the RTC, with NDOT supporting design and maintenance. Early design work is underway on future phases, though cost estimates already exceed $500 million. She closed by again thanking the community for their input, which shaped key project features, and stressed that Phase 1 represents a shared commitment to a safer, more efficient, and more connected corridor.

Following the Pyramid Highway presentation, Nanette Maxwell explained that she was asked to briefly share information about a separate project, though it is not one she oversees. She noted that the I-80 East widening project proposes expanding the interstate from Vista Boulevard in Sparks to USA Parkway, adding a third lane in each direction to address congestion and improve safety for the roughly 50,000 vehicles that travel the corridor daily. Planned features include wider shoulders, bridge replacements, interchange improvements, median barriers, upgraded guardrails, and a wrong-way driver detection system. She said a virtual public meeting is currently underway through July 18 at I80EastNV.com, where residents can review materials and provide feedback. The environmental assessment has already been reviewed by NDOT, the Federal Highway Administration, and local agencies, though final approval is still pending. If funding and approval move forward, final design will follow, with construction targeted to begin in 2027. Maxwell emphasized that while she does not manage this project, she can provide contact information for the project manager for anyone seeking more details.

Kelly Wheeler asked about the design of the 10-foot walkway and sound wall, noting that as the path heads south toward Walmart, the wall stops and an open sidewalk appears, which seemed inconsistent. Nanette Maxwell explained that the original design emphasized the multi-use path rather than a sidewalk, and the sidewalk was a late addition at the request of a nearby church. Because it was added after the main design, it was not fully incorporated into the barrier system. She acknowledged that the change may look odd but said it was included to provide easier pedestrian access for those walking to Walmart.   
  
Don Gustafson asked if there were approximate start dates for Phases 2 through 6 of the Pyramid Highway project. Nanette Maxwell responded that the Regional Transportation Commission (RTC) is the lead agency for the overall Pyramid Highway Connector project and would have that information. She explained that while the phases are listed in the regional transportation plan on the RTC website, their timelines depend on funding availability. She added that the phases may not proceed in exact numerical order, as priorities could shift based on funding and project needs.   
  
Joni Hammond asked about funding for Phase 3 of the Pyramid Highway project and the I-80 East project, noting that design work is underway even though construction funding does not appear to be secured. Nanette Maxwell explained that for Phases 3 and 5 of Pyramid, construction funding is not yet available, and current efforts are more feasibility work, including a re-evaluation of NEPA to determine how to divide the nearly half-billion-dollar project into stages. She said RTC is actively working on funding. For the I-80 East project, she noted that a $275 million federal grant has been awarded, but she did not have details on additional funding. She offered to provide the project manager’s contact information for further questions.   
  
Julie Barger asked whether there are any plans to add more traffic lights on Pyramid Way and what criteria are used to determine new signal placement. She was informed that the topic would be addressed in an upcoming presentation by Sam Ahiamadi.   
  
Ravi Young expressed concern about traffic bottlenecks between completed and future phases of the Pyramid Highway project, asking why certain segments are improved while others remain two lanes, which shift congestion rather than resolving it. He questioned whether the in-between sections would also be expanded and how the phases would connect overall. Nanette Maxwell responded that while NDOT managed Phase 1, the overall Pyramid Highway and US 395 Connector project is led by the RTC. She explained that RTC determines which phases move forward and in what order, based on funding and planning decisions, so she could not confirm how or when the connecting segments would be addressed. She offered to forward his questions to RTC and Bonnie Billings noted that RTC would be presenting an update on the broader project at a future meeting in November.   
  
Paul Augustini asked what the Sparks/Pyramid interchange will look like once designed and built, noting he had heard mention of possible flyovers and wanted clarification on how traffic would be routed. Nanette explained that design work is being led by RTC and remains very preliminary, currently pushed to 60% design due to right-of-way pressures from nearby housing development. She said the interchange is expected to be either a “spui” (single point urban interchange) or a tight diamond design, with a bridge and ramps providing access at Highland and Sparks Boulevard. She emphasized that the design is not final and could change and offered to share RTC contacts for more detailed information.   
  
