

**REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA**

FRIDAY

9:13 A.M.

September 19, 2014

PRESENT:

**Bonnie Weber, Washoe County Commissioner, Chair
Sharon Zadra, Reno City Council Member, Vice Chair
David Humke, Washoe County Commissioner (arrived 10:05)
Ed Lawson, Sparks City Council Member (Alternate)
Lee G. Gibson, Executive Director
Shawn Pearson, Legal Counsel (Alternate)
Bill Hoffman, Deputy Director of NDOT (Alternate)**

NOT PRESENT:

**Neoma Jardon, Reno City Council Member
Ron Smith, Sparks City Council Member
Dale Ferguson, Legal Counsel
Rudy Malfabon, Director of NDOT**

The regular monthly meeting, held in the Board Room of the Jerry L. Hall Regional Transportation Center, 2050 Villanova Drive, Reno, Nevada, was called to order by Chair Weber. Following the Pledge of Allegiance to the Flag of our country, the Board conducted the following business:

Item 1 APPROVAL OF AGENDA

On motion of Vice Chair Zadra, seconded by Commissioner Lawson, which motion unanimously carried by those present, Chair Weber ordered that the agenda for this meeting be approved.

Item 2.1 PUBLIC INPUT

Chair Weber opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

Mr. Eric Burggraaf, local resident, addressed the Board to formally request that all route stops be announced in order to assist those who are visually impaired. He also submitted written documents for the record which may be obtained from the clerk upon request. (dthompson@rtcwashoe.com)

Mr. Larry Johnson, speaking on behalf of the Palomino Valley General Improvement District, thanked the RTC for their work on the deceleration lane at Ironwood Road and the Pyramid Highway. He said it is much safer now and everyone using that intersection is appreciative.

Mr. Ed Doyle, speaking on behalf of Northern Nevada Rebar (NNR), addressed the Board to express his company's discontent with Granite Construction's determination that NNR was a non-responsible bidder for an RTC project.

E.D. Lee Gibson said that he had spoken with legal counsel on this matter and was advised that this is strictly a 3rd party matter (between NNR and Granite) and; therefore, the Board may not intervene in any way. However, Mr. Doyle is certainly welcome to make his comments for the record.

Mr. Greg Clark submitted written comment for the record thanking the RTC for their work on the Plumb Lane project and said that with the new roadway, residents have done a lot to spruce up their yards and it looks much nicer now.

There being no one else wishing to speak, the Chair closed public input.

Item 2.2 ADVISORY COMMITTEES SUMMARY REPORT

On motion of Vice Chair Zadra, seconded by Commissioner Lawson, which motion unanimously carried by those present, Chair Weber ordered that receipt of the monthly Summary Report for the Technical, Citizens, Bicycle/Pedestrian, and Regional Road Impact Fee Advisory Committees be acknowledged.

Item 3.1 thru 3.2 DIRECTOR REPORTS

Item 3.1 RTC Executive Director Report

E.D. Gibson asked RTC Public Transportation and Operations Director David Jickling to address the Board on Mr. Burggraaf's public comment regarding announced stops.

Mr. Jickling addressed the Board and said that staff had been working with Mr. Burggraaf prior to this meeting and that previously; Mr. Burggraaf had offered to help with setting up the automated announcements on the RTC system. Two routes were automated with his assistance but there have been some unforeseeable issues that have come out of it. He assured the Board that the RTC is 100% ADA compliant and any visually impaired passenger who requests that their stop be announced will in fact have it announced by the driver.

E.D. Gibson asked how long it took to get the recordings done for the two test routes.

Mr. Jickling responded that it took approximately 4 hours per route.

E.D. Gibson said that staff will continue working with Mr. Burggraaf to continue making improvements to the system.

Commissioner Lawson asked what cost is associated with this process.

Mr. Jickling said that it isn't necessarily a matter of cost so much as the time that it takes to put it into place, as well as the complexity of the system. He gave an example of a detoured route

throwing the whole automated recording system off because the stops change when a route is detoured but the recording doesn't change.

Vice Chair Zadra asked if the drivers can be trained to announce all stops in the meantime.

Mr. Jickling said that it is a performance management issue that would be managed by MV Transportation but that he would discuss it with Don Penny, MV's General Manager for our location.

E.D. Gibson then introduced Stephanie Haddock as the new RTC Director of Finance and CFO.

