

Spring Creek Roads: Funding, Maintenance & The Full Financial Picture

The Spring Creek Association (SCA) understands there have been questions regarding:

- Road funding
- Fuel taxes
- County allocations
- HOA assessments

This document provides a clear and complete overview of how road funding works in Spring Creek. Spring Creek is one of the largest homeowner associations in the United States and one of the largest unincorporated communities in Nevada.

Community Snapshot

- ~5,400 lots
- ~16,000 residents
- ~24 square miles
- ~150–190 paved road miles
- Over 300 lane miles

Located along Lamoille Highway (SR 227) near Interstate 80 in Elko County, Spring Creek offers rural Nevada living at the base of the Ruby Mountains.

Amenities Supported by Assessments

Property owner assessments support maintenance and operations of:

- Private marina (stocked fishing, canoeing, picnic areas)
- Brent Park
- Sports Complex
- Campground
- Rifle Range
- Horse Palace Equestrian Center
- Golf Course
- Clubhouse

- Open space and playgrounds
- Roads

Spring Creek also includes:

- Three elementary schools, one middle school, and one high school (Elko County School District)
- Expanding healthcare access
- Public safety support from the Elko County Sheriff's Office, Nevada Division of Forestry, Elko County Fire Protection District/Spring Creek Volunteer Fire Department, and a stationed Elko County ambulance
- A growing local business community

A Brief History

Spring Creek was originally grazing land used by Lamoille-area ranchers. In the late 1960s, a Texas developer purchased large portions of the land to create a planned subdivision.

In the 1970s, Spring Creek was developed by C.V. Wood of McCulloch Oil Corporation as a planned retirement and recreational community.

- Resident control transferred in 1981
- Spring Creek High School opened in 1993
- Community events such as the Freedom Festival and Spring Kick-Off Rodeo became traditions

Over time, Spring Creek evolved from ranchland into a large, structured residential association that balances rural independence with community amenities.

Who Maintains the Roads?

Within Spring Creek

- SCA maintains approximately 150–160 miles of paved roads
- This equals roughly 300 lane miles
- Roads are chip-sealed and require ongoing preservation

Elko County

Historically, Spring Creek residents chose a higher level of service than the County could provide at the time. To achieve better snow removal, faster response times, and proactive pavement preservation, residents funded roads through HOA assessments.

Roads remain the largest portion of the SCA budget spending.

SCA Annual Road Spending

SCA spends approximately \$2 million per year maintaining 300 lane miles of roadway.

Year Total Road Spending

2020	\$1,784,000
2021	\$1,721,000
2022	\$2,142,000
2023	\$2,487,000 (<i>extreme winter damage year</i>)
2024	\$2,373,000
2025	\$2,330,000

When fuel, oil, asphalt, and equipment costs increase, maintenance costs increase. Assessments must adjust accordingly to maintain road quality and safety.

County Funding Received by SCA

Historically, SCA has received allocations from the Regional Transportation Commission (RTC) through Elko County.

Fiscal Year RTC Funds to SCA

FY21	\$190,000
FY22	\$190,000
FY23	\$670,018.58 <i>(includes \$480,018.58 emergency winter support)</i>
FY24	\$190,000
FY25	\$0*

***Elko County will reallocate this funding to overall management of main Parkways in Spring Creek**

Important Clarification

- The County operates on a fiscal year.
- SCA operates on a calendar year.
- The FY25 \$190,000 allocation would have been received during SCA’s 2024 calendar year.
- SCA will not receive additional funding in its 2025 calendar-year or in the future budgets. No additional RTC allocations are currently programmed moving forward as both parties work toward a formal agreement.

Revenue Overview

Below is a breakdown of funding received and allocated between SCA and Elko County:

	SCA Road Allocation from Elko County	SCA Road Expense Paid by SCA Property Owners	Elko County Gas Tax Revenue Collected by Elko County	Elko County Diesel Tax Revenue Collected by Elko County	Elko County RTC Revenue Collected by Elko County	Total Elko County Gas/Diesel/RTC Revenue Collected by Elko County
FY 2021	\$190,000.00	\$1,721,000.00	\$2,500,065.11		\$2,847,864.46	\$5,347,929.57
FY 2022	\$190,000.00	\$2,142,000.00	\$2,302,374.41		\$2,593,737.91	\$4,896,112.32
FY 2023	\$670,018.58*	\$2,487,000.00	\$2,500,081.62		\$2,815,157.32	\$5,315,238.94
FY 2024	\$190,000.00	\$2,373,000.00	\$2,502,399.97	\$1,780,849.53	\$2,885,698.06	\$7,168,947.56
FY 2025	\$0.00**	\$2,330,000.00	\$2,493,085.14	\$2,999,251.32	\$2,885,660.97	\$8,377,997.43

*Significant road damage, road unpassable

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How Road Funding Works in Nevada

In Nevada:

- Roads are funded primarily through fuel taxes, not property taxes
- Gasoline and diesel taxes are collected per gallon sold
- Funds are distributed to counties
- The Regional Transportation Commission (RTC) receives a dedicated portion (including a 9¢ RTC tax)
- Diesel RTC revenue was recently added in Elko County (5 cents per gallon)

These funds are legally restricted and are used for road operations and transportation infrastructure.

Recent Parkway Adoption by Elko County

Elko County has recently adopted maintenance responsibility for:

- Spring Valley Parkway (6.17 miles)
- Spring Creek Parkway (6.06 miles)

- Licht Parkway (0.98 miles)
- Springfield Parkway (2.21 miles)
- Palace Parkway (6.17 miles)

This represents a positive step toward using fuel and diesel tax revenue to help serve Elko County residents, including those within Spring Creek.

Elko County can only use public funds to maintain roads that have been formally adopted into the County's Road Maintenance Plan. If a road has not been officially accepted by the Board of County Commissioners as part of the County road system, the County generally does not have the legal authority to maintain it with public funds. This ensures transparency, fairness to taxpayers, and that the County only assumes responsibility for roads it can sustainably maintain over time.

Current Status: Working Toward a Formal MOU

- SCA and Elko County are working toward a formal Memorandum of Understanding (MOU) agreement and are close to finalizing.
- Any operational changes would occur only after responsibilities and funding are clearly defined.
- Final approval would occur in a public meeting before the Elko County Commission.

The goal is clarity, sustainability, and long-term financial responsibility.

Why HOA Assessments Exist

Over the past 50 years, Spring Creek residents chose:

- A higher level of snow removal
- Faster road repairs
- Ongoing pavement preservation
- Local control and responsiveness

At the time of development, the County did not have the funding capacity to provide that level of service.

If Spring Creek were to convert to a town or other public governance structure:

- Total costs would likely increase
- Public labor costs are higher (PERS, prevailing wage, staffing requirements)

- A police department would need to be funded
- No major new revenue source would automatically become available

Remaining an HOA continues to be the most financially practical and efficient structure for maintaining roads and amenities at the level residents expect at this time.