Greg Staffelbach questioned a new roadway feature near the stormwater detention basin on Pyramid Highway. He noted that while a northbound left-hand U-turn lane makes sense, the southbound side includes a right turn “to nowhere” and an entry from an empty lot back onto the highway. He asked why this was constructed, pointing out it appeared costly and potentially dangerous. Aaron Lobato explained that the right turn provides access to Bureau of Land Management (BLM) property for off-road and ATV use, created as part of a partnership with BLM to preserve historic public access points. He acknowledged it leads to a dirt road but said the intent was to maintain public land access. Nanette Maxwell added that because the widened roadway crossed BLM land, maintaining access was requested during design to avoid restricting use of federal lands. Both emphasized the goal was to preserve access that existed before the project, though Greg expressed safety concerns.   
  
Mark Chapelle, who lives off Golden View, asked whether Phase 4 of the project is within NDOT right-of-way or under City of Sparks jurisdiction. He also asked if the Phase 4 work shown near Dandini and Parr Boulevard is part of the same connector project tied to the bridge work on U.S. 395, which will eventually connect to the DISC area. It was clarified that Phase 4 is not within NDOT right-of-way. They confirmed that the Dandini/Parr Boulevard area is part of the overall Pyramid/395 Connector Project, and that the connection work is indeed tied to the DISC access.

Bruce Parks asked why more than 80% of NDOT’s budget is spent in Clark County, leaving less than 20% for the other 16 counties combined. He noted that this seems disproportionate and not aligned with what he believes would be a more balanced allocation of funds across the state. Meg Ragonese, NDOT Public Information Officer, responded that NDOT publishes a full fact book and annual report online, which details how funding is distributed throughout the state. She encouraged the public to review those reports for breakdowns in expenditures. Parks replied that he had already reviewed those reports and still found the allocation unfair, stating that the rest of the state consistently receives less than a quarter of the total funding.   
  
Bob Russell questioned the design of the sidewalk and bike lane combination in Phase 1, asking whether any pedestrian or bicycle traffic counts had been conducted before construction. He also raised a safety concern, pointing out that north of Los Altos a K-rail was placed to protect the bike lane, even though there is a 10–12-foot sound wall with open space between the wall and nearby housing fences. Russell suggested that it would have been safer to drop the bike and pedestrian lanes into that space, rather than keep them adjacent to vehicle traffic. In response, Aaron Lobato said he was not sure if traffic counts had been taken early in the process, since he had not been involved at that stage. However, he noted that while the number of cyclists on that stretch of road may seem low, the bicycle community is very vocal and strongly advocates for inclusion in projects. Nanette Maxwell added that multimodal improvements, including shared-use paths, bike lanes, and sidewalks, were already required under the NEPA environmental review for the Pyramid Highway Connection Project. That process ensured these features were incorporated into Phase 1 regardless of local use levels.   
  
Nick Cloud asked whether Phase 1 of the project was originally intended to include three lanes throughout its entire length, including north of Los Altos. In response, Nanette Maxwell explained that, according to the NEPA environmental impact study, the widening to three lanes was only planned from Greenway to Los Altos Parkway. From Los Altos Parkway north to just south of the Pyramid/Sparks Boulevard/Highland Ranch intersection, the design was limited to two lanes. She noted this decision was based on traffic modeling within the broader project scope, which anticipated that a future connector road would divert some of the traffic. Nanette added that questions about whether that connector will ultimately be built fall under the responsibility of RTC.

