

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

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A regular meeting of the Carson City Regional Transportation Commission was scheduled for 5:30 p.m., on Wednesday, August 13, 2008 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chair Shelly Aldean,
Vice Chair Russell Carpenter
Charles DesJardins
Larry Hastings
Richard Staub

STAFF: Andrew Burnham, Public Works Director,
Patrick Pittenger, Transportation Manager
Joel Benton, Senior Deputy District Attorney
Keith Pearson, Transportation Planning Technician
Darlene Rubin, Recording Secretary

NOTE: Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Request for Action Report and/or supporting documentation. Staff members making the presentation are listed after the item's heading. Any other individuals who spoke are listed immediately following the staff listing. A recording of these proceedings is on file in the Clerk-Recorder's Office. It is available for review and inspection during regular business hours.

A. ROLL CALL AND DETERMINATION OF A QUORUM: Chair Aldean called the meeting to order at 6:10 p.m. Roll was called. A quorum was present. (1-6:12:00)

B. APPROVAL OF MINUTES None

C. MODIFICATION OF AGENDA: Mr. Pittenger requested that item F-4 be pulled from the Consent Agenda and taken first before item G-12. (1-6:13:48)

D. PUBLIC COMMENT: None (1-6:14:14)

E. DISCLOSURES: None (1-6:14:34)

F. CONSENT AGENDA: (1-6:15:00)

F-1 ACTION TO APPROVE AND AUTHORIZE THE CHAIR TO SIGN AN AGREEMENT BETWEEN DONALD W. WINNE AND DORIS L. WINNE, HIS WIFE, AS COMMUNITY PROPERTY AND CARSON CITY WHEREBY DONALD W. WINNE AND DORIS L. WINNE, HIS WIFE, AS COMMUNITY PROPERTY AGREES TO: (1) SELL AND CONVEY A PORTION OF CERTAIN REAL PROPERTY DESCRIBED AS ASSESSOR'S PARCEL

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NUMBER 002-153-06.

F-2 APPROVAL OF STAFF RECOMMENDATION TO PATCH SALIMAN ROAD FROM FAIRVIEW DRIVE TO COLORADO STREET. (6:15:03) Vice Chair Carpenter stated he understood not wanting to reconstruct Saliman Road south of Fairview Drive to Colorado Street at a cost of \$600,000, especially with new construction going in at some point. However, he asked if the new construction would include improvements--gutter, sidewalks, etc.--so that the street can become a "real" street? Staff explained that the developer would participate in the permit requirements to expand that street. **Commissioner Staub motioned to approve staff's recommendation to patch Saliman Road from Fairview Drive to Colorado Street. Seconded by Commissioner DesJardins. The motion carried unanimously. (1-6:17:17)**

F-3 ACTION TO APPROVE THE 100% PLANS AND RIGHT-OF-WAY SETTING FOR THE NORTH STEWART STREET EXTENSION PROJECT.

F-4 ACTION TO APPROVE AND AUTHORIZE THE CHAIR TO SIGN AN AGREEMENT BETWEEN WILLIAM SCHNEIDER AND WALTRAUD SCHNEIDER AS "TRUSTEES OF THE WILLIAM AND WALTRAUD SCHNEIDER TRUST" AND CARSON CITY WHEREBY WILLIAM SCHNEIDER AND WALTRAUD SCHNEIDER AS "TRUSTEES OF THE WILLIAM AND WILTRAUD SCHNEIDER TRUST" AGREE(S) TO CONVEY A PORTION OF CERTAIN REAL PROPERTY DESCRIBED AS ASSESSOR'S PARCEL NUMBER 009-161-16; IN EXCHANGE FOR A PORTION OF THAT CERTAIN REAL PROPERTY DESCRIBED AS APN 009-161-01 WHICH IS OWNED BY CARSON CITY AND SEVEN THOUSAND, SIX HUNDRED FIFTY DOLLARS (\$7,650.00); AND TO APPROVE THE SIGN AND ELECTRICAL EASEMENT FOR APN 009-161-01. (6:17:39) A presentation was made by Kim Belt, Capital Program Manager, Department of Public Works, in which she inadvertently referred to the project in question as "North Stewart Street.". Chair Aldean noted that the documents presented to the board referred to the Clear View Project. **Commissioner Staub made a motion to approve and authorize the Chair to sign an agreement between William and Waltraud Schneider as "Trustees William and Waltraud Schneider Trust" agrees to convey a portion of certain real property described as Assessor's Parcel Number 009-161-16, in exchange for a portion of that certain real property described as APN 009-161-01 which is owned by Carson City, and Seven Thousand Fifty Dollars (\$7,650.00); and to approve the sign and electrical easements for APN-009-161-01. Seconded by Commissioner Hastings. The motion carried unanimously.(1-6:19:53)**

F-5 REVIEW OF PRELIMINARY PROPERTY AND LEASE AGREEMENTS WITH CARSON CITY SCHOOL DISTRICT, FORMERLY KNOWN AS ORMSBY COUNTY SCHOOL DISTRICT (AS TO PARCEL 1) AND CARSON SCHOOL DISTRICT NO. 1 (AS TO PARCEL 2).

F-6 QUARTERLY REPORT FOR THE PERIOD OF APRIL 1, 2008 THROUGH JUNE 31, 2008 FOR EACH PUBLIC WORK AWARDED PURSUANT TO NRS 338.1444 (1) (a) Chair

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Aldean explained that anyone in the audience could pull an item from the Consent Agenda for discussion. There were none, other than Item F-4 previously requested by Mr. Pittenger to be taken out of order. However, Vice Chair Carpenter asked that a question he had on Item F-2 be answered by staff. **With no other requests a motion was made by Commissioner Staub to approve the Consent Agenda as amended consisting of F-1, F-3, F-5, and F-6. Seconded Commissioner DesJardins. Motion carried unanimously.** (1-6:15:42)

(END OF CONSENT AGENDA)

