



# Elko County Board of Commissioners

## Commissioners

Demar Dahl

Glen Guttry

Charlie Myers

Warren Russell

R. Jeff Williams

## Elko County Manager

Robert K. Stokes

STATE OF NEVADA )  
COUNTY OF ELKO ) ss.

NOVEMBER 10, 2011

The Board of Elko County Commissioners met in a work session on Thursday, November 10, 2011, at 9:00 a.m., in Suite 102 of the Nannini Administrative Building at 540 Court Street, Elko, Nevada.

There were present: County Commissioners      Jeff Williams, Vice-Chair  
Glen Guttry  
Warren Russell  
County Manager      Robert Stokes  
Deputy District Attorney      Kristin McQueary  
Deputy County Clerk      Marilyn Tipton  
Planning/Zoning/NRMAC      Randy Brown  
Assessor      Katrinka Russell  
Road Supervisor      Otis Tipton  
Road Services Adv Com      David Tilger  
Lyle Nutting  
William Graunke  
Vern Dalton  
Mary Winter  
SCA President

[9:13:55 AM](#)

Vice-Chairman Williams called the meeting to order at 9:13 a.m.  
Otis Tipton led the meeting participants in the Pledge of Allegiance.

## **I. COMMENTS BY THE GENERAL PUBLIC:**

No public comments were submitted.

[9:14:52 AM](#)

## **II. BOARD OF COUNTY HIGHWAY COMMISSIONERS:**

Highway Chairman Russell called the Board of Highway Commissioners order at 9:15 a.m.

[9:19:03 AM](#)

## **A. County Road Maintenance Schedules:**

Discussion and consideration of road maintenance issues on County roads including possible recommendations to the County Commission regarding frequency and type of road maintenance services on County roads. Discussion may include recommendations of specific reductions or increases of maintenance service on certain County Roads in order to increase effectiveness of County-wide road maintenance services with limited resources.

Commissioner Russell commented that this was a workshop session and encouraged public participation. He stated they would not be going into detail on each road but would do a broad overview. He stated members of the Road Services Advisory Committee were present. Commissioner Russell acknowledged that Mary Winter, of the Spring Creek Association, was also present.

Commissioner Williams stated they would be looking at some of the subdivisions they have within the County and where the funding was being expended. He stated their findings today would go to the Road Services Advisory Committee for further review and then their recommendations would be sent to the County Commission for action.

Commissioner Russell commented upon the lack of revenues within the County and the increase use of roads throughout the County. He stated their alternatives were to raise revenue, reduce maintenance on roads, or do nothing for the future citizens and leave the future Commissioners to address it. He stated if they do nothing their investment in the asphalt roads and gravel roads would disappear because they did not maintain those roads.

Otis Tipton stated the Road Services Advisory Committee had selected some roads that could have a reduction in maintenance such as roads to historic railroad communities that no longer exist. He stated there would not be a great savings but it would reduce some costs. Otis Tipton stated at South Fork the Park Service could help with the road maintenance. He commented this year they should have spent \$700,000 on the Boyd-Kennedy Road and next year Kittridge Canyon, Coal Mine Canyon roads and the Twin Bridges approach would have cost 3.3 million dollars for that asphalt maintenance. He commented upon the deterioration of currently paved roads within the County and the lack of funding for paving roads that would qualify for asphalt due to the amount of traffic.

Otis Tipton explained that due to the cumbersome water permitting process he had used the available County's funding to participate in the Federal Highway Bridge Project to replace bridges. He stated the Lamoille Bridge had cost \$325,000 but under the Federal Highway Bridge Projects the County did two

bridge replacements and only had to pay 5% of the total costs. Otis Tipton explained if a road failed his crews can repair it but to repair a bridge they have to go through a lengthy water permit process and that was why the road funding was going to bridges and not to new asphalt. He reported 65% of the chip seal on Harrison Pass was paid by Federal Highways.

Commissioner Guttry asked for Otis to give a breakdown of the source of the Road Department's revenues. Otis Tipton explained their funds came from gas tax and their general operating budget was 3 million dollars, exclusive of their mag/lig projects which was \$200,000. They only budgeted \$55,000 for gravel this year for the entire County. Commissioner Russell asked that Otis review the source of gas tax. Otis Tipton commented the State collected the gas tax and allocates it to the counties based upon a gas tax formula. He stated all diesel tax was retained by the State for the State Highway maintenance with a portion of the gas tax being retained by the State also. He stated there were different gas taxes imposed over the past through the Nevada Revised Statutes. Otis Tipton commented the County Commissioners could impose an additional two and one-half cents gas tax through the Regional Transportation Commission. He stated the increase to RTC gas revenues would also benefit the incorporated cities as well as the County. Commissioner Russell inquired what the total benefit would be to the County. Otis Tipton estimated \$400,000 to \$450,000.