Steve asked why the overall project is designed to put more traffic onto U.S. 395, noting that even with improvements it cannot handle current volumes and that most traffic is headed toward USA Parkway. Nanette Maxwell explained that U.S. 395 is already undergoing separate widening projects. Phase 1 construction is underway, Phase 2 is in design and expected to start next year, and both are intended to expand capacity. She emphasized that these improvements are coordinated with the Pyramid Connector project so the system can handle traffic collectively once all phases are complete. She also noted that widening projects for I-80 are about to begin as part of the broader regional traffic strategy. Steve then asked whether the intent of the project was for drivers to go from Pyramid Highway onto the 395 Connector, then down to I-80 and over to USA Parkway and noted that traffic planning has not kept pace with current needs. Meg Ragonese explained that more than a decade ago NDOT conducted the Reno-Sparks Traffic Study, projecting development and traffic needs through 2040. Since then, projects have been prioritized based on those projections and carefully reviewed through the NEPA environmental process with RTC Washoe. She acknowledged that while USA Parkway was not considered in the early 2000s plans, NDOT addresses changes as quickly as possible to keep up with the community’s growth.   
  
Sam Ahiamadi explained the process for determining when and where signals are warranted on freeways and arterials. He emphasized that Nevada, like all states, follows federally mandated guidelines from the Manual on Uniform Traffic Control Devices. When citizens or officials raise concerns about intersections, NDOT conducts traffic studies and considers whether the best solution is a signal, roundabout, stop control, or another method. He cautioned against overbuilding roads, noting that adding excess lanes without sufficient need can lead to higher speeds, more crashes, and unsafe conditions. Funding limitations also require careful balancing between capacity and actual demand. He stressed that NDOT always prioritizes safety over speed or convenience. Sometimes this means requiring longer routes, U-turns, or added delay to ensure drivers and pedestrians are protected. Decisions about new signals consider multiple warrants, including traffic volume, turning movements, crash history, and nearby schools. Even when a signal is justified, NDOT evaluates alternatives like roundabouts, which slow traffic and reduce the severity of crashes. Nevada was the first state to introduce a roundabout, and these have since proven effective in many communities. Ahiamadi also described how development projects must submit traffic impact studies, which NDOT reviews to determine safe access points and spacing. NDOT coordinates with RTC, the City of Reno, and the City of Sparks to plan improvements based on long-term growth models and projected traffic through 2035. Because funding is limited and competitive, projects sometimes take years to secure resources. He closed by reiterating that NDOT’s top priority is safety, followed by efficient movement of people. Community input is taken seriously, and residents are encouraged to report issues with signals or roadways so they can be addressed quickly. Ultimately, he said, NDOT seeks to ensure that people not only reach their destinations but also return home safely, even if it requires small inconveniences.

Kelly asked why NDOT removed the advance warning flashers that signaled when a traffic light was about to change. She said she heard the decision came from a study outside Nevada and emphasized that, as a truck and trailer driver, the flashers were very useful for anticipating stops safely. She added that in her experience, and from what others have told her, the removal was a bad decision. Sam Ahiamadi, the project manager, explained that Nevada had to comply with national standards through a statewide study. Advance warning flashers are only intended for locations where signals are not visible, such as in curves or areas with frequent snow. They were mistakenly left in place when Pyramid Highway was reconstructed but have since been removed. He further explained that safety studies showed drivers were misusing the flashers—speeding up when they started blinking to beat the light—which created many near misses, confirmed by LiDAR cameras. After removing the flashers, NDOT conducted a one-year follow-up study (with a three-year study underway) and found improved driver behavior, no crashes, and greater attentiveness to the signals themselves, making the corridor safer overall.   
  
A citizen asked how Pyramid Way will accommodate a projected 43 percent population increase without limited-access design such as on- and off-ramps, questioning why new intersections like the one near Stoneway apartments were not built with those features. In response, staff explained that all intersection designs, lane additions, and signals are determined through traffic studies, and changes such as adding turn lanes are only made if traffic volumes warrant them. Signal cycles are optimized to keep wait times reasonable while maintaining efficient flow. It was further explained that limited access can only be implemented in certain locations, and many existing access points are grandfathered in by long-standing use, meaning they cannot be removed unless major reconstruction provides alternatives. The response emphasized that planning must balance growth, efficiency, safety, and existing access rights.

