



# STAFF REPORT

**Report To:** Board of Supervisors

**Meeting Date:** November 1, 2018

**Staff Contact:** Nancy Paulson, City Manager

**Agenda Title:** PUBLIC HEARING: To conduct a public hearing and take public comment on a proposed amendment to the Plan of Expenditure for the V & T Railroad Sales Tax authorizing the City to expend any sales tax accumulated to date and remaining each fiscal year, after sufficient sales tax has been set aside to pay debt service on bonds secured by the tax, on certain street and highway preservation and rehabilitation projects. (Nancy Paulson, npaulson@carson.org)

**Staff Summary:** The current plan approved by the Board of Supervisors on September 1, 2005, to finance a portion of the cost of reconstructing the Virginia & Truckee Railroad from Virginia City to Carson City, Nevada authorizes the City to expend the revenue derived from the sales tax for debt service on the City's V & T Historical Refunding Bonds. The proposed amendment authorizes the City to expend any sales tax accumulated to date and remaining each fiscal year, after sufficient sales tax has been set aside to pay debt service on the bonds, on certain street and highway preservation and rehabilitation projects described in the amendment, pursuant to NRS 377B.100(7).

**Agenda Action:** Other/Presentation

**Time Requested:** 5 minutes

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## **Proposed Motion**

N/A Public Hearing only

## **Board's Strategic Goal**

Sustainable Infrastructure

## **Previous Action**

9/1/2005 - The Board of Supervisors approved a Plan of Expenditure for the proceeds of a one-eighth of one percent (0.125%) sales tax to finance a portion of the cost of reconstructing the Virginia & Truckee Railroad from Virginia City to Carson City, Nevada pursuant to NRS 377B .

## **Background/Issues & Analysis**

The City's V & T Historical Refunding Bonds, Series 2014E, that are secured by the one-eighth of one percent (0.125%) sales tax revenue, mature on December 1, 2025. Over the last several years, sales tax revenues have begun to exceed the annual debt service requirements resulting in an accumulation of fund balance in the V & T Special Infrastructure Fund. Ending fund balance is estimated to be a little more than \$1.3 million at the end of Fiscal Year 2019. The proposed plan amendment will allow the City to use \$754,000 of the accumulated balance for the Roop Street Rehabilitation and East Clearview Drive Preservation Projects.

In addition to the accumulated fund balance in the V & T Special Infrastructure Fund, the annual sales tax revenues are currently exceeding the annual required debt service by approximately \$391,000. The proposed

plan amendment will allow the City to use up to \$350,000 annually for street and highway preservation and rehabilitation projects in accordance with the City's Pavement Management Plan.

**Applicable Statute, Code, Policy, Rule or Regulation**

NRS 377B; CCMC 21.06

**Financial Information**

Is there a fiscal impact?  Yes  No

If yes, account name/number: Fund 253 - V & T Special Infrastructure Fund

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact: Upon approval of the amended plan of expenditure, the street and highway preservation and rehabilitation projects will be added to the FY 2020 Budget and any future budgets as necessary.

**Alternatives**

N/A

**Board Action Taken:**

Motion: \_\_\_\_\_

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_

Aye/Nay

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)

**~~VIRGINIA & TRUCKEE RAILWAY RECONSTRUCTION~~**  
**AMENDED PLAN OF EXPENDITURE**  
(The plan expires July 1, 2027)

**A. VIRGINIA & TRUCKEE RAILWAY RECONSTRUCTION PROJECT**

**DESCRIPTION OF PROPOSED PROJECT**

The overall scope of the Virginia & Truckee Railway Reconstruction Project involves rebuilding approximately 17-miles of track and infrastructure from Gold Hill to eastern Carson City, Nevada. When completed and linked to the existing 2-mile long railroad running from Virginia City to Gold Hill, the reborn railroad will provide a 19-mile long tourist attraction that will be used and enjoyed by visitors and Nevada residents alike. With a projected operating speed of approximately 15 MPH, the overall ride experience is expected to take approximately 1 ½ hours one-way from Carson City to Virginia City.