G. PUBLIC MEETINGS ITEMS

G-1 ACTION TO RECOMMEND THAT THE BOARD OF SUPERVISORS APPROVE A RESOLUTION DECLARING THE PUBLIC INTEREST AND NECESSITY IN THE AUTHORIZATION OF A LAWSUIT TO EXERCISE THE POWER OF EMINENT DOMAIN FOR RIGHT-OF-WAY OF APPROXIMATELY 194 SQUARE FEET OF LAND FOR APN 001-113-05 AND FOR A PUBLIC UTILITY EASEMENT OF APPROXIMATELY 113 SQUARE FEET FOR APN 002-113-05 OWNED BY THOMAS A GAST AND MARY GAST, FOR THE EXTENSION OF NORTH STEWART STREET AND TO AUTHORIZE A STIPULATION TO ENTRY ON TO THE LAND, AND TO AUTHORIZE ALL OTHER ACTIONS NECESSARY TO ACCOMPLISH THE TAKING. (6:20:11) Kim Belt, Capital Program Manager, Public Works Department (PWD), briefly described the process to negotiate with the property owner to date, namely, to hire a consultant to meet with the individuals, Johnson Perkins to make a value determination of the Gast property and the Reyes property of approximately \$6,500 to \$7,500. The owners requested a full appraisal. An offer was made to both parties. Reyes has been responsive and Ms. Belt is in negotiation, but Gast had not responded until Monday, August 11, 2008. PWD was now working with them and wanted to move forward in case negotiations fail. Chair Aldean hoped it would not be necessary to move forward with condemnation. **Commissioner Carpenter moved to recommend the Board of Supervisors approve a Resolution Number _____ declaring the public interest and necessity in the authorization of a lawsuit to exercise the power of eminent domain for right-of-way of approximately 194 square feet of land for APN-001-113-05, and for a public utility easement of 113 square feet for APN-002-113-05 owned by Thomas A. Gast and Mary Gast, for the extension of North Stewart Street, and to authorize a stipulation to the entry onto the land and to authorize all other actions necessary to complete the taking. The fiscal impact not to exceed \$12,500. Seconded by Commissioner DesJardins. The motion carried unanimously.** (1-6:23:40)

G-2 FUNDING OF TRANSIT SERVICE BETWEEN SOUTH LAKE TAHOE, CA/STATELINE, NV AND CARSON CITY WITH CARSON URBANIZED AREA FEDERAL FUNDS. (1-6:23:52) Patrick Pittenger, Transportation Manager, Public Works Department, gave an introduction on this item, the impetus for which came from the South Shore where a benefactor donated \$1 million for the operation of a transit system, as a result the "Kingsbury Express" was instituted. The service operates in Douglas County between Stateline and Douglas County over Kingsbury Grade and has been running for sometime and doing well. There had been ideas in the past about running a transit service

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between Carson City and Stateline, and with the windfall to fund such services, the proposal was made from the South Shore to BlueGO to provide a service similar to Kingsbury Express between Carson City and South Shore. The initial proposal was to run the service 365 days for 18 hours daily--two buses to run simultaneously for nine hours each--every hour between the two communities in both directions. The total cost would be offset by fare box revenues with the remainder to be funded by federal funds and by the local fund generated by the aforementioned donation. Carson City could use some of the federal funds available to the urbanized area and passed on to Carson City to help fund the federal portion of this service. John Andol, of Bluego, was pursuing non-urbanized federal funds through DOT.

The maximum of \$145,000 in federal funds was available now depending on the flexibility of service provided, and if the money actually paid to a contractor was flexible. For example, in Carson City the contract with MB Transportation did not provide for vehicle maintenance or fuel. There were different ways to structure those contracts. "What is being asked of RTC today is action on how much federal funding that is available to Carson City would the RTC be willing to commit to such a service for a two-year period?" Once a dollar amount is determined, Mr. Pittenger would work with Mr. Andol and TRPA staff on an interlocal agreement; that agreement would have to come back to the RTC before execution. Fiscal impact would be up to \$145,000 a year. Mr. Pittenger provided a brief review of how much money was available now and forthcoming and what the possible demands for some of those funds may be. This fiscal year, \$775,000 in federal 5307 funds was expected but would not need to be used; \$600,000 remained from last fiscal year now being drawn down. The money was available for the current fiscal year and for three years thereafter. There was approximately \$1.3 million in the bank with FTA, a portion (\$200,000 approximately) of which was Douglas County's share, per a policy that CAMPO agreed to, leaving about \$1.1 million for Carson City's share, plus, on October 1, 2008, there would be another \$800,000 in federal funds available to the RTC. Mr. Pittenger said they continued to draw down those funds for the operation of the JAC system and to fund what Carson City agreed to pay to the Washoe RTC for the operation of the intercity bus service. There was an annual surplus.

Another consideration was the possibility of other uses for those funds; his personal desire and what was most often requested was the expansion of the transit system in Carson City. Currently there was not a local funding match in the transit funds to provide that. If local funds were to become available there would be federal funds to match. Further a survey had been done in Lyon County that had been favorable for a commuter transit service between Dayton and Carson City. Also in the future it would be necessary to look at larger buses and a dedicated bus maintenance facility.

Chair Aldean asked if a contribution of \$100,000 was sufficient to move forward. Mr. Pittenger said that sum would allow for the local money to be tapped with that \$100,000 to provide service. If BlueGO and TRPA were unsuccessful in securing any other federal funds that could mean we would not be able to implement 365 days/18 hour a day service. But, it would allow for a significant amount of that service to be put into place. Moreover, in addition to Mr., Andol's funds search, Mr. Pittenger would be seeking additional sources not used previously, such as, "Job Axis Reverse Commute" with approximately \$40,000 a year available. Chair Aldean noted that it would be incumbent on the other jurisdictions (Lyon and Story

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Counties) to provide the local match, to which Mr. Pittenger agreed. Chair Aldean summarized the funding request to be for \$100,000 for two years subject to an annual review. Further, such action and agreement would not hamper RTC's effort to negotiate with the other jurisdictions to extend service into their areas.

Mr. Pittenger, responding to Commissioner DesJardins question about how to spend the money, stated that a five-year transit system development plan would be needed and would include such items as a maintenance facility, transfer point, and buying larger buses.