Commissioner Williams commented the additional gas tax would not take care of other roads such as the Metropolis Road, etc. Otis Tipton stated the Metropolis was so deteriorated that they would have to rebuild it.

Commissioner Guttry inquired if other counties used General Fund monies. He noted the past County's policy was no general fund monies to the Road Department. Otis Tipton stated in the past if they utilized General Fund monies the City got a percentage so the Commission cut off the funds coming from the General fund and operated solely off of gas tax. Commissioner Guttry inquired if that law was still valid. Otis Tipton replied that was no longer a law to give the City that funding.

Commissioner Guttry commented the County would receive a substantial amount of revenue from Ruby Pipeline for property taxes which would go into the General Fund so there was some funding. Otis Tipton stated that was a Commissioner decision on the budget.

Commissioner Guttry stated he received a lot of telephone calls on road conditions for Boyd-Kennedy, Hog Tommy, etc. Otis Tipton stated Hog Tommy was a graveled road. He stated their number one problem was with South Fork Road because there was too much traffic for a gravel road. He stated in the past they had a 50 million dollar wish list and the Commissioners had reduced the list

to: South Fork, Pleasant Valley and Corral Lane. Otis Tipton stated to pave those roads it would take 9 million dollars.

Commissioner Williams voiced concern that it would cost more funding in the future to reconstruct the roads after deterioration.

Commissioner Guttry inquired if they could mag a gravel road so it would stand up to more traffic. Otis Tipton stated that was designated in the Elko County Code. He stated the Spring Creek Association had put money into graveling their roads for fifteen years before they started their lig and chip seal projects. He stated currently the County was behind in applying their gravel applications. Otis Tipton stated the Spring Creek Association roads were more subject to the light traffic. He stated the County roads had industrial hauls and if they want to go cheaper on the asphalt they have to put weight limits to preserve the asphalt. He stated the County Sheriff's Department did not have scales so they could sufficiently enforce the weight limits.

Commissioner Russell stated if the County changed their policy and utilized general funds but designated a specific amount then the revenue changes it would become an issue. He stated the County Commission could increase the sales tax for additional revenues but the big contributors such as the mines could take delivery in another County with less sales tax.

[9:37:48 AM](#)

Commissioner Guttry stated the County may doing twenty miles out to a ranch and inquired if a portion of the property taxes could be applied to the Road Department. Otis Tipton stated the Commission had all the budgetary powers. Commissioner Russell stated if the tax was applied to the tax bill then all taxpayers would pay for that one road.

[9:39:17 AM](#)

Kristin McQueary arrived at the meeting room.

Commissioner Williams commented the Road Service Advisory Committee had discussed with Otis for a long time to determine which road went just to a ranch and did not service the public. He stated most of the roads had public land on the other side or places the public can recreate so the road was not just for a rancher.

Otis Tipton stated in 1969 the Commissioners dropped a tremendous amount of roads. He stated in 1992 the County dropped all of the South Fork Indian Reservation roads. In 1993, he was directed to drop any maintenance on a road that went only to one ranch with no benefit to the public. He estimated they dropped over 100 miles of roads in 1993.

Robert Stokes clarified that dropping roads was dropping maintenance and was not closing roads.

Commissioner Williams explained the gas tax formula wherein the tax was disbursed by the State to the counties. He stated they may drop maintenance on several roads and reduce their maintenance miles but it may impact their gas tax monies disbursed by the State. He commented the Road Services Advisory Committee had discussed the DMV registration fees that went to the General Fund. He stated the RSAC had recommended that a portion of that tax go back to the Road Department. Commissioner Williams commented the RSAC recommended the Commission increase the gas tax by two and one-half cents per gallon which would generate about \$750,000 of which \$400,000 would go to the County's Road Department. He stated if they did not increase the gas tax they were importing money in from the other counties within the State due to the current gas tax allocation formula. Commissioner Williams stated the RSAC also suggested the Commission increase the sales tax by one-quarter cent to be earmarked for roads only in Elko County which would have brought in three million dollars. Commissioner Williams stated Elko County was still one of the lowest on their sales tax so it may not cause the mines to take delivery in another County. Commissioner Guttry noted for years several of the mines received their equipment in Eureka County to avoid higher sales tax. He believed the mines built the huge facility in Elko County so they would accept the deliveries in Elko County. Commissioner Williams stated RSAC suggested they approach the mines and tell them why they were considering raising the sales tax. He stated the RSAC also suggested the County impose developer impact fees upon the developers of the new subdivisions. He stated the subdivisions cause more traffic upon the County roads and that maintenance cost should be placed back upon the developer. Commissioner Williams stated there was a possibility of getting some of the taxes from the Ruby Pipeline. He stated the roads were deteriorating over time.