Next, he announced that the RTC had been awarded a \$16 million Transportation Investment Growth and Economic Recovery (TIGER) grant to fund the 4th/Prater corridor improvement project and to purchase additional electric buses for that route.

He mentioned that he hoped to bring back a report in October on the Tesla impacts and potential transportation concepts as well as the RTC vanpool award.

Lastly, he introduced Bessie Wooldridge as the new RTC Financial Analyst and Karen Heddy as the new RTC Procurement and Compliance Administrator.

Item 3.2 RTC Federal Report

Anja Graves, President of CHG and Associates and RTC's federal lobbyist, addressed the Board to give an update on recent events and occurrences in Washington DC, including awarding of the various TIGER grants.

E.D. Gibson said that he believes the Shared Federal Framework (SFF) group's work over the past year played an integral part in the RTC being awarded the TIGER grant received.

Vice Chair Zadra said she agreed completely.

E.D. Gibson then sent thanks to Brigadier General Bob Herbert for his advice and direction in getting this grant awarded to the RTC.

Item 3.3 NDOT Director Report

Sitting in for Rudy Malfabon, Bill Hoffman, NDOT Deputy Director, introduced Sondra Rosenberg as their new Assistant Director of Planning,

Mr. Hoffman said that the USA Parkway project is being accelerated and will be delivered and open by the time the new Tesla plant opens. He added that NDOT will be working with RTC staff on transit alternatives for that area as well.

He then thanked the RTC Board for their assistance and input on the Interstate 11 corridor project and reminded everyone that the project is still many, many years away from completion.

Item 4.1 thru 4.12 CONSENT ITEMS

Minutes

- 4.1 Approve the minutes of the August 15, 2014, meeting (*For Possible Action*)**

Engineering

- 4.2 Acknowledge receipt of the monthly Engineering Activity Report (*For Possible Action*)**
4.3 Approve Amendment 05 of the Fiscal Year 2015 (FY 15) Street & Highway Program of Projects (S&H POP) (*For Possible Action*)

Administration

- 4.4 Approve the Investment Committee report for the quarter ended June 30, 2014 and provide direction as accordingly (*For Possible Action*)**

Public Transportation/Operations

- 4.5 Acknowledge receipt of the monthly Public Transportation/Operations Report (*For Possible Action*)**

Planning

- 4.6 Approve the recommended reappointment of Ernie McNeill and Carol Nicholson to the Bicycle Pedestrian Advisory Committee (BPAC) (*For Possible Action*)**

Procurement and Contracts

- 4.7 Approve a resolution regarding the sale of excess parcels from the Moana Lane Widening Project, affirming that the five parcels are not required for public use and direct staff to sell the excess parcels consistent with the terms set forth in the Resolution; authorize the RTC Chair to execute the resolution on behalf of the Commission (*For Possible Action*)**
4.8 Approve a Professional Services Agreement (PSA) with CFA, Inc. for design and engineering during construction services for the 2015 Corrective Maintenance Project in an amount not to exceed \$196,950; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)
4.9 Authorize the Executive Director to extend the current contract with vRide through January 11, 2015 (*For Possible Action*)
4.10 Approve the selection of Stantec Consulting Services, Inc. for engineering services for final design and construction management of the Bike/Ped Improvements 3 (Evans Avenue) Project; authorize the RTC Executive Director to negotiate and execute a contract (*For Possible Action*)
4.11 Approve the recommendation of the Evaluation Committee of CORE Construction Services of Nevada, Inc. ("CORE") as the highest ranked Proposer in response to RFP RTC14-13, Construction Manager at Risk for Fixed-Route Transit Maintenance and Operations Facility Renovation and Expansion; approve the award to CORE and authorize the Executive Director to finalize and execute the Pre-Construction Services Agreement with CORE (*For Possible Action*)

Interlocal Cooperative Agreements

- 4.12 Approve an Interlocal Cooperative Agreement (ICA) with the Cities of Reno and Sparks, and Washoe County for the continuation of the Regional Road Impact Fee Program; authorize the RTC Chair to execute the agreement (*For Possible Action*)**

On motion of Vice Chair Zadra, seconded by Commissioner Lawson, which motion unanimously carried by those present, Chair Weber ordered that Consent Items 4.1 through 4.12 be approved.