John Andol, BlueGO Transit Administrator and Transit Planner for Tahoe Metropolitan Planning Organization, explained how the plan worked and that "massive restructuring" would restructure all bus routes in Douglas County. Chair Aldean noted that it appeared the TMPO was contributing less than the other partners. Mr. Pittenger clarified that if one considered only the route over Spooner, there would be federal funds from the Carson Urbanized Area and the local match for that would come from the funds from Ray Sidney (the benefactor), and Douglas County. Mr. Sidney's commitment was for three years at \$64,000 while RTC's contribution was \$140,000 for two years. Chair Aldean related her conversation with Nancy McDermott who stated that the Kingsbury Express had become a very popular service. Mr. Andol projected a ridership of approximately 20-25 passengers per trip, consisting of shoppers, government employees, casino employees and so on. It was noted that would cover some critical areas that the current JAC schedule had not addressed--early and late in the day/evening and on Sundays. Chair Aldean asked Mr. Andol about the sharing of monthly reports on BlueGO's program operations and requested to be included in receiving those reports. Chair Aldean also asked Mr. Andol to give a brief description of the arrangements for riders to return home in an emergency situation when BlueGO was not operational. He explained that if someone on the South Shore needed to get home to Gardnerville, for instance, on approval from their human resources manager they would contact BlueGO's contractor who would then arrange for transportation from their jobsite to the individual's home. It would be limited to so many rides per year. No one has used it so far. The guaranteed ride home would cost \$10, though may increase to \$15 in the future based on the restructuring.

Commissioner Des Jardins noted that over the past ten years, AMTRAK buses had provided service off and on from Carson City to Stateline and onto Sacramento and asked, if they were still operating, did they have any connection to what BlueGO was doing? Mr. Andol responded that the Capital Corridor Joint Powers Authority administered AMTRAK's California's throughway bus contract between Sacramento and the AMTRAK station which terminated in Stateline, NV. There was an arrangement with CCJPA whereby if people were coming off the AMTRAK route they could connect with BlueGO. Furthermore, a meeting with Greyhound Bus Lines was scheduled and a partnership arrangement would be discussed to bring their service back to South Lake Tahoe with an extension to Carson City and to Reno. Chair Aldean noted that transportation to the airport was missing, and Mr. Andol said that would also be pursued.

Chair Aldean asked for comments from the audience. Karen Lantz-Feith, of Carson City, a Stateline casino employee, reported that she has numerous friends who use BlueGO transportation over Kingsbury and many other friends in Carson City and in Dayton who would "give anything to be able to have that same service,

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especially in the wintertime.” Another resident, Craig Mebus, Planning and Design, and also on the RTC Bicycle Pedestrian Advisory Committee, asked about bike racks on the buses. Mr. Andol responded there were currently two racks and he was looking to increase to three racks.

Chair Aldean commented that one of the objectives of encouraging people to use transit was to help the TRPA and its partners achieve their environmental goals, one of which was to restore the clarity of Lake Tahoe. It had been determined that the loss of clarity was due to fine sediment making its way into the water and one of the primary sources was from roadways, thus TRPA considered it very important to encourage the use of public transit as well as the elimination of the use of private automobiles in order to reduce the sediment. In addition, Ms Aldean noted under the Executive Summary of the 2030 RTP it stated that “beyond what is required of the RTP, a successful plan would identify opportunities for the coordinated implementation of transportation improvements across multiple jurisdictions and agencies.” **Commissioner Staub made a motion to direct staff to negotiate an agreement with BlueGO officials to provide transit service with the amount of the Carson Urban Area federal funding to be used limited to an amount not to exceed \$145,000 per year for a two year period with a one year review. Seconded by Charles DesJardins. The motion carried unanimously. (1-6:54:32)**

G-3 CONTRIBUTION OF \$5,000 PER YEAR FOR TH NEXT TWO FISCAL YEARS, JULY 1, 2008 TO JUNE 30,2010, TO THE TAHOE TRANSPORTATION DISTRICT (TTD) FOR THE TTD STAFFING PLAN. Patrick Pittenger noted that one of the ways in which Lake Tahoe was special was that it had a “knack of getting congressional actions that benefitted it substantially financially. The fact there was a Tahoe MPO was unique because it did not meet the requirements to be an MPO. However, through congressional action there was an MPO and therefore had access to those same PL funds used here. Additionally, in a corrections bill, a certain senator inserted a clause that the Tahoe Basin would now receive one-half of one percent of the federal lands highway funding annually, which is equal to an additional \$4.5 million beginning in the current fiscal year, for transportation projects at Lake Tahoe.” Mr. Pittenger discussed further other additional funding available which may substantially alter the dynamics of what had been discussed earlier in Item G-2.

Mr. Pittenger then spoke about a request made by Steve Deshare several months ago for \$10,000 per year to help fund a separate organizational structure for the TTD. Currently TRPA agency staff provided all the funding for the TTD and this was a move to become an entity with its own staff. There would be two dedicated staff persons--a Tahoe Transportation District Manager and a Project Manager, then two staff members would be shared; one of whom would be John Andol shared between TRPA and TTD, and the other an executive assistant. Mr. Pittenger provided an attachment of how the staffing would be funded. The TTD had reduced their request from \$10,000 to \$5,000 per year. He pointed out that the majority of the staff funding was not from local agencies rather from the Fair Lands Highway money they secured, however that money was restricted to certain uses. Chair Aldean asked about the original proposal in which the number of staff members had now increased. Mr. Pittenger said the TTD members formed a subcommittee and the TRPA staff went through a process of determining what exactly they wanted. The new staff would be TRPA employees but the manager would report to TTD board. Chair Aldean asked

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about the contribution from other agencies? Mr. Pittenger replied it was still being worked through by the other counties and they were trying to determine if they could get one or two year commitments. Grant applications had been made to provide an alternative funding source to complement what they received from the agencies. John Andol reported commitments had been received from Washoe County and Placer County for contributions to TTD, A presentation would be forthcoming to the City of South Lake Tahoe.