Commissioner Russell stated over the past four years when a developer developed property they had to have a road maintenance community association or a legal document in place when the subdivision was built out to a certain degree.

Randy Brown stated normally 50% to 60% build-out would require that the Home Owners Association have an agreement, create an assessment and they maintain their own roads. He stated most developers were amicable to addressing the situation.

[9:51:03 AM](#)

Highway Chairman Russell called a recess at 9:51 a.m.

[10:00:08 AM](#)

Highway Chairman Russell reconvened the meeting at 10:00 a.m.

## **B. General Improvement Districts (GID) for Road Services:**

Discussion and consideration of GID issues for road services in subdivisions or other areas including possible recommendations to the County Commission regarding formation of GID by NRS or formation by the County Commission as well as discussion of a county-wide GID.

Commissioner Russell stated if they had a GID in every area it would not provide sufficient funding to maintain the remaining primary roads within the County. He stated a GID enabled the people within the subdivision to get the quality of roads they desire.

Commissioner Russell reviewed the basic powers given to a GID under NRS 318.116. He stated the GID could be developed to limit the basic service strictly to the roads and enable the district to control the amenities within their district. Commissioner Russell stated this was only a portion of the answer to solve County road problems within a specific subdivision. He noted a GID allowed them to get a loan or bond for improvements;

Kristin McQueary explained General Improvement Districts were governed by NRS 318 and could be created through imposition by the County Commission or by a petition of the people requesting a GID. She stated there needed to be a proposed service plan created pursuant to NRS 308.030 stating why the GID was being created and what the costs were. Kristin McQueary reviewed the options for the people to opt out of the GID. She cautioned if a GID was going to be within seven miles within a boundary of an incorporated City or an unincorporated Town the vote had to be unanimous and the City/Town had to agree. Kristin McQueary stated because the GID involved taxes there had to be a board elected and explained the two ways a board could be elected. She stated the creation of a GID was a time consuming process and within the last fifteen years there had not been a GID come forward. Kristin McQueary stated the County did have the option of creating a county-wide GID. She stated in coming up with a service plan for a GID the petitioners would have to work with the Assessor's Office for the mapping and then determine what level of service they wanted to come up with a cost estimate.

Kristin McQueary cautioned the Local Government Purchasing Act and the prevailing wage restrictions applied to a GID. Commissioner Russell stated they could contract out lower than the prevailing wage limits.

Commissioner Russell inquired if the County imposed a GID could the Commission dissolve it in favor of a locally administered GID. Kristin McQueary stated a change, merger and dissolution were addressed within the NRS. Commissioner Russell commented the community members could determine the levels of road condition if the GID was locally administered. Kristin McQueary

commented the creation and regulation of a GID was under Chapter 318. Commissioner Russell stated if a county-wide GID was established he felt a local citizen's committee could be appointed to administer it.

Commissioner Guttry stated it would be difficult to get a neighborhood to enter into this and felt the County doing it would be the logical way to establish a GID. He inquired if the County would hire a consultant and force it upon the residents. He inquired if the residents would have a vote. Kristin McQueary stated there was a protest process. Commissioner Guttry suggested they look at other established GIDs. Kristin McQueary stated the TV District was a General Improvement District. She noted most of the effort was at the establishment period of a GID. Commissioner Russell stated the demand and concentration of people may force the County Commission to establish a GID or they may establish a pilot program GID.

Commissioner Williams commented the County had insufficient funding to enter subdivisions into the road maintenance plan. He noted there were some areas that have a homeowners association to address their roads. Commissioner Williams stated most of his telephone complaints were about road repairs. Commissioner Guttry stated that was the only calls he received. Commissioner Williams noted the County cannot take care of the existing roads that they have now. He stated they were looking for other revenue sources for the Road Department. He stated subdivisions were not even being considered for maintenance and the people would have to maintain it by themselves or form a GID for their maintenance issues. Commissioner Williams stated the value of the property was lower due to no services being provided.