5.1 PUBLIC HEARING – time certain 9:05 a.m.

Discussion and recommendation to approve the resolutions adopting Amendments No. 2 and 3 to the FY 2014-2018 Regional Transportation Improvement Program (RTIP).

1. Staff presentation
2. Public input
3. **Recommendation to approve the resolutions adopting Amendments No. 2 and 3 to the FY 2014-2018 Regional Transportation Improvement Program (RTIP) (For Possible Action)**

Amy Cummings, RTC Planning Director, addressed the Board to explain the specifics addressed by the two amendments presented. She explained that there are two amendments because the first one is to use \$236,000 in funds from the Job Access Reverse Commute (JARC) program which no longer exists and will expire soon. That funding will be dedicated to the intercity service. The other amendment includes the updates to the Program of Projects (POP), a hook truck and a sweeper for shared use and for various other projects.

This item being a public hearing, Chair Weber opened the meeting to public input and called on anyone wishing to speak.

There being no one wishing to speak, public input was closed.

Ms. Cummings asked if she could add the TIGER grant funds as another source of funding for the RTIP. By requesting at this time, it will be included for the record and another amendment will not be necessary.

On motion of Vice Chair Zadra, seconded by Commissioner Lawson, which motion unanimously carried by those present, Chair Weber ordered that the resolutions adopting Amendments No. 2 and 3 to the FY 2014-2018 Regional Transportation Improvement Program (RTIP) be approved and the TIGER grant funds be added as another source of funding as requested.

Item 6 PLANNING

6.1 Acknowledge receipt of report on impacts of Storey County development on Washoe County and provide direction (For Possible Action)

This item was pulled until Commissioner Humke could be in attendance as he had requested the item.

Item 7.1 thru 7.2 PUBLIC TRANSPORTATION AND OPERATIONS

7.1 Acknowledge receipt of the Draft Coordinated Human Services Public Transportation Plan (CTP) and provide direction as needed (For Possible Action)

****Commissioner Humke arrived at 10:05 a.m. - during the presentation on Item 7.1****

David Jickling, Director of Public Transportation and Operations, provided an update on the CTP. He said the purpose of this plan is to come up with ways to provide transportation to those individuals in our community who do not currently have any accessible means of transit.

He mentioned that there are currently two years of 5310 funds totaling \$600,000 in funding for this program but there is a requirement that at least 50% be spent on capital such as computers, vehicles, technology, etc. Another possibility is for the purchase of micro-locaters that could be installed on bus stops to aid in the announcement of stops per the earlier discussion and public comment.

Once obligated, there is no expiration date for the use of the funds so it is not necessary to spend them all at once.

Mr. Jickling then reviewed several of the different transit related options that could be eligible for these funds, requirements that must be met for use of these funds and the project schedule.

E.D. Gibson added that some past recipients of these funds have stated that they may be willing to forego their future funding for the advancement of this program.

There was discussion amongst the Board members on the great work being done by the steering committee, the staff and other members of the community.

Chair Weber then called Grady Tarbutton, Washoe County Sr. Services Director, to the podium for public comment.

Mr. Tarbutton addressed the Board to say that Washoe County Sr. Services endorses the direction the committee is going in and the direction that's been discussed at this meeting.

On motion of Commissioner Humke, seconded by Commissioner Lawson, which motion unanimously carried by those present, Chair Weber ordered that receipt of the report be acknowledged.

7.2 Consider the following recommended changes to eligibility for the Washoe Senior Ride program: 1) Reduce the age requirement to 60 and over; 2) Increase the annual household income to less than \$45,000; 3) Decrease the cost of a \$20.00 booklet to \$10.00; and 4) Open the program to Veterans of any age meeting the household income criteria; approve these recommendations or substantially similar changes to the Washoe Senior Ride Program (*For Possible Action*)

David Jickling addressed the Board and briefly present the recommended changes to eligibility for the Washoe Senior Ride program, as set forth in the briefing materials for this agenda item and offered to answer any questions. There were none.

Chair Weber then read into the record public comment submitted in writing. The comment was submitted by Kathy Malin, Acting Director of the VA, Reno Regional Office, in support of opening up the Washoe Senior Ride program to Veterans of any age.

On motion of Vice Chair Zadra, seconded by Commissioner Humke, which motion unanimously carried by those present, Chair Weber ordered that the recommended changes to eligibility for the Washoe Senior Ride program be approved.