As to private sector contributions, they were talking to the South Shore Chamber of Commerce, North Lake Tahoe Resort Association may also be making a contribution. Chair Aldean noted that there had been a request that all jurisdictions in Tahoe Basin contribute to an Urban Land Institute Study which examined land use restrictions in the Tahoe Basin. There was an emerging concern about the accusation that TRPA was resorting to inverse condemnation. Out of that study came the IPE System--Individual Parcel Evaluation System--which preserved value in these environmentally sensitive lots. It was very productive; Carson City did make a contribution, and as the city's representative on the TRPA governing board, Ms. Aldean said "we have a seat at the table, and the value of our vote is not diminished by our lack of investment." While it was true that there were only three private property owners within our jurisdiction in Lake Tahoe, nevertheless there was a moral obligation to help assist the jurisdictions within the basin to protect Lake Tahoe as a valuable natural resource.

The fact the original contribution had been cut in half, Ms. Aldean believed, was good reason it should be seriously considered. She also reminded Mr. Pittenger that on the last board action form the amount had not been budgeted and on this board action form no funding source was noted. Mr. Pittenger responded the funding source would be Carson City RTC. Ms. Aldean said it would be out of another line item in the budget. Commissioner Carpenter asked if the \$5,000 could be deducted from the bus contribution; and, although he was personally compassionate about the needs of Lake Tahoe, it was necessary to be prudent how money would be spent. Mr. Pittenger said "No," bus funds could not be used for a variety of reasons. Chair Aldean suggested to Mr. Andol that in view of his seeking funds elsewhere, perhaps the board would be more comfortable with a donation of only \$2,500 per year for two years. If Mr. Andol was unsuccessful in finding money elsewhere, he could always come back to make a supplemental request. Mr. Andol agreed. Commissioner Hastings believed the \$5,000 was a good investment, and would not stop any other project. **Commissioner Staub moved to contribute up to \$5,000 per year for up to two fiscal years--July 1, 2008 to June 30, 2010--to the TTD for the TTD Staffing Plan with the funding source as the RTC operating budget. Seconded by Commissioner Hastings. A vote was taken with four (4) in favor and one (1), Mr. Carpenter, opposed. (1-7:09:2)**

G-4 ACTION TO APPROVE THE CONCEPTUAL LANDSCAPE DESIGN FOR FAIRVIEW DRIVE. Vern Krahn, Park Planner, made a presentation regarding the Carson City Freeway, from Highway 50 to Fairview Drive, which he stated allowed an opportunity for enhancement with a variety of landscaping. Mr. Krahn said the landscape was important because that would be a very strong corridor bringing people into the downtown area and along the redevelopment area in South Carson City. The corridor would have continuity, a landscape theme that would go from the Fairview interchange all the way to 395. It would include landscape and hardscape elements and other elements including light fixtures, colors, benches, and so on. As the city developed down that corridor it provided an opportunity to integrate

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and set a tone for the whole corridor. Chair Aldean asked if all the right-of-way to accomplish the landscape areas had been acquired through the construction process, which Mr. Krahn said had been done. Craig Mebust, landscape architect with Jeff Codiga Planning and Design, presented an overview of the types of plants, materials, stone, grates, and benches to be used in the plan. He explained the plan intended to tie in to some of the significant features of the area, such as brick facades and sidewalks, using plant materials, hardscape and textures to create a unique character. Commissioner DesJardins asked if in the nodes/plant materials, etc., to be selected, would care be taken to ensure right-hand turn visibility. Mr. Mebust said that had been taken into account. Mr. Krahn remarked that maintenance had also been considered with an urban aspect in mind, in other words, minimal maintenance. Commissioner Hastings said he hoped there would not be a trend toward something too “froufy” at the expense of traffic, maintenance, and so on; “not cost-heavy.” Chair Aldean, cognizant of the many expenses in connection with the Fairview improvement, nevertheless believed that since the freeway to Spooner would not be completed until 2014, that corridor would be the way many visitors would enter Carson City and to the extent it could improve that experience it should be given a serious look.. **Commissioner Carpenter made a motion to approve the conceptual landscape design for Fairview Drive as presented. Seconded by Mr. Staub. The motion carried unanimously.** (1-7:29:57)

Due to the number of residents waiting to be heard on Item G-9, the Commission agreed to take that item out of sequence. (1-7:29:59)

G-5 DIRECTION FOR STAFF TO SUBMIT INTENT-TO-APPLY FORMS FOR NDOT’S TRANSPORTATION ENHANCEMENT PROGRAM. (8:23:59) Patrick Pittenger provided a status on the enhancement program. Presently, each municipality/governmental agency that had an opportunity to apply could decide which projects it would like to submit an “Intent-to-Apply” form for. He had a meeting with Parks and Recreation’s Roger Moellendorf, Vern Krahn, Park Planning, Downtown Redevelopment, and Public Works staff, to discuss potential projects. Currently, the Hot Springs Road project was underway; enhancement funds having been awarded years ago but frozen due to the status of the Regional Transportation Plan which was now freed up. The Fifth and Goni Enhancement Project with over \$700,000 in federal money was also frozen and now freed up, and Mr. Brontzman had recently made a break-through on right-of-way so the project can move forward. In the last cycle, bicycle and pedestrian projects were all disqualified because the Regional Transportation Plan was not up to par. The State Railroad Museum did receive funding. Therefore, “this time around we are once again eligible to receive enhancement funds for bicycle and pedestrian projects that were consistent with the Regional Transportation Plan.”

The three projects that had been put together at the staff level for potential submission at the preliminary stage were: **North Roop Street**, from Winnie to Northridge Drive, and also to the east of Roop Street on Northridge Drive as well. There would be an 8-foot pathway on the east side of the roadway on Roop and providing on-street bike lanes as well as sidewalks along Roop just north of Northridge and Northridge just east of Roop. This project had been proposed previously to provide connectivity. Currently the bike lane and sidewalk terminate at an empty lot. **East of interchange on Highway 50** with Carson Freeway provides

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for a 12-foot wide multi-use pathway for bicycle and pedestrian use on the north side, and an 8-foot sidewalk on the south side of the road, and provides for drainage and street lighting. **West of interchange** provides for a 12-foot wide pathway on one side of the road and 8-foot wide on the other side, with street lighting.