The project is expected to be constructed in several separate primary phases which includes construction of a major depot/terminal in the east Carson City area. Phase 1, or the Overman Pit Project, providing for the 1.4 mile extension from Gold Hill towards Carson City is currently under construction and will be complete in September, 2005. The remaining 15.6-mile reconstruction will be constructed in up to 3 individual phases. Presented below is a summary of the primary individual reconstruction phases expected together with their anticipated completion dates:

- |   |                     |                        |
|---|---------------------|------------------------|
| • <b>PHASE 1 - OVERMAN PIT EXTENSION</b>        | <b>(1.4-Miles):</b> | <b>September, 2005</b> |
| • <b>PHASE 2 - U.S. 50 EXTENSION</b>            | <b>(9.3-Miles):</b> | <b>Late 2006-2007</b>  |
| • <b>PHASE 3 - CARSON RIVER EXTENSION</b>       | <b>(3.7-Miles):</b> | <b>Late 2007-2008</b>  |
| • <b>PHASE 4A - CARSON CITY DEPOT EXTENSION</b> | <b>(2.6-Miles):</b> | <b>Late 2008-2009</b>  |
| • <b>PHASE 4B - CARSON CITY DEPOT CONST.</b>    | <b>(2.6-Miles):</b> | <b>Late 2008-2009</b>  |

In addition to the actual track and infrastructure construction, there are other significant and critical elements required to successfully complete the project. The components of the project for which Carson City funding will be applied to are:

1. Engineering and Permitting
2. Right-of-Way Acquisitions
3. Track and Infrastructure Purchase and Construction
4. Terminal, Utility, Site Work and Access Improvement Construction
5. Rolling Stock Purchase
6. Locomotive Purchases

## COST OF PROJECT AND PROJECT FINANCING

The overall cost of the project has been estimated using the preliminary Design, Right-of-Way Acquisition and Environmental Assessment work that have already been completed on the project. Funding for the project has and will continue to come from a number of sources. A summary of both these anticipated costs and funding sources is presented as follows:

<u>ANTICIPATED PROJECT COSTS</u>		<u>FINANCING SOURCES</u>	
Phase 1 Engineering, R/W Construction, EA	\$ 6.7 M	CCCVB Room Tax	\$ 4.1 M
Phase 2-4 Engineering, Construction, add'l EA	\$ 22.5 M	ISTEA Grant	\$ 2.8 M
Right-of-Way Acquisitions	\$ 2.8 M	Nevada Commission on Tourism Grant	\$ 1.0 M
Rolling Stock & Locomotive Purchase	\$ 2.0 M	State of Nevada Grant	\$ 0.5 M
Contingency	<u>\$ 1.0 M</u>	SAFETEA-LU Grant	\$ 10.0 M
		EDA Grant	\$ 0.8 M
		Congressional Appropriation Grant	\$ 0.8 M
		Carson City 1/8¢ Sales Tax – Please see attached debt service schedule	\$ 15.0 M
<b>Total</b>	<b>\$ 35.0 M</b>	<b>TOTAL</b>	<b>\$ 35.0 M</b>

It should be noted that the funding sources listed above do not mention the Storey County 1/4¢ sales tax override which has been providing for funding toward the project since 1995. This revenue has provided for Commission fund raising and operational costs, right-of-way and material acquisitions, engineering and legal services. To date, this tax has generated in excess of \$1,200,000 toward the project.

## **B. ROOP STREET REHABILITATION AND EAST CLEARVIEW DRIVE PRESERVATION PROJECT**

### **DESCRIPTION OF PROPOSED PROJECT**

**The overall scope of the project includes two phases, the East Clearview Drive Preservation Project and collectively with the Roop Street Rehabilitation Project, the “Roop Street and East Clearview Drive Project”. The project is expected to be designed and constructed over the 2019 and 2020 Fiscal Years.**

**Carson City’s roadways are maintained in accordance with its approved Pavement Management Plan (“the Plan”), hereby incorporated by reference, which establishes five geographic performance districts within the City. The Plan outlines a process to select, design, and construct pavement projects for one district per year on a City-wide, rotating five-year cycle. These projects were selected using the evaluation factors within the Plan.**

**Phase 1, or the Roop Street Rehabilitation Project, involves reconstructing a 0.2-mile portion of Roop Street, from East 5<sup>th</sup> Street to East Musser Street (the “Roop Street Project”). This route provides a critical north-south access connection to the Carson City Public Safety Complex. The pavement is in very poor condition and pedestrian facilities do not meet Federal Americans with Disabilities (ADA) standards.**