Item 6 *PLANNING (held as specified on page 5)*

6.1 *Acknowledge receipt of report on impacts of Storey County development on Washoe County and provide direction (For Possible Action)*

This item was requested by Commissioner Humke at the August 2014 Board meeting.

Amy Cummings, RTC Director of Planning, addressed the Board to provide data on the potential impacts of development in Storey County, as set forth in the briefing materials for this agenda item.

Commissioner Humke requested that the RTC commissioners meet with Storey County representatives to further discuss potential impacts and needs relating to those impacts.

Commissioner Lawson agrees that reaching out to the representatives in Storey County is important and could be productive.

Commissioner Zadra and Chair Weber were also in agreement.

On motion of Commissioner Humke, seconded by Vice Chair Zadra, which motion unanimously carried by those present, Chair Weber ordered that receipt of the report be acknowledged with the direction given.

Item 8.1 thru 8.4 *ENGINEERING*

8.1 *Approve the proposed FY 2016 Program of Projects (POP); authorize the RTC Chair to execute the Interlocal Cooperative Agreement (ICA) between Washoe County, City of Reno, City of Sparks and the RTC to implement the POP (For Possible Action)*

Jeff Hale, RTC Engineering Director, addressed the Board to present the projects planned for FY 2016 along with some of the limitations, as set forth in the briefing materials for this agenda item.

Mr. Hale then gave a summary of the highlights of the program and the various funding sources, stressing that it is a pretty limited program for FY 2016. In fact, there is no pavement preservation planned for FY 2016 at this time but it will be brought back in FY 2017.

Mr. Hale also mentioned in his presentation that his staff had worked with the City of Reno and together, determined that Golden Valley/Carlisle Road project could wait one more year so the money for that project could instead fully fund the FY 2015 corrective maintenance program.

Chair Weber asked why that project was chosen for postponement and asked if it could be further discussed.

Mr. Hale responded that he may be able to address the Chair's concerns in the corrective maintenance program and that he would look into it further.

He also asked that, similar to Item 5.1, the TIGER grant funds of \$16 million be added into any motion so that an amendment is not needed to add it later.

On motion of Commissioner Humke, seconded by Commissioner Lawson, which motion unanimously carried by those present, Chair Weber ordered the amendment be approved referencing specifically the \$16 million TIGER grant.

8.2 Approve proposed modifications to the Regional Road Impact Fee (RRIF) General Administrative Manual (GAM) and Capital Improvements Plan (CIP) and authorize staff to present the modifications to the Planning Commissions and Elected Boards of each participating local government for their review and adoption (*For Possible Action*)

Julie Masterpool, RTC Senior Engineer, addressed the Board to summarize the information presented at the RRIF Workshop on September 4th.

Ms. Masterpool explained that multiple issues had impacted the RRIF program over the past few years, such as the recession and a significant decline in new development. Therefore, Tischler-Bise was retained to review the program to see what improvements could be made to bring the program more in line with current economic conditions and NRS requirements. She then reviewed the proposed changes, as set forth in the briefing materials for this agenda item.

Ms. Masterpool added that with the adoption of the proposed changes, the ordinances, the Capital Improvement Plan and the General Administrative Manual will need to be updated at each of the local entities. She continued, saying that an informational presentation was planned for the Reno City Council the following week and then she would need to meet with each of the planning commissions at the local jurisdictions, along with the city councils and the county commission for their approvals of the program. She then offered to answer any questions.

Commissioner Humke asked if an informational meeting could be given at the County as well since this is such a complicated program.

Commissioner Lawson requested the same for the Sparks City Council.

Ms. Masterpool said that it would be arranged for both entities.

On motion of Vice Chair Zadra, seconded by Commissioner Lawson, which motion unanimously carried by those present, Chair Weber ordered the proposed modifications to the Regional Road Impact Fee (RRIF) General Administrative Manual (GAM) and Capital Improvements Plan (CIP) be approved and staff be authorized to present the modifications to the Planning Commissions and Elected Boards of each participating local government for their review and adoption.

8.3 Consider and possibly approve the extension of expiration dates for Regional Road Impact Fee Credits; if the proposal to extend expiration dates is approved, authorize any necessary amendments to the Regional Road Impact Fee General Administrative Manual and presentation of these amendments to the Elected Boards of the participating local governments for their review and adoption (*For Possible Action*)

Shawn Pearson, Acting RTC General Counsel, addressed the Board and summarized the recommended plan for extension of the RRIF credits issued, as set forth in the briefing materials for this agenda item.