Mr. Pittenger asked members to submit any other specific projects they wished to have him apply for by the Friday, August 22, 2008 deadline.

Commissioner Staub felt all three projects were worthy but asked what had happened to the multi-use path project from East 5th Street down Edmunds-now Fairview Drive to South Lompa Lane? He recalled it had been approved at the same time as the Goni Street project because it was in the Eagle Valley Middle School area. The kids now had to take the school bus, some walked down there but with traffic at 50mph it was dangerous. He felt the project needed to be addressed. Mr. Pittenger said there was a linear path that currently went from Roop to Saliman, by Governors Field, then at Fremont Elementary it continued east into a field where it dead-ended. That path was being continued by NDOT as part of the freeway project, so it would continue off-street along the freeway, have a grade separated crossing, and continue to Butti Road. There was another project for which Vern Krahn obtained State Recreation Trail money, and was about to go out to bid, that continued that path from Butti to the round-about and the round-about to the north. With the enhancement money that Harvey Brontzman will spend on Goni and 5th Street will take care of the round-about to the east. In short, Mr. Staub's questioned project had fallen by the wayside, and he asked that it be put back on the list via an Intent-to-Apply form. There was discussion about what was needed to do that, as well as prioritizing the three aforementioned projects.

Chair Aldean asked about the proposed project on Highway 50 east multi-use sidewalk and pathway, from Plaza 50 signal to Saliman Road, she reported receiving a call from a resident who lived in the senior apartments on Long. She complained about the lack of sidewalk continuity because she like to walk west, cross Long Street to shop at some of the retail stores on the south side of Long Street. Ms. Aldean asked if those improvements could be incorporated? Mr. Pittenger said there were many areas of missing sidewalks and they would have to take each separately. He felt they might be able to work it into the Sidewalk Improvement Plan.

Chair Aldean asked for public comments.

Mary Fisher, President of GROW (Gardeners Reclaiming our Wayside). They were working on landscaping the freeways. The Stewardship Agreement had been approved, the request for proposals was going out, and it appeared progress would soon be made. Now that they had some money, she said, it was "easier to dream about what things could be." The Stewardship Agreement would apply the funds they received from the transportation bill and also from the community match funds from NDOT, to landscape both soft and hardscape from Carmen north. She noted that they had not thought about Highway 50 because it was only half completed. Now there was a bridge over Highway 50 and would be completed in the same time frame as they would be landscaping north. She was approached by NDOT and told about the enhancement funds

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and perhaps we should look at them. However, she thought Community Match might be better because those funds were specifically from NDOT under the Aesthetic Master Plan for landscaping and retrofitting previous highways under which phase one fits. But the Community Match funds were on hold because of NDOT's crunch on dollars, and they would not be available for at least two cycles or longer. Therefore, Ms. Fisher asked the Commission to consider asking for \$500,000 of enhancement funds for adding to the Stewardship Agreement as an amendment to go from Highway 50 north, so they could landscape Highway 50 with soft and hardscape. Softscape would provide continuity throughout the program, hardscape to give it some "punch."

Ms. Fisher noted there were two casinos had been built and had done a nice job of landscaping. There was a shopping center that had been retrofitted. That route was where everyone came into town from Dayton and Story County. Carson City would look very good and make visitors want to stay and spend their money. She believed that if Highway 50 was not done in "this round" it would "sit there unadorned" for who knew how many years. NDOT would be hard pressed to get the 3 percent just to do the grading and painting of the walls. It behooved the City to continue the landscaping at this time over Highway 50. Mr. Pittenger said he would complete an Intent-to-Apply form on Mary Fisher's behalf. (8:49:12)

G-6 PROJECT STATUS REPORT. (8::50:05) Andy Burnham reported they were in the midst of a large construction program with Fairview underway and Hot Springs, both of which had project change orders to be discussed. There were additionally two projects out to bid--the Clear View/Carson intersection, and the Carson/Fairview intersection. Both would be awarded for the September board meeting. Additionally, as a result of the right-of-way work done on Stewart Street at this meeting, they were about to go to bid in September, as well as Curry Street would go to bid in September. The bidding climate was good with bids coming in under estimates. Bonds totaling about \$9 million had been sold and that money along with funds carried forward was in the bank. A meeting with NDOT was held last Monday to discuss the current agreement relative to the freeway funding and taking over Carson Street. He felt the discussions were good and believed they would be able to negotiate modifications to our agreement relative to the \$15 million we currently had obligated to pay NDOT as a result of amendments to the agreement for phase two of the project. Mr. Burnham wanted to reduce that cost substantially or eliminate it, which would give them access to more funds. The financial aspect, he felt, looked promising for those and future projects.

Chair Aldean discussed the gateways at the northeast and south ends of town stating there was no activity waiting on NDOT agreement. However, it was "incumbent on us to find locations." In some instances it may be necessary to acquire property or easements. Harvey Brontzman agreed a field trip to determine that should be done and that Vern Krahn should be included, along with himself and Ms. Aldean. (8:57:00)

G-7 ACTION TO INCREASE THE CONTINGENCY AMOUNT FOR HOT SPRINGS ROAD RECONSTRUCTION PROJECT, SAGE STREET TO PINE LANE PROJECT, CONTRACT NO. 0708-133, BY \$90,000 FROM \$94,300 TO NOT TO EXCEED CONTINGENCY AMOUNT OF \$184,300 TO BE FUNDED FROM THE RTC CAPITAL IMPROVEMENT FUND 250-3035-431-2125 AS PROVIDED IN FY 2007/2008. (8:57:13) Harvey Brontzman discussed the project limits set under

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the enhancement agreement. The original limit was the north curb line on Sage Street. When they got into the project they saw they wanted to do it to the south side of the street, then NDOT approached about cleaning up the intersection and grading it out. They had worked with the contractor and NDOT on a participation and now asked the Commission to help increase the contingency amount so the small amount of additional work could be completed.