**Phase 2, or the East Clearview Drive Preservation Project, involves a micro-seal pavement preservation treatment and upgrading of pedestrian curb ramps to meet Federal ADA standards along the 1.2-mile portion of East Clearview Drive from South Carson Street to Line Drive (just west of I-580). The pavement condition along this section of East Clearview Drive necessitates a pavement preservation treatment in order to maintain its current condition and avoid rapid deterioration that would otherwise occur without this critically-timed investment.**

**Presented below is a summary of the phases with anticipated completion dates:**

- **PHASE 1 – ROOP STREET REHABILITATION (0.2-Miles): Fall 2019**
- **PHASE 2 – EAST CLEARVIEW DRIVE PRESERVATION (1.2-Miles): Fall 2019**

**COST OF PROJECT**

**As authorized by NRS 377B.160(3)(e), the Roop Street Rehabilitation and East Clearview Drive Preservation Project will be funded with any Sales Tax on deposit in the V&T Special Infrastructure Fund through and including the last day of fiscal year 2019 after amounts sufficient to pay all debt service on the V&T Bonds and any bonds issued to refund the V&T Bonds during fiscal year 2019 have been made. The overall project cost was estimated using actual, recent project costs for pavement preservation/rehabilitation projects within Carson City, and outputs from Carson City’s pavement management system which informed project selection. The estimate includes an approximation of soft costs (including project management, preliminary engineering, and a contingency).**

**ANTICIPATED PROJECT COSTS**

<b><u>PHASE 1 – ROOP STREET REHABILITATION</u></b>	<b><u>\$581,000</u></b>
<b><u>PHASE 2 – EAST CLEARVIEW DRIVE PRESERVATION</u></b>	<b><u>\$173,000</u></b>
<b><u>TOTAL</u></b>	<b><u>\$754,000</u></b>

**C. STREET AND HIGHWAY PRESERVATION AND REHABILITATION PROJECT**

**DESCRIPTION OF PROPOSED PROJECT**

**The overall scope of the project involves roadway preservation and rehabilitation work along the City’s roughly 83 centerline miles of regional roadways as shown in EXHIBIT A and as defined within Nevada Department of Transportation’s functional classification maps: <https://www.nevadadot.com/doing-business/about-ndot/ndot-divisions/planning/roadway-systems/functional-classification-maps/carson-city> (collectively, the “Street and Highway Project”).**

**Funding for the Street and Highway Project will be allocated to projects which have been selected utilizing project evaluation criteria from the Plan that include: Pavement Condition, Preventive and Corrective Maintenance Schedule, Roadway Functional Classification, Safety, Traffic volume, and Construction Efficiencies.**