Ravi Young commented that unlike freeways and highways in other states where he has lived, Pyramid Highway lacks a secondary access road or collector-distributor system, which he felt should have been planned before housing developments were built. He expressed concern that once housing is in place, it becomes nearly impossible to add such roads later. In response, Sam clarified that Pyramid is classified as a highway, not a freeway, which is why it has signals and not the same type of access roads seen elsewhere. He explained that while some highways in other states do have collector-distributor roads, Pyramid has not yet reached the traffic demand or right-of-way capacity to require them. He added that if the need arises in the future, right-of-way can be acquired and expansions made, though doing so would involve significant costs and potentially eminent domain.

Steve raised three issues for consideration. He emphasized the need for a collector or frontage road system north of La Posada to prevent each new development from having its own direct access to Pyramid Highway. He also asked whether there are long-term plans, such as in the 2060 plan, to connect Cold Springs, Lemmon Valley, Golden Valley, Antelope, and Spanish Springs to I-80. Finally, he pointed out that traffic lights on Oddie Boulevard are poorly sequenced, causing unnecessary stops, and requested a review of the signal timing. In response, Meg Ragonese of NDOT explained that Sparks and RTC Washoe had explored a potential Pyramid Highway–USA Parkway connection. Although it did not advance in the last legislative session, the concept remains under regional discussion. Bonnie Billings recommended checking with RTC for the most up-to-date information and noted they are scheduled to present at the CAB in November.

1. **REPORT ON REQUESTS FOR SERVICE FROM PREVIOUS CAB MEEITNGS**   
   There were no requests for service from the previous CAB meeting.
2. **NEIGHBORHOOD DEVELOPMENT HUB & OTHER ENGAGEMENT OPPORTUNITIES** –

Candy Ramos, representing Washoe County, provided an overview of how residents can use the county website to stay informed and engaged. She explained that by visiting WashoeCounty.gov, selecting Your Government, and then clicking Get Involved, residents can view upcoming Citizen Advisory Board meetings, other board and committee opportunities, and volunteer openings. She highlighted that current listings include programs like the Nevada Cares Campus volunteer pilot and the Medical Reserve Corps, with details on time commitments and how to apply. Ramos also demonstrated the Neighborhood Meeting Hub, where users can find upcoming developer meetings through both a map view and a project list by area. She noted two upcoming events in the South Valleys Library and Incline Village, though none are scheduled for Spanish Springs at present. Finally, she pointed out that residents can sign up for email notifications directly from the homepage, choosing topics such as neighborhood developer meetings, citizen involvement, and board or commission openings. She encouraged attendees to use these tools to stay updated on opportunities to participate and contribute to their community.

1. **CAB MEMBER/ COMMISSIONER ANNOUNCEMENTS/ REQUESTS** -

Bonnie Billings announced that the CAB will hold meetings monthly, except in August and December. She noted there will be no meeting in August, but the September 3 meeting will feature the Spanish Springs Master Plan and a safety presentation on preparing a personal emergency “go-bag.” She added that in November, the CAB will host an update from RTC to address many of the transportation-related questions raised by attendees.   
  
Commissioner Clara Andriola closed by wishing everyone a safe and happy Fourth of July and reminded residents to keep their pets indoors during fireworks, which are illegal in the area. She thanked RTC for their partnership and responsiveness on traffic signal concerns and acknowledged recent CAB leadership changes, congratulating the chair, vice chair, and new board members. Commissioner Andriola encouraged continued community engagement, emphasizing the importance of using the QR code to suggest relevant topics. She highlighted the county’s new transparency initiative, the “Washoe County Checkbook,” and invited residents to attend Budget 101 on July 22 at 5:30 p.m. in the County Chambers, where the budget process will be explained in greater detail. She stressed the value of transparency and public input as the county manages limited resources. She concluded by thanking NDOT for participating, encouraging RTC to prepare for questions at the upcoming November meeting, and again wishing everyone a safe Independence Day.

1. **GENERAL PUBLIC COMMENT –**

There was no public comment.

ADJOURNMENT – The meeting adjourned at 8:08 p.m.