Chair Aldean confirmed that there would be no decorative concrete, simply curb-to-curb. There would be no decorative enhancements or landscaping. After the reimbursement by NDOT the additional expense would be \$41,000. Mr. Brontzman informed that the project had come in under budget so funds were available. Mr. Pittenger noted there was an existing contingency on the project that had not been exhausted, in fact only about one-quarter of it had been used. **Mr. Carpenter moved to increase the contingency amount for Hot Springs Road reconstruction, Sage Street to Pine Lane Project, Contract No. 0708-133, by \$90,000 from \$94,300 to a not to exceed contingency amount of \$184,300 to be funded from the RTC Capital Improvement Fund 150-3035-431-2125 as provided in FY 2007/2008. Fiscal impact \$90,000 of additional cost to contract with NDOT reimbursing the City \$49,000 for the work completed within its right-of-way. Seconded by Charles DesJardins. A vote was taken and the motion carried unanimously. (9:00:35)**

G-8 ACTION TO INCREASE THE CONTINGENCY AMOUNT FOR FAIRVIEW DRIVE WIDENING PROJECT, CONTRACT NO. 0708-084, BY \$525,000 FROM \$368,950 TO A NOT TO EXCEED CONTINGENCY AMOUNT OF \$893,950 TO BE FUNDED FROM THE RTC CAPITAL IMPROVEMENT FUND AS PROVIDED IN FY 2007/2008. (9:00:40) Andy Burnham reported that the Freeway Project Phase 2-B was being postponed. Currently the plan was to go to bid in 2013 and award a bid in 2014 with construction being completed in about 2016, and it could go beyond that. As a result, the intersection improvements out to bid escalated from \$180,000--for a northbound to eastbound right turn--but that intersection had expanded considerably, to approximately \$700,000 to \$800,000, which was because all the traffic had to be handled for a much longer period of time, rather than just a short two year period. NDOT was providing some funding for that by not requiring us to pay the \$15 million for an additional year off our costs of \$1.1 million, ending up with a cost of about \$8.2 million, and they were funding about \$6.8 million including this particular change order.

Mr. Burnham stated they looked at the piece from the intersection back to Roop Street which they had not originally intended to reconstruct because it was for a short period only, however, now there would be a much longer period of time and the RTC engineers NDOT engineers had done an evaluation that determined the street was likely to fail structurally with the amount of traffic, including truck traffic. They could allow it to fail then come back and reconstruct it, however, the difficulty with that was the traffic control and the cost would increase dramatically compared with what it would cost to do it now under lower traffic conditions. He recommended doing a change order on the Fairview Drive Project for about \$525,000 to reconstruct that portion of the street now.

Chair Aldean noted that with that additional work we would be about \$2.2 million shy and the objective

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was to take that off of what would ordinarily be owed for the second phase of the freeway. Mr. Burnham said it would come off the \$15 million. There would still need to be an agreement to accomplish that but in concept all were on board with that idea. Mr. Brontzman discussed with the contractor today was that they asked what about the construction of Roop Street? Did they want us (the contractor) to close it down, or do it on a marathon weekend? In 72 hours they could get in and get it done. The contractor would be giving us a quote both ways. Ms Aldean asked how many businesses would be impacted? Mr. Brontzman believed there would be some impact to those on Colorado. It was agreed to talk to the businesses along that route to develop a consensus. **Charles DesJardins made a motion to increase the contingency amount for Fairview Drive widening project Contract No, 0708-084 by 525,000 FROM \$368,950 to a not to exceed contingency amount of \$893,950 to be funded from RTC Capital Improvement Fund as provided in FY 2007/2008. Fiscal impact approximately \$525,000 of additional cost to the contractor. Seconded by Commissioner Staub. A vote was taken and the motion carried with no opposition. (9:07:00)**

G-9 PRESENTATION ON TRAFFIC CALMING DEVICES THAT MAY BE CONSIDERED FOR FUTURE USES IN CARSON CITY. (1-7:30:35) Chair Aldean commented that she and others on the Commission had received phone calls from area residents regarding speeders in residential areas. It was a common concern and problem and the intent here was to look at what other jurisdictions were doing to see if a more formal policy should be adopted to handle inquiries about the installation of speed calming devices.

Patrick Pittenger provided an overview of a traffic calming program that was to provide an engineering solution to speed concerns. "The "Three E's" were Engineering, Enforcement, and Education." Currently there was not a traffic calming program in Carson City. Reno and Sparks both had such a program. He noted that Sheriff Furlong recently reported that many of the people identified as the speeders were the ones who lived in the neighborhood and shared fences with the people who had issues with the speeders. Mr. Pittenger advised that what usually happened was that citizens would express a concern, then an engineer would note specific problems, an elected official--in the case of Carson City, the Sheriff--would hold a "High Accident Review" that included state staff. Once the problem was identified, the existing roadway condition was observed, traffic volume, speed, and so on to assess the situation. The next question was what was the enforcement area, what education opportunities were there, and what engineering alternatives were available?

If a solution were found to a particular situation, the concurrence to install something would be set by the RTC and also it would determine how it would impact the property owners, because the existence of traffic calming measures did affect them. A determination had to be made as to who would need to approve the installation of the traffic control device. Many people think of "speed bumps" as the common traffic calming device, however, there were issues such as the noise factor, among many others. Mr. Pittenger went on to describe in detail other devices and their attendant costs, as well as pros and cons on each. He then presented a PowerPoint presentation to illustrate and further detail the various devices.

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Chair Aldean stated that a degree of neighborhood consensus, not just one person objecting or insisting that something be done, would be needed. Next, community involvement in helping to design the plan for any stretch of roadway, then the appropriateness of the measure; whether it be a passive calming measure, a speed trailer--about which Ms. Aldean asked for an update.

Andy Burnham stated one of the speed trailers was non-repairable, the other was being repaired and should be back in order soon. Ms. Aldean noted that the speed trailers helped people set new behaviors.