Commissioner Guttry inquired if they establish a GID did the County collect the funding and it was allocated to the Road Department's budget to be spent in that area. Kristin McQueary stated that would depend upon how the GID was established. Commissioner Guttry inquired if the County would do the maintenance. Kristin McQueary stated if the GID reached an agreement with the County. She stated the Board of the GID would determine how they would provide the services; either entering into an agreement with the County, hiring a private contractor or hiring an employee.

Commissioner Russell assumed a GID would be a geographically defined area and the petitioners would develop a service plan setting a base fee. He then assumed they would seek preliminary estimates from small contractors for grading twice a year, and to perform snow removal. He stated the GID would set a monetary level assessed which would be collected by the County through their property taxes and given back to that GID Board.

Kristin McQueary cautioned there was a State tax cap which may be impacted.

Commissioner Guttry agreed with Commissioner Williams that they need to make the public aware of where the Road Department was and suggested a pilot project.

Otis Tipton stated his subdivision did a Local Improvement District which was for upgrading of roads and the subdivision took out a loan through the County.

Commissioner Williams stated they should inform the public what they could do within their own subdivision and make them aware they would have to pay for the repairs and maintenance. He stated a GID would have a board of directors and they would have to pay the costs, hold public meetings, and preliminary cost estimates would be needed.

Mary Winter, Spring Creek Association President, commented the School District was a player that would have to be consulted. She stated the SCA service was based upon the school bus routes. Otis Tipton stated in the past the School District had not been cooperative but they were scheduled to attend the upcoming RSAC meeting which might improve the coordination.

Otis Tipton inquired if a person lived on a County maintained road do they pay a higher tax rate. Commissioner Russell stated if they live on a County maintained road then their property was valued higher. Otis Tipton inquired of the appraiser takes that into consideration.

Katrinka Russell, County Assessor, stated if the County maintained the road more people would compete to buy the land which drove the property values higher. She stated it was not a rate; it was based upon the property value.

[10:39:42 AM](#)

Highway Chairman Russell called a recess at 10:39 a.m.

[10:48:51 AM](#)

Highway Chairman Russell reconvened the meeting at 10:48 a.m.

Commissioner Guttry stated if the County imposed the GID then they would have to recoup the money for the consultant to put together the service plan.

Kristin McQueary stated the improvements may not be that detailed; they may be just talking about blading twice a year and snow removal on the main thoroughfares in the neighborhood. Commissioner Williams stated the GID may start with the main collection road first and then go on to the other roads depending upon the availability of the funds. Kristin McQueary stated they first have to develop a service plan. She stated if they only have 10 lots in the district then they could scale down the service plan. She noted they would have to take into consideration who owned the rights of way.

Commissioner Russell stated if the County chose five or six subdivisions the County could help with the drafting of a service plan which may be used as a template for other subdivisions.

Commissioner Russell stated they would rate communities for possible GID designation. The categories for rating were as follows: 1) population increase over last 10-20 years; 2) traffic count increase over last 10-20 years; 3) concentration of residences; and 4) have they demonstrated interest in improvement of roads. Commissioner Russell stated Otis had estimated there were over 90 subdivisions within the County but Randy Brown had estimated over 100 subdivisions.

The Board reviewed some prospects for GID establishment through the County Commission using the four categories for rating:

**Osino:**

Commissioner Williams stated there had been a 300% increase in population and the traffic count had also increased. Commissioner Russell noted on the map the other portion of Osino had no residences. He suggested that if they approach this subdivision for the formation of the GID that they exclude the portion with no residences. David Swallow had rode for the Boyds and Glasers and stated that portion of the subdivision did not have any homes. Commissioner Williams stated a high interest had been expressed for improvement of the roads. Commissioner Russell inquired how far it was from the City limits. Randy Brown stated it was 8.2 miles from the City limits.

**Ryndon:**

Commissioner Williams estimated the population had increased by 200% to 300%. Otis Tipton reported the traffic count was 1,371 vehicles per day, averaged. Commissioner Williams stated around Indian Hills the concentration was equal to Osino's concentration. Commissioner Russell stated they could define the boundaries easily. Commissioner Williams stated they had demonstrated interest in improving the roads. Commissioner Russell inquired if it was within the City limits. Randy Brown stated it was approximately 12 miles from the city limits. Commissioner Williams noted there was a paved road at the interchange toward Coal Mine Canyon Road but the portion of concern was along Indian Hills. Commissioner Russell stated the paved portion of Coal Mine Canyon Road was considered one of the primary roads for Elko County and the County would continue to maintain that paved road.

**White Rock:**

Commissioner Williams stated the population increase was equal to Ryndon and Osino. He stated there was a problem because of the small

underpass that limited the size of homes that could be transported to the area. He stated there was a high interest in road maintenance.