**EXHIBIT A**

<u>Performance District</u>	<u>Roadway Name</u>	<u>From</u>	<u>To</u>	<u>Centerline Miles</u>
<u>1</u>	<u>Airport Road</u>	<u>Hwy 50 E</u>	<u>College Pkwy</u>	<u>1.0</u>
	<u>Arrowhead Drive</u>	<u>Hwy 50 E</u>	<u>N Carson St</u>	<u>4.6</u>
	<u>Carmine Street</u>	<u>Airport Rd</u>	<u>N Lompa Ln</u>	<u>0.5</u>
	<u>College Parkway/Drive</u>	<u>Hwy 50 E</u>	<u>N Carson St</u>	<u>3.2</u>
	<u>Goni Road</u>	<u>Research Wy</u>	<u>Avery Rd</u>	<u>1.8</u>
	<u>Hot Springs Road</u>	<u>N Roop St</u>	<u>N Carson St</u>	<u>0.6</u>
	<u>Lompa Lane</u>	<u>Hwy 50 E</u>	<u>College Pkwy</u>	<u>1.2</u>
	<u>Northridge Drive</u>	<u>N Lompa Ln</u>	<u>Russell Wy</u>	<u>0.1</u>
	<u>Nye Lane</u>	<u>Hwy 50 E</u>	<u>N Lompa Ln</u>	<u>1.7</u>
	<u>Nye Ln</u>	<u>Hot Springs Rd</u>	<u>N Carson St</u>	<u>0.4</u>
	<u>Roop Street</u>	<u>Basque Wy</u>	<u>College Pkwy</u>	<u>0.3</u>
	<u>Sherman Lane</u>	<u>College Pkwy</u>	<u>N Lompa Ln</u>	<u>1.3</u>
<b><u>District 1 Total</u></b>				<b><u>16.7</u></b>
<u>2</u>	<u>5th Street</u>	<u>Warm Springs Ct</u>	<u>S Carson St</u>	<u>1.6</u>
	<u>Carson Street</u>	<u>William St</u>	<u>Colorado St</u>	<u>1.6</u>
	<u>Colorado Street</u>	<u>S Saliman Rd</u>	<u>S Carson St</u>	<u>0.9</u>
	<u>Fairview Drive</u>	<u>NB 395 On RP East</u>	<u>S Carson St</u>	<u>1.3</u>
	<u>Little Lane</u>	<u>S Saliman Rd</u>	<u>S Stewart St</u>	<u>0.7</u>
	<u>Long Street</u>	<u>Russell Wy</u>	<u>N Carson St</u>	<u>1.5</u>
	<u>Northridge Drive</u>	<u>N Lompa Ln</u>	<u>N Roop St</u>	<u>1.1</u>
	<u>Roop Street</u>	<u>Colorado St</u>	<u>Basque Wy</u>	<u>2.9</u>
	<u>Russell Way</u>	<u>Northridge Dr</u>	<u>E William St</u>	<u>0.4</u>
	<u>Saliman Road</u>	<u>E William St</u>	<u>Colorado St</u>	<u>1.8</u>
	<u>Stewart Street</u>	<u>N Roop St</u>	<u>S Carson St</u>	<u>1.9</u>
	<u>William Street</u>	<u>NB 395 Off Ramp</u>	<u>N Carson St</u>	<u>1.5</u>
<u>Winnie Lane</u>	<u>N Roop St</u>	<u>N Carson St</u>	<u>0.2</u>	
<b><u>District 2 Total</u></b>				<b><u>17.4</u></b>
<u>3</u>	<u>5th Street</u>	<u>Marsh Rd</u>	<u>Warm Springs Ct</u>	<u>1.5</u>
	<u>Airport Road</u>	<u>E 5th St</u>	<u>Hwy 50 E</u>	<u>0.7</u>
	<u>Butti Way</u>	<u>Fairview Dr</u>	<u>Airport Rd</u>	<u>0.9</u>
	<u>Carson River Road</u>	<u>Pinion Hills Dr</u>	<u>E 5th St</u>	<u>2.3</u>
	<u>Center Drive</u>	<u>Rabe Wy</u>	<u>Clear Creek Av</u>	<u>1.0</u>
	<u>Clear Creek Avenue</u>	<u>Snyder Av</u>	<u>Frontage Rd</u>	<u>0.8</u>
	<u>Clearview Drive</u>	<u>Duarte Dr</u>	<u>S Edmonds Dr</u>	<u>0.4</u>
	<u>Deer Run Road</u>	<u>Laurel Rd</u>	<u>Hwy 50 E</u>	<u>3.0</u>
	<u>Edmonds Drive</u>	<u>Fairview Dr</u>	<u>Snyder Av</u>	<u>2.8</u>
	<u>Fairview Drive</u>	<u>Hwy 50 E</u>	<u>NB 395 On Ramp</u>	<u>2.6</u>
	<u>Gentry Lane</u>	<u>Duarte Dr</u>	<u>Snyder Av</u>	<u>1.0</u>
	<u>Laurel Road</u>	<u>S Deer Run Rd</u>	<u>Pinion Hills Dr</u>	<u>0.1</u>
	<u>Lompa Lane</u>	<u>Hwy 50 E</u>	<u>W Madoc Ct</u>	<u>0.2</u>
	<u>Old Clear Creek Road</u>	<u>US 395</u>	<u>Vista Grande Bl</u>	<u>0.4</u>
	<u>Pinion Hills Drive</u>	<u>Sierra Vista Ln</u>	<u>Laurel Rd</u>	<u>0.6</u>
	<u>Snyder Avenue</u>	<u>Gentry Ln</u>	<u>Center Dr</u>	<u>1.2</u>
<u>Vista Grande</u>	<u>Old Clear Creek</u>	<u>S of Old Clear Creek 333</u>	<u>0.1</u>	