He explained that a “piggyback” amendment to the GAM would be required and each of the Capital Contribution Front Ending Agreements (CCFEAs) would also need to be amended because they each specify a 20 year expiration deadline.

This process would be a voluntary exchange with no requirement to participate. An open exchange period would be offered to current credit holders where they could exchange their current credits with new credits that include the extended deadline.

Mr. Pearson then reviewed the options before the Board which were as follow: leave the program as-is and let the existing credits expire; offer a limited extension period (the RRIF TAC recommended a 10-year extension); or offer an unlimited expiration by removing the expiration date altogether. He added that every possible measure would be taken to contact all existing credit holders to inform them of the process.

Lastly, Mr. Pearson said that any change to the program will, of course, introduce some uncertainty. He then offered to answer questions.

Commissioner Humke asked if there is a mechanism to change the valuation applied to the credits in the two northern benefit districts that are being combined.

Julie Masterpool, RTC Senior Engineer, responded to say that the credit value would be based on the current fee in the northern benefit district as opposed to the NE or NW benefit district that they originally came from.

Chair Weber asked if there is a possibility of every single credit out there being registered in some way.

Mr. Pearson responded that credits that were issued in 2006 or before were given out in a credit book and there was no central tracking system. There are currently about 250 books that were never returned for entry into the current tracking system and of those, approximately 200 books have less than 100 credits in them.

Chair Weber asked for clarification on the term of the extension to the credits.

Mr. Pearson said that if the Board approves a 10 year extension as recommended, each credit holder that submits for the extension will be credited 10 years from the current expiration date of

their credits. He recommends that any extension be given prior to the expiration of the first credits in 2016.

Commissioner Zadra said the work of the RRIF TAC should be seriously considered and she supports the recommendation of a 10 year extension.

Commissioner Lawson asked if this is a dollar for dollar exchange.

Mr. Pearson explained that the credits are expressed in Vehicle Miles Traveled (VMTs). So if the VMT is worth more today, the credit value should also be worth more today.

Commissioner Lawson said he also supports the recommendation of a 10 year extension.

Mr. Pearson, speaking again as RTC General Counsel, said that he had a recommended motion for the Board which reads:

Approve the amendment to the RRIF GAM to allow current RRIF credit holders to exchange their credits for extension credits which expire 10 years after their current expiration date, and to recommend the amendment to the GAM to the cities of Reno, and Sparks and Washoe County for adoption, and upon adoption by those jurisdictions, to authorize RTC staff to develop and implement a plan for extension and exchange of credits

Commissioner Lawson asked to adopt Mr. Pearson's recommended motion and Vice Chair Zadra seconded the motion which then carried unanimously by those present.

****Commissioner Zadra departed the meeting at 11:10****

8.4 Acknowledge receipt of the SouthEast Connector monthly progress report (*For Possible Action*)

Garth Oksol, RTC Project Manager, addressed the Board to provide an update on the status of the SouthEast Connector.

E.D. Gibson reminded the Board that staff had been having weekly calls with the U.S. Corps of Engineers (Corps) on the status of the pending 404 permit and it has been progressing well.

Mr. Oksol added that staff had also recently visited the Corps offices in Sacramento and they complimented the RTC on their responsiveness to all Corps requests.

Mr. Oksol then presented a video of the project.

Commissioner Humke asked if the Corps has given a date that the RTC can expect a decision on the permit.

Mr. Oksol said they did not give a specific date but they are estimating it will be completed by the end of October.

On motion of Commissioner Humke, seconded by Commissioner Lawson, which motion unanimously carried by those present, Chair Weber ordered that receipt of the report be acknowledged.

Item 9 LEGAL REPORT

Legal Counsel Shawn Pearson said he had no legal matters to report.

Item 10 PUBLIC INPUT

Chair Weber opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

There being no one wishing to speak, the Chair closed public input.

Item 11 MEMBER ITEMS

Chair Weber asked for a follow up agenda item on a letter received by the Board members from a RIDE Intercity passenger.

Chair Weber then thanked Jeff Hale and his department for getting the work done on the Ironwood project. She also thanked David Jickling for the CTP meeting the previous week.

Lastly, Chair Weber requested a future item on the potential effects of the Amazon project on the Hwy 395 commute.