[11:11:21 AM](#)

There was a momentary FTR recording interruption at 11:11 a.m.

Commissioner Williams did not believe the underpass constraint to bringing in more homes would eliminate them from consideration as a GID.

David Swallow stated he had an employee that had property between White Rock and NYTC but he did not have access to his property.

Commissioner Williams believed White Rock was less than six miles away from Elko. Commissioner Guttry stated they could possibly get the City's approval so that should not hamper their chance in forming a GID.

[11:12:11 AM](#)

**Lucky Nugget:**

RSAC Member Lyle Nutting stated there were eight phases in Lucky Nugget development. He commented Lucy Nugget 1, 2 and 3 had the majority of the residences.

[11:13:20 AM](#)

Commissioner Myers entered the meeting room.

Committee Member Lyle Nutting stated Lucky Nugget 2 had their own homeowners association and they do their own roads. He commented Lucky Nugget 1 was split into two pieces.

[11:14:28 AM](#)

Commissioner Myers departed from the meeting room.

Committee Member Lyle Nutting stated 50% would oppose the GID in Lucky Nugget 2. He commented that Lucky Nugget 1 had the population increase and commented upon the number of school buses in the area. He stated Lucky Nugget 3 was less populated. Commissioner Russell felt that there was concentration sufficient to define boundary lines for a GID. He inquired if there was an interest in improving the roads. Committee Member Lyle Nutting felt there was an interest. Otis Tipton stated at the causeway there were 677 vehicles per day in 2010.

**Spring Creek:**

Commissioner Russell stated Spring Creek Association was a homeowners association but it was being subsidized by the County for the primary roads utilized by the public for access and business. He stated the population had tripled and the traffic counts had increased. He noted there was a concentration of residents. He stated there was no demonstrated interest in improving the roads. Mary Winter stated 33% of their Spring Creek Assessments went towards road maintenance. She stated there was no interest in switching to a GID because the prevailing wage would make maintenance costs prohibitive. Mary

Winter stated most people like their current system. Otis Tipton stated the GID would gather all the other subdivisions not within the Association to pay. Commissioner Guttry stated the prevailing wage was only for new construction.

**Pleasant Valley:**

Commissioner Russell stated there was a population increase of approximately fifteen percent. Otis Tipton stated the main road traffic count was 841 vehicles per day. Commissioner Williams commented that road also provided access to the Spring Creek Association. He inquired if the County maintained that road. Otis Tipton stated in the 1970's the County Commissioners made two decisions on providing maintenance to subdivisions. One subdivision was Pleasant Valley and the other was Claridge Loop. He stated over the years hundreds of thousands of dollars went into those two subdivisions. He stated since that time the Commissioners have taken a stance not to accept subdivisions for maintenance. Commissioner Russell felt there should be serious consideration for a Pleasant Valley Road as a primary road. He stated if they designated GID boundaries for Pleasant Valley he would not include the main road because that primary road served several subdivisions. Commissioner Williams questioned the maintenance of the side streets within Pleasant Valley. Commissioner Russell stated if the County lowered the maintenance on any road there was a specific process they had to go through but it would impact the property values in the area. He stated there would be a lawsuit if they reduced the maintenance on those roads but in the end the County would probably win. Commissioner Williams agreed with his assessment but suggested the formation of a GID for the property owners so they could pay for that maintenance. Commissioner Russell stated if they do not want a GID would more than 51% oppose the GID. Commissioner Williams believed it would be an embarrassment to them not to favor the GID rather than have the rest of the County pay their way. Commissioner Russell stated traffic count had increased and there was a concentration of residents. He stated they have not demonstrated interest in improving the roads because they were currently maintained by the County.

**Claridge Loop:**

Otis Tipton stated those people buy their own gravel and the County spreads it. He stated most of the land had been purchased and they have grown as much as they can. He stated their homeowners association was on a quasi-water system. He stated the road was only bladed once or twice a year. He stated the people that live there don't drive fast or tore up the road. Commissioner Russell stated the people may have a desire to have a paved road. He stated Claridge Loop rating for a GID was low. Commissioner Williams

stated they were a good candidate for a GID for them to pay a portion to the County for their maintenance. Commissioner Russell commented there was already an existing homeowners association.

**Lamoille:**

Otis Tipton stated this was a big area and the numbers of subdivisions off of County roads were numerous. He stated the Commission had stated they can't make the last man pay for the entire road so there were County roads and subdivisions roads that were substandard. He stated most of those people were not concerned about getting out in the winter.