Commissioner Larry Hastings asked about speed medians in Reno. Harvey Brotzman, RTC Senior Engineer, responded there were a series of medians on Washington Street with reflective glass beads that had been in place for about three or four years, but he did not know if there was monitoring. Mr. Brotzman noted information about the devices and requirements had been included in the packets given to the Commission. Commissioner Staub asked for some examples of cost for the devices, and Mr. Brotzman noted a wide range of costs from about \$8,000 to more than \$30,000. He also asked if any data had been collected on whether petitions had been filed by residents to have those devices removed down the line. There was open discussion on the Collier County (FL) program and various traffic devices such as cameras to catch speeders, and so on.

Chair Aldean opened the meeting for public comment:

Mr. Cliff Peterson represented the Neighborhood Watch Association on Gregg Street, about 45 homes in the area, all agreed there was a speeding problem and were seeking a remedy. Sensors had been installed by the City about two weeks earlier and were left in place for three days. The sensors, small 12-inch square devices, had inherent problems for residential streets not heavily traveled, people tended to "take their half out of the center or anywhere they want to." From personal observation he discovered that less than 50 percent of the cars drove over the sensors. Nevertheless, the sensors did provide information: during the three days in their 25mph residential area there were 280 cars which exceeded 45mph, 11 cars that exceeded 60mph. Mr. Peterson said the residents were asking the City for three more signs in the area, possibly with red flags. He knew speed bumps could not be used because of snow plows, and he had asked for the monitor for the last three years but was always told it "was not working." A request was made for a diversion of some type, so drivers would not use Gregg Street as a short cut from Fairview to Highway 50 East to avoid the intersection at Slot World. He noted it was a lightly traveled road--about 30 to 40 cars per hour--which allowed drivers to "barrel down the road." Thus far, he noted, there had been no accidents, but only because the residents with children or grandchildren would not allow them to play in the front yards.

Mr. Brontzman stated the traffic counters would count a car within three feet. To which Mr. Peterson responded he had just called the manufacturer the day before and was told the car had to be within two inches to be counted. Mr. Brontzman recalled the literature he read said "three feet," but in any event there was some misinformation. Mr. Brontzman said the diversion could not be done. Ms. Aldean confirmed that it was not the volume rather the speed that concerned residents. Mr. Pittenger recalled situations in other jurisdictions where there had been monitoring with cameras for a day or two at either end of the street, using

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the license plates to determine who was “cutting through.” There was discussion on a prior study on that street, however, due to inconsistent monitoring a true picture was not be determined. Mr. Brontzman said he would look into the status of the traffic trailer.

Rit Palmer, a Division Street, Carson City, resident for 25 years, where speeding was a major problem. The residents had gone through the Collier County (FL) traffic study program and the “Three E’s” process. They had worked closely with Sheriff Furlong, but they could only do so much due to lack of manpower. Mr. Palmer said nearly every resident of Carson City knew of the problems on Division Street. As a result, their quality of life had been degraded, property values have decreased, and they “need help.” He was an employee of Public Works and was therefore aware of what could not be done--speed bumps, for example. He believed there were other measures--striping, signage, and so on--but their complaints fell on deaf ears. “There was noting that could be done,” he had been told, but he does not believe it. Mr. Palmer presented the Commission with a petition bearing 99.8% of the neighborhood residents’ signature. Chair Aldean asked him to define his neighborhood, which he stated was “South Division Street from 5th Street to 10th Street and the immediate houses on all the side streets.

Mr. Pittenger commented that a *Letter to the Editor* cited JAC buses that drove down Division Street over that section and specifically requested that anyone contact Patrick Pittenger regarding any difficulties with JAC buses. He informed Mr. Palmer that he was responsible for the administration of the JAC Transit System and that they had installed GPS (Global Positioning System) units on all JAC vehicles as well as cameras, and after that *Letter to the Editor* they actually checked the speed of every bus that drove down Division Street over an eight-day period. The maximum speed recorded anywhere within two minutes of Division Street was 30mph, the vast majority at or below the speed limit. Mr. Palmer stated that at the beginning they had problems with JAC buses, and as a co-worker of Mr. Pittenger had brought it to his attention. The matter was immediately remedied, which he appreciated, along with the other steps that had been taken with the GPS. However, it had not been targeted at the JAC buses; there had been problems with the school buses, and Mr. Palmer’s resident-group had gone to the school superintendent who sat in his driveway and later took care of the problem. Mr. Palmer recognized that “Division Street was a short cut around Carson Street, it was the main link for all the bars on Curry Street, it was rated for 2,400 cars per day, he believed. A traffic study measured 6,500 cars in 72 hours. When the 85 percentile was done the numbers were dropped down and was a misrepresentation. Every morning and every night there was a car going 60-70miles, then there were those that went 50-45, in a 25mph zone.” He reported further that he and others had suffered damage to their vehicles and lost pets, and all have had close calls with accidents. “Something needed to be done.” He noted the program that Mr. Brontzman had brought to their attention had some good ideas for some inexpensive remedies.

Commissioner Carpenter stated he had the “displeasure” of living where there was a valley gutter across the road on Sonoma Street. He had tried to encourage the City to put some up speed signs and to increase enforcement, and he had experienced the same kinds of problems as Mr. Palmer. It has been an “absolute annoyance” and very unsafe. He promised to support whatever could be done for Mr. Palmer and the Division Street residents.

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Patty Chambers, 810 South Division Street, a homeowner for five years. She echoed the sentiments and problems expressed by Mr. Palmer. When the traffic trailer was placed on the street, they watched as car after car hit 64mph. The traffic trailer, she felt, did nothing to control the speeders. She reported that the "Chicanes" located on Keystone and Montello area worked. She would like to see a stop sign in between 10th and 5th at 8th. She had seen three accidents at 8th and Division where people had run the stop sign from 8th to Division and been hit by a car speeding Division. She reiterated the dangers to residents.

Jim Burnside, a Division Street resident, reported that he tried to cross the street and drivers would not slow down. Rhonda Glisson, married to Rit Palmer, noted that she had been the writer of the *Letter to the Editor*, written out of frustration because they had worked with the police and there was only so much they could do. Drivers slow when they see the police car then immediately speed up when out of sight. The commute times--7-8 a.m., school times, 5-6 p.m.--are very heavy and fast-moving. She stated she did not suggest anyone contact Patrick Pittenger, rather only gave his title, because when a JAC bus went by at such a high rate of speed she researched how to find the appropriate party to report the matter.