<u>Performance District</u>	<u>Roadway Name</u>	<u>From</u>	<u>To</u>	<u>Centerline Miles</u>
	<u>Boulevard</u>		<u>ft</u>	
	<u>District 3 Total</u>			<u>19.6</u>
<u>4</u>	<u>Carson Street</u>	<u>Roland St</u>	<u>Colorado St</u>	<u>1.6</u>
	<u>Clearview Drive</u>	<u>S Edmonds Dr</u>	<u>S Curry St</u>	<u>1.4</u>
	<u>Curry Street</u>	<u>W Clearview Dr</u>	<u>N of Rhodes 1441 ft</u>	<u>1.5</u>
	<u>Hillview Drive</u>	<u>Koontz Ln</u>	<u>Kingsley Ln</u>	<u>0.1</u>
	<u>Koontz Lane</u>	<u>S Edmonds Dr</u>	<u>S Carson St</u>	<u>1.3</u>
	<u>Roop Street</u>	<u>Raven Ci</u>	<u>Colorado St</u>	<u>0.1</u>
	<u>Saliman Road</u>	<u>Kingsley Ln</u>	<u>Colorado St</u>	<u>0.8</u>
	<u>Silver Sage Drive</u>	<u>Snyder Av</u>	<u>Raven Ci</u>	<u>1.6</u>
	<u>Snyder Avenue</u>	<u>Center Dr</u>	<u>S Carson St</u>	<u>0.5</u>
	<u>Sonoma Street</u>	<u>S Saliman Rd</u>	<u>S Carson St</u>	<u>1.0</u>
	<u>District 4 Total</u>			<u>9.9</u>
<u>5</u>	<u>5th Street</u>	<u>S Carson St</u>	<u>S Division St</u>	<u>0.1</u>
	<u>Ash Canyon Road</u>	<u>N Ormsby Bl</u>	<u>Dirt (Trailhead)</u>	<u>0.8</u>
	<u>Carson Street</u>	<u>E William St</u>	<u>Medical Pkwy</u>	<u>2.0</u>
	<u>College Parkway/Drive</u>	<u>N Carson St</u>	<u>West End</u>	<u>1.0</u>
	<u>Combs Canyon Road</u>	<u>N Ormsby Bl</u>	<u>Numaga Pass Rd</u>	<u>2.0</u>
	<u>Curry Street</u>	<u>N of Rhodes 1441 ft</u>	<u>W 5th St</u>	<u>0.9</u>
	<u>Division Street</u>	<u>W 5th St</u>	<u>W King St</u>	<u>0.2</u>
	<u>Hobart Road</u>	<u>SB 429</u>	<u>Reds Grade</u>	<u>0.4</u>
	<u>King Street</u>	<u>S Division St</u>	<u>N Ormsby Bl</u>	<u>0.6</u>
	<u>Kings Canyon Road</u>	<u>N Ormsby Bl</u>	<u>Dirt (Trailhead)</u>	<u>2.1</u>
	<u>Long Street</u>	<u>N Carson St</u>	<u>SW End</u>	<u>0.7</u>
	<u>Longview Way</u>	<u>Kings Canyon Rd</u>	<u>Ash Canyon Rd</u>	<u>0.8</u>
	<u>Medical Parkway</u>	<u>N Carson St</u>	<u>Loop past Presti to Tee</u>	<u>1.4</u>
	<u>Mountain Street</u>	<u>W King St</u>	<u>W Nye Ln</u>	<u>1.5</u>
	<u>Nye Lane</u>	<u>N Carson St</u>	<u>West End</u>	<u>0.2</u>
	<u>Ormsby Boulevard</u>	<u>W King St</u>	<u>Ash Canyon Rd</u>	<u>1.4</u>
	<u>Reds Grade</u>	<u>Hobart Rd</u>	<u>Combs Canyon Rd</u>	<u>0.3</u>
	<u>Timberline Drive</u>	<u>Combs Canyon Rd</u>	<u>Paradise VW</u>	<u>1.4</u>
	<u>Washington Street</u>	<u>N Carson St</u>	<u>N Ormsby Bl</u>	<u>0.8</u>
	<u>Winnie Lane</u>	<u>N Carson St</u>	<u>Ash Canyon Rd</u>	<u>1.5</u>
	<u>District 5 Total</u>			<u>20.1</u>
	<u>Grand Total</u>			<u>83.7</u>