Commissioner Russell envisioned the boundaries being the community of Lamoille rather than the subdivisions.

Otis Tipton stated Lamoille had not grown but the traffic counts were up because the outside subdivisions were contributing to that traffic count. He stated the 2010 traffic count was 212 vehicles on Mountain View next to the church. Commissioner Russell stated the concentration could be outlined. Otis Tipton stated they would have to obtain water and the rights of way. Commissioner Guttry had not heard anyone talk about the roads. Commissioner Russell had only received two complaints over the last ten years. He stated there were other issues with construction and properties within the northern portion of town. He did not believe there was an interest in a GID.

**Montello:**

Otis Tipton stated this area was remote and these were some of the properties that show up on back taxes. Commissioner Russell suggested the unincorporated town of Montello. Otis Tipton explained that Montello gets a portion of RTC for their streets. Commissioner Russell inquired if Montello's population had increased. Otis Tipton replied there was no population or traffic increase. Commissioner Russell commented there was a concentration of residences so boundaries could be drawn for a GID. He did not believe there was an interest to improve roads if they had to pay for it.

**Midas:**

Commissioner Russell inquired about maintenance. Otis Tipton stated the mine did the all the maintenance. Commissioner Williams stated when the mines leave so did the maintenance. Commissioner Russell did not believe there was a population increase. Otis Tipton stated the traffic increased because of mines. Commissioner Russell stated there was a concentration of residents so they could draw boundaries for a GID. He stated there was an interest to improve roads. He had received complaints about the main road. Commissioner Russell did not believe there would be an interest for a GID.

**Jarbridge:**

Otis Tipton stated there was a part-time person who maintained the road and the Jarbidge Association paid \$500 toward the mag during the summer. Commissioner Russell stated the population had not increased, and there was no increase in traffic except on the holidays. He stated the residences were concentrated so it would be easy to define GID boundaries. Commissioner Russell did there was not an interest for improvement to the roads or a GID.

**Pilot Valley Ranches:**

Otis Tipton stated the County maintained the main road going through Pilot Valley but the lime plant had brought an increase in population and there were more subdivisions. Randy Brown stated there were water issues in the south end of the valley with e-coli and alkali. He estimated there was less than 10% of a population increase over the last 10-20 years. Otis Tipton stated there were 140 vehicles per day in 2004. Commissioner Russell stated these residences were widely disbursed and lacked concentration. He stated there was a continued interest for improvement of the main road which was maintained by the County.

[11:39:33 AM](#)

**Meadow Valley Ranchos:**

Randy Brown gave an overview of the geographical location and the primary accesses. He stated in Meadow Valley #11 there were no amenities so there was no population increase. He stated a lot of the lots had been Treasurer Trustee lots. Otis Tipton stated at the City limits there were 850 vehicles per day. Commissioner Williams noted it was the back access for recreation. Commissioner Guttry noted there were new homes going into a subdivision. Randy Brown stated that would become a homeowners association. He stated they were 23 lots and planned for an additional 16 lots. He stated there was the potential for 100 lots on the other side of the valley all of which would be covered by a homeowner association. Commissioner Russell stated there had not been a significant population increase. Randy Brown stated there would be a traffic increase on Bullion Road because of the secondary access from that homeowners association. Commissioner Russell stated the County's portion of Bullion Road was a primary road because it served several subdivisions.

[11:43:09 AM](#)

**Kittridge Canyon:**

Otis Tipton stated there was a traffic count of 713 vehicles per day in 2001 by the school. Commissioner Russell stated Kittridge Canyon was within seven miles so they would have to interact with the City of Elko. Commissioner Williams inquired where the pavement ended. Otis Tipton stated it was paved to the end of the County's maintenance at the cattle guard. He believed the people behind the cattleguard would want a GID. Randy Brown stated those residents

had expressed a desire to improve the road. He commented upon the development of the upper area over the last five years. Commissioner Russell inquired if it would be practical to look at a GID for each unit or the whole canyon. Randy Brown stated there was one primary access to the area. He stated there was a lot of development on secondary access so he suggested they incorporate three sections within the GID. He cautioned there was a legislative bill for the Tribe for possible development. Randy Brown stated the people have expressed an interest in road development. He stated since 1997 there had been a 100% increase in population.

[11:46:43 AM](#)

**Tuscarora:**

Otis Tipton stated the County blades up to the Post Office but they do not blade the streets. He stated there was no population increase and no traffic increases. Commissioner Russell stated there was a concentration of residences so they could establish GID boundaries. He had not heard of any interest for road improvements.