Item 12 ADJOURNMENT

There being no further business to come before the Board, the meeting adjourned at 11:23 a.m.



BONNIE WEBER, Chair
Regional Transportation Commission



**CITY OF SPARKS, NV
COMMUNITY
SERVICES
DEPARTMENT**

To: Mayor and City Council
From: Marilie Smith, Administrative Secretary
Subject: Report of Capital Improvements Advisory Committee Action
Date: December 31, 2014

RE: REVIEW AND POSSIBLE APPROVAL OF THE LAND USE ASSUMPTIONS AND CAPITAL IMPROVEMENTS PLAN FOR THE WASHOE COUNTY REGIONAL ROAD IMPACT FEE (RRIF) PROGRAM. Pursuant to NRS 278B.290, the City is required to periodically review and revise the Capital Improvements Plan included in the service areas.

Assistant Community Services Director/City Engineer John Martini introduced this item and introduced Julie Masterpool, RTC Senior Engineer.

Ms. Masterpool presented a Powerpoint presentation entitled Regional Road Impact Fee Program 5th Edition. Ms. Masterpool began her presentation by explaining what impact fees are and how they are developed. Impact fees are a one-time monetary charge levied by local government against new development to provide public infrastructure that is necessitated by that development. Impact fees allow new development to pay their proportional fair share of the needed capital improvements. There are two Supreme Court cases that set forth the requirements of impact fees. The first is the Nolan case that states that a relationship exist between the development and the need for the infrastructure or "rational nexus". The second is the Dolan case which states that there be a reasonable connection between the amount charged and the benefit the fee payer receives from those fees.

Ms. Masterpool presented the important elements of the Impact Fee Program. They are as follows:

- Reasonable service areas (rational nexus)
- Fees based on cost of facilities necessary to meet growing demand (rough proportionality)
- Cost attributable to new development
- Revenues to be used for capacity-enhancing capital facilities
- Revenues to be spent within a designated timeframe

Components of the Regional Road Impact Fee program were also identified by Ms. Masterpool. The components are; a state statute, NRS 278B, local ordinances, an Impact Fee Cooperative Agreement, (ICA), A Capital Improvements Program, (CIP) and a General Administrative Manual, (GAM).

There have been about \$276 million in capacity improvements through the RRIF Program from 1996 to 2014. About \$85 million of those were RRIF constructed and \$191 million were developer constructed.

Ms. Masterpool presented the major changes to the 5th Edition of the RRIF Program. Currently, one set of calculations with three Benefit Districts is present. Proposed are two service areas with the same methodology but unique calculations. In addition, currently the program includes long-range CIP and general criteria for system improvements. Proposed is a ten-year CIP and specific list of system improvements. And finally, currently there is open-ended, private market credit exchange based on VMT. Proposed is site-specific "waivers" accounted for in dollars.

Ms. Masterpool presented detailed charts depicting the Capital Improvement Plans for both the North and South service area as well as a North and South service area consensus forecast.

And finally, Ms. Masterpool presented the development of fees by land use and the 5th Edition Fee Schedule.

Commissioner Voelz asked when the impact fees are paid. Mr. Martini stated that the fees are paid at the time of building permit. The impact fees are assessed at the time of the building permit submittal.

Commissioner Lean asked Ms. Masterpool to explain the fee schedule differences between multi-family and single family uses; how they are calculated and charged.

Commissioner Fewins asked if the fees paid in the North would be shared with the South benefit area and vice versa. Ms. Masterpool explained that no, fees paid in one specific service area would stay in that area.

Commissioner Voelz asked if there was one area, the North or the South, that would be more beneficial to a developer as far as the fees are concerned that could skew the choice as to where to develop. Ms. Masterpool stated that as far as fees are concerned there is really no one area that is more beneficial to a developer, and as a general rule, most of the fees went down and developers are supportive of the new fee schedule.

The public hearing was opened.

The public hearing was closed.

MOTION: Planning Commissioner Cammarota made a motion to forward a recommendation of approval of the land use assumptions, capital improvement program, and proposed impact fees associated with Regional Road Impact fees, as attached to the staff report, to the City Council.

SECOND: Planning Commissioner Lean.

AYES: Planning Commissioners, Cammarota, Lean, Nowicki, Voelz, and Fewins.

NAYS: None.

ABSTAINERS: None.

ABSENT: Commissioners Sanders and Sperber.

Passed.