Commissioner Hastings reported that he drove down Division Street four or five times daily and always went under 25mph, despite his wife's urgings to "hurry up." He wanted it known he was not an offender.

Chair Aldean realized there was a good deal of frustration on that issue and the Commission often received phone calls from all over town; it needed to be addressed. There may be something that could be done immediately, however, for the long term solution there was a need to adopt a more detailed policy. She felt speed trailers were very useful. Sometimes drivers were not aware of their speed but tended to slow down when they saw it posted.

Mr. Brontzman wanted it known that they had counted the roadway and had shared that information with the sheriff, however, northbound traffic--the 85th percentile was 29.85mph; so 85 percent of drivers were traveling at that speed. Southbound--the 85th percentile was 32.2. In both cases, there were drivers traveling 40-50 and 50-60; those were the abnormalities. If one gets stopped, at what point was a ticket warranted? Was it 27mph or 33mph? That was a judgment call for the officer.

Vice Chair Russell Carpenter believed the residents had suffered long enough and the "85th percentile should be thrown out the window and start writing tickets at 26mph, until people understand that either that was not a thoroughfare or they use someplace else to speed." He added that the residents had a problem and it was the Commission's job to solve it, not to continue it.

Commissioner Staub challenged staff to at least try to address a policy so that when confronted with those types of matters there was a process that could be relied upon to deal with it. In the short term, he felt traffic people to confer with the sheriff to see what can be done in those areas to provide some immediate result: a speed bump on a cable, for instance. Ms. Aldean reported that using temporary speed bumps at the Lake had worked well. However, she was not sure anything could reform chronic speeders. Meanwhile, temporary solutions should be considered. Mr. Pittenger said he would bring back some more options at

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next month's meeting for consideration, including cost impacts, and they needed to be sure the remedies would be for city-wide application. Ms. Aldean mentioned that if the sheriff's budget did not allow for the repair of the speed trailer, the RTC could repair it, or buy one of its own.

In summation, Chair Aldean said the Commission was looking at two things: Developing a long range policy and providing some immediate relief in identified problem areas. She assured the residents who had brought their concerns before the Commission that they were not taken lightly, and that the Commission had to work through the process. Something would be on the agenda for the next meeting and they were encouraged to attend the meeting and participate in the discussions. (8:23:52)

G-10 FREE RIDES ON THE JAC FIXED-ROUTE BUS SYSTEM FOR CARSON CITY EMPLOYEES FOR THE MONTH OF SEPTEMBER 2008. (9:07:18) Patrick Pittenger advised that it was a not uncommon practice for the providers of transit service (whether city, state, etc.) to allow the employees of that agency to ride the bus for free to encourage the use of the transit system. No data was available however he did not believe a significant number of city employees rode the JAC system. Therefore for the month of September 2008 city employees could ride the bus for free which usage would be tracked. The employee's city-issued ID badge would be the means of boarding for free. Depending upon how it worked out, there was potential for doing a similar thing for other employees or groups. Ms. Aldean said it was important to increase ridership. Mr. Pittenger said there were opportunities for partnering with the library, the hospital, and so on.

Mr. Pittenger reported he had applied for a \$95,000 to allow seniors to ride for free in the city. He had been notified that while he did not get \$95,000, he got \$40,000 from the Division of Aging Services Independent Living Grant, derived from Tobacco Settlement funds that were not cashed in during the last Legislative Session. It would allow all seniors to ride for free. Last year 26,000 seniors rode the bus and we received over \$10,000. He said they would try to have a partnership with the senior center to have ID cards and he would bring it back before the Commission when the details were worked out. Larry Hastings asked if there were any provisions for handicapped city employees who might be left out in that program? Mr. Pittenger said all the buses were ADA-accessible and would invited to ride. He would also extend the free rides to the Para-Transit Service as well. Commissioner Carpenter suggested a tentative month be set for school employees and others as well. **Richard Staub made a motion to approve free rides on the JAC fixed-route Bus System for Carson City employees for the month of September 2008. It was seconded by Commissioner Hastings. The motion carried unanimously.** (9:13:32)

H. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (Non-Action Items)

H-1 STREET OPERATIONS REPORT (9:13:38)

No questions.

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H-2 SUMMARY OF NDOT DISTRICT II ROUNDTABLE MEETING (9:13:42)

Chair Aldean reported that Dan Doenges, Transportation Planner, had attended the roundtable with her and had done an excellent job of summarizing some of the issues that were discussed. Because of diminishing revenues, NDOT was looking at some creative ways of generating revenue. With respect to the toll lanes, they would be confined to new roadways, as they were not legal on existing roadways in the State of Nevada. There would still be free lanes so that not everyone would have to pay a toll; it would be like riding in a "Diamond Lane" as in California. (9:14:51)

H-3` UPDATE ON RTC LOAN OF \$9,055,000 (9:15:02) Andy Burnham reported that the original bidder, Sun Coast Bank, failed to fund the loan so he moved to the second bidder, Bank of the West, who lowered their bid below the original first bidder and it came in at 4.9 percent instead of 4.96. (9:15:38).

In response to a question regarding the ADA sidewalk, Patrick Pittenger stated that Pier Axelson of Beneficial Design, Inc. was awaiting word on his federal grant so that he could do it on someone else's money. That project was actually a Rob Fellows project. He was doing most of the bike and ped projects in the city currently. He expected it would bid out and build in spring. (9:16:34)

H-4 FUTURE AGENDA ITEMS (9:16:39) Chair Aldean said they had earlier discussed having a running balance on improvement projects so that when there was an amendment "we knew where we were."

I. ADJOURNMENT. A motion was made to adjourn, it was seconded and carried unanimously. Chair Aldean adjourned the meeting at 9:17 p.m. (9:17:14)

The Minutes of the August 13, 2008 Carson City Regional Transportation Commission are so approved this 10th day of September, 2008.

SHELLY ALDEAN, Chair