[11:47:35 AM](#)

**Mountain City:**

Otis Tipton stated they received RTC allocation for their streets. He noted the population was decreasing drastically. Commissioner Russell stated the only traffic count was upon the State Highway. He noted there was a concentration of residences. He had not heard an interest to improve the roads.

[11:48:10 AM](#)

**Jackpot:**

Otis Tipton stated they do maintain their own roads. Commissioner Russell commented they were assessed like Spring Creek. Otis Tipton stated they were assessed and their streets were utilized by the public.

[11:49:06 AM](#)

**Metropolis:**

Commissioner Williams stated there had been some increase in population. Gary Botts stated there were four new residences. Otis Tipton stated he would have a traffic count at the end of the day. Commissioner Russell stated there was dispersed concentration of residences. He knew of one person who was interested in improvement of the road. Commissioner Williams stated the only primary road would not fall into a GID.

[11:50:55 AM](#)

**Last Chance Road:**

Randy Brown stated there as a significant increase in population. He stated there were water issues. Otis Tipton stated there was no traffic count.

He commented the County had designated it a minor road and would not maintain it. Commissioner Guttry stated Silver State Rock maintained that road. He had received calls for maintenance when he sat on the City Council. Otis Tipton stated in the industrial portion they were to create a homeowners association; it was in their deeds. Commissioner Williams stated there issues with ownership of road easements. He stated if a GID was created they would need the road easements. Randy Brown stated the County owns a portion of the road easements. He stated they do not have easements throughout the subdivisions. Randy Brown stated the main road was prescriptive use and it cuts across many lots through the middle of the subdivision.

Commissioner Williams noted Victory Boulevard did not have good road easements and that would have to be calculated into the construction process if they formed a GID. Randy Brown stated NDOT did give the County an easement but they did not have fee-title. Commissioner Russell stated a GID would be able to specify that they would not acquire easements. He stated it may be a difficult GID but it would benefit the people in the subdivisions.

[11:55:03 AM](#)

**River Valley Ranches:**

Randy Brown stated there was a lot of development in the area but most of them were temporary housing situations and camp trailers. Commissioner Russell inquired if there was a homeowners' association designation on the parcel map. Randy Brown stated the subdivision was granted in the 1960 and it may not have legal access. Commissioner Williams stated the homeowners do their own maintenance. Otis Tipton stated the traffic count was 126 vehicles per day. Commissioner Russell stated it was disbursed concentration of residences and he had heard no interest in road improvements.

[11:57:22 AM](#)

**Shanty Town:**

Otis Tipton stated all the roads were privately owned.

[11:57:45 AM](#)

**Elburz:**

Otis Tipton stated the traffic count was 118 vehicles per day. Randy Brown stated there was not a lot of growth increase in the area but there was potential.

[11:58:36 AM](#)

**Wildhorse Estates:**

Otis Tipton stated the residents had their own maintenance association and hold fund raisers to improve their roads.

**Dysart:**

Commissioner Russell stated the population increased but only by twenty. Otis Tipton stated the Jazz Ranch maintained the main road. He stated the

concentration was small for a GID. Commissioner Russell stated the only work the County did on that road was replace a culvert at Mountain View. David Swallow inquired if the County did snow removal. Otis Tipton replied no, the County maintained the County road only. Commissioner Russell inquired if Dysart Road was a County road. Otis Tipton stated it was a dedicated road but not for County maintenance.

[12:00:53 PM](#)

**Western Hills:**

Otis Tipton stated they were large parcels and the residents do their own maintenance. He stated the County's main South Fork road was the collector that goes out to the State Highway. Commissioner Williams stated there was another route. David Swallow stated the FAA maintained that road. Otis Tipton stated the traffic count was 533 vehicles per day. Otis Tipton stated the two main access roads were maintained by the County. Commissioner Russell inquired if the population increased. Randy Brown stated larger parcels were sold but the only development was closer to the road. He estimated a 10% population increase over the last 10-20 years. Commissioner Russell stated there was no concentration of residences but no interest had been expressed to develop the roads.

David Tilger stated he and his friends were looking into an association. Commissioner Williams stated the residents may vote to become GID.

[12:03:07 PM](#)

**Boyd-Kennedy Road:**

Commissioner Russell stated there was an interest expressed in a GID. Otis Tipton stated the new school was constructed and there was a small division. He reported the traffic count of vehicles coming out on the Lamoille Highway was 2,026 vehicles per day. Commissioner Russell believed the road would be considered a primary road but questioned if the subdivision would want a GID. David Swallow stated in the subdivision there were 23 residents with 2 lots still available in the subdivision. He stated the people would have an interest in improving the road but they have a homeowners association. David Swallow stated the one-half mile of gravel road to the subdivision was well traveled. He stated the Spring Creek Association residents utilize the road for recreation and the ranchers from Lamoille who run their cattle out there use the road daily. He felt there was a high interest for them to do something with the County road and possibly light maintenance in subdivision. Commissioner Russell stated the County did not have a budget for more County maintenance. Commissioner Williams inquired if the roads within the subdivision were private. David Swallow stated they were maintained by the homeowners association but felt they would pay more for County maintenance on the main to the subdivision. Commissioner

Russell stated if they did a GID they would include that road within the GID and the subdivision residents could chose whether to improve the main road rather than the subdivision roads. Otis Tipton stated the County applied mag up to the subdivision. David Swallow stated he had eight people go through his fence on the curve.

Commissioner Russell inquired about suggestions for review of other GID creations. He asked the Board members to select 6 of the areas to contact for possible GID designation.

[12:10:38 PM](#)

Commissioner Guttry departed the meeting room at 12:10 p.m.

Commissioner Russell stated Commissioner Guttry had recommended: Osino, Ryndon, White Rock, Lucky Nugget #1, Pleasant Valley and Kittridge Canyon. He asked if anyone had any changes to the recommendation list to be submitted to the County Commission.

Otis Tipton suggested they send an inquiry if the residents were interested in forming a GID and attach it to the next tax notice to those subdivisions. Katrinka Russell stated the next tax evaluation notification went out in December and the tax bills go out in July. Katrinka stated the evaluation was on a postcard. Commissioner Williams suggested they review it through the Road Services Advisory Committee. Commissioner Russell stated the RSAC may have some recommendations but the purpose of the work session was to submit recommendations to the Board of County Commissioners.

Highway Chairman Russell adjourned the Highway Board at 12:14 p.m.

[12:15:09 PM](#)

Vice-Chairman Williams assumed control of the meeting.

[12:15:48 PM](#)

### **III. COMMENTS BY THE GENERAL PUBLIC:**

Gary Botts suggested the Commission either raise the gas tax or get additional monies from the General Fund for the main roads that the County maintains besides going forward with the GID districts. He stated the newer vehicles were more fuel efficient so people were buying less gas; the gas tax revenue was decreasing, and the maintenance costs were going up. Commissioner Williams commented the County was unable to pick up any more roads and they were looking at decreasing County maintenance.

David Swallow was a long time resident of Elko County and spoke upon the decline of the roads. He stated the older roads were no longer maintained and were gone. He stated if they go to Boyd Reservoir that road was deteriorating. Otis Tipton stated that road has never been upon the County system. David Swallow stated it showed on the map as 711 B and it went all the way to Dan Kennedy's place. Otis Tipton stated the County maintenance ended at the

crossroads. David Swallow stated at South Fork an ex-employee formerly bladed the road all the way to Bullion. Otis Tipton stated the County bladed that road once a year. Commissioner Williams stated that was what they were dealing with in trying to get better maintenance on more roads. David Swallow stated the solution was to have political courage to raise the gas tax. He stated the people would not miss that two and one-half cents gas tax. He was an ex-employee of NDOT and stated if they raised their gas tax they would receive more RTC funds.

Commissioner Russell stated he had only voted for one tax since his tenure as Commissioner and that was for the gas tax. Commissioner Williams would like to remand this to the Roads Services Advisory Committee.

Katrinka Russell commented she had been an appraiser for 20 years in the County and the tax rate had not gone up. She commented upon the amount of improvements that come to the County with development and the increasing demand for services. She noted the cost of services had gone up. She stated the new development was not equal to the costs to maintain them. Katrinka Russell suggested they increase the property tax rate by a small portion which would not be a significant increase.

Commissioner Williams stated Mr. Swallow had a good point that the County needed to look at the traditional service that was declining and look for additional revenues.

David Tilger, RSAC Chairman, stated the RSAC recommended the additional two and one-half cents tax. Otis Tipton stated that tax would not keep up with the current fuel increases and would not help with the maintenance issues.

Commissioner Russell explained to David Swallow that the additional gas tax would bring in an additional \$400,000 in funds but that would not address the major road problems.

[12:24:45 PM](#)

#### **IV. ADJOURNMENT:**

There being no further business to come before the Board, the meeting was adjourned at 12:24 p.m.

APPROVED,

R. JEFF WILLIAMS, Vice-Chair

ATTEST:

MARILYN TIPTON, Deputy Clerk