## COST OF THE STREET AND HIGHWAY PROJECT

As authorized by NRS 377B.160(3)(e), the Street and Highway Project will be funded with the proceeds of a 1/8 cent sales tax (the "Sales Tax") imposed by the City pursuant to NRS Chapter 377B. The Street and Highway Project will be funded on a pay-as-you-go basis utilizing the Sales Tax remaining in each fiscal year after sufficient Sales Tax has been set aside first to pay the debt service in each fiscal year on the City's General Obligation (Limited Tax) V&T Historical Bonds (Additionally Secured by Pledged Revenues), Series 2005 (the "V&T Bonds") and any bonds issued to refund the V&T Bonds. The V&T Bonds and any bonds issued to refund the V&T Bonds currently have a lien on the Sales Tax. In each fiscal year, the V&T Bonds will be repaid from the Sales Tax prior to funding the Street and Highway Project and/or the Roop Street and East Clearview Drive Project (as defined above). In each fiscal year, debt service on any bonds issued to refund the V&T Bonds will also be repaid in accordance with the attached debt service schedule prior to funding the Street and Highway Project and/or the Roop Street and East Clearview Drive Project (as defined above). The cost of the Street and Highway Project is estimated at approximately \$2.30 per square foot, which may vary depending on the treatment required (to be determined and approved by the City Engineer), up to an annual maximum of \$350,000. This estimated cost was derived using actual, recent project costs for pavement preservation/rehabilitation projects within Carson City, and outputs from Carson City's pavement management system which inform project selection. The estimate includes an approximation of soft costs (including project management, preliminary engineering, and contingency) associated with pavement preservation/rehabilitation projects, but does not include costs associated with utility or stormwater improvements, nor any preservation or rehabilitation of local roads.

# AMENDED PLAN OF EXPENDITURE

(The plan expires July 1, 2027)

## A. VIRGINIA & TRUCKEE RAILWAY RECONSTRUCTION PROJECT

### DESCRIPTION OF PROPOSED PROJECT

The overall scope of the Virginia & Truckee Railway Reconstruction Project involves rebuilding approximately 17-miles of track and infrastructure from Gold Hill to eastern Carson City, Nevada. When completed and linked to the existing 2-mile long railroad running from Virginia City to Gold Hill, the reborn railroad will provide a 19-mile long tourist attraction that will be used and enjoyed by visitors and Nevada residents alike. With a projected operating speed of approximately 15 MPH, the overall ride experience is expected to take approximately 1 ½ hours one-way from Carson City to Virginia City.

The project is expected to be constructed in several separate primary phases which includes construction of a major depot/terminal in the east Carson City area. Phase 1, or the Overman Pit Project, providing for the 1.4 mile extension from Gold Hill towards Carson City is currently under construction and will be complete in September, 2005. The remaining 15.6-mile reconstruction will be constructed in up to 3 individual phases. Presented below is a summary of the primary individual reconstruction phases expected together with their anticipated completion dates:

- |   |                     |                        |
|---|---------------------|------------------------|
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| • <b>PHASE 3 - CARSON RIVER EXTENSION</b>       | <b>(3.7-Miles):</b> | <b>Late 2007-2008</b>  |
| • <b>PHASE 4A - CARSON CITY DEPOT EXTENSION</b> | <b>(2.6-Miles):</b> | <b>Late 2008-2009</b>  |
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In addition to the actual track and infrastructure construction, there are other significant and critical elements required to successfully complete the project. The components of the project for which Carson City funding will be applied to are:

1. Engineering and Permitting
2. Right-of-Way Acquisitions
3. Track and Infrastructure Purchase and Construction
4. Terminal, Utility, Site Work and Access Improvement Construction
5. Rolling Stock Purchase
6. Locomotive Purchases

## **COST OF PROJECT AND PROJECT FINANCING**

The overall cost of the project has been estimated using the preliminary Design, Right-of-Way Acquisition and Environmental Assessment work that have already been completed on the project. Funding for the project has and will continue to come from a number of sources. A summary of both these anticipated costs and funding sources is presented as follows:

<u><b>ANTICIPATED PROJECT COSTS</b></u>		<u><b>FINANCING SOURCES</b></u>	
<b>Phase 1 Engineering, R/W Construction, EA</b>	<b>\$ 6.7 M</b>	<b>CCCVB Room Tax</b>	<b>\$ 4.1 M</b>
<b>Phase 2-4 Engineering, Construction, add'l EA</b>	<b>\$ 22.5 M</b>	<b>ISTEA Grant</b>	<b>\$ 2.8 M</b>
<b>Right-of-Way Acquisitions</b>	<b>\$ 2.8 M</b>	<b>Nevada Commission on Tourism Grant</b>	<b>\$ 1.0 M</b>
<b>Rolling Stock &amp; Locomotive Purchase</b>	<b>\$ 2.0 M</b>	<b>State of Nevada Grant</b>	<b>\$ 0.5 M</b>
<b>Contingency</b>	<b><u>\$ 1.0 M</u></b>	<b>SAFETEA-LU Grant</b>	<b>\$ 10.0 M</b>
		<b>EDA Grant</b>	<b>\$ 0.8 M</b>
		<b>Congressional Appropriation Grant</b>	<b>\$ 0.8 M</b>
		<b>Carson City 1/8¢ Sales Tax – Please see attached debt service schedule</b>	<b>\$ 15.0 M</b>
<b>Total</b>	<b>\$ 35.0 M</b>		
		<b>TOTAL</b>	<b>\$ 35.0 M</b>

It should be noted that the funding sources listed above do not mention the Storey County 1/4¢ sales tax override which has been providing for funding toward the project since 1995. This revenue has provided for Commission fund raising and operational costs, right-of-way and material acquisitions, engineering and legal services. To date, this tax has generated in excess of \$1,200,000 toward the project.

## **B. ROOP STREET REHABILITATION AND EAST CLEARVIEW DRIVE PRESERVATION PROJECT**

### DESCRIPTION OF PROPOSED PROJECT

The overall scope of the project includes two phases, the East Clearview Drive Preservation Project and collectively with the Roop Street Rehabilitation Project, the “Roop Street and East Clearview Drive Project”. The project is expected to be designed and constructed over the 2019 and 2020 Fiscal Years.

Carson City’s roadways are maintained in accordance with its approved Pavement Management Plan (“the Plan”), hereby incorporated by reference, which establishes five geographic performance districts within the City. The Plan outlines a process to select, design, and construct pavement projects for one district per year on a City-wide, rotating five-year cycle. These projects were selected using the evaluation factors within the Plan.

Phase 1, or the Roop Street Rehabilitation Project, involves reconstructing a 0.2-mile portion of Roop Street, from East 5<sup>th</sup> Street to East Musser Street (the “Roop Street Project”). This route provides a critical north-south access connection to the Carson City Public Safety Complex. The pavement is in very poor condition and pedestrian facilities do not meet Federal Americans with Disabilities (ADA) standards.

Phase 2, or the East Clearview Drive Preservation Project, involves a micro-seal pavement preservation treatment and upgrading of pedestrian curb ramps to meet Federal ADA standards along the 1.2-mile portion of East Clearview Drive from South Carson Street to Line Drive (just west of I-580). The pavement condition along this section of East Clearview Drive necessitates a pavement preservation treatment in order to maintain its current condition and avoid rapid deterioration that would otherwise occur without this critically-timed investment.

Presented below is a summary of the phases with anticipated completion dates:

- **PHASE 1 – ROOP STREET REHABILITATION (0.2-Miles): Fall 2019**
- **PHASE 2 – EAST CLEARVIEW DRIVE PRESERVATION (1.2-Miles): Fall 2019**

## **COST OF PROJECT**

As authorized by NRS 377B.160(3)(e), the Roop Street Rehabilitation and East Clearview Drive Preservation Project will be funded with any Sales Tax on deposit in the V&T Special Infrastructure Fund through and including the last day of fiscal year 2019 after amounts sufficient to pay all debt service on the V&T Bonds and any bonds issued to refund the V&T Bonds during fiscal year 2019 have been made. The overall project cost was estimated using actual, recent project costs for pavement preservation/rehabilitation projects within Carson City, and outputs from Carson City’s pavement management system which informed project selection. The estimate includes an approximation of soft costs (including project management, preliminary engineering, and a contingency).

### **ANTICIPATED PROJECT COSTS**

PHASE 1 – ROOP STREET REHABILITATION	\$581,000
PHASE 2 – EAST CLEARVIEW DRIVE PRESERVATION	\$173,000
TOTAL	\$754,000

## **C. STREET AND HIGHWAY PRESERVATION AND REHABILITATION PROJECT**

### **DESCRIPTION OF PROPOSED PROJECT**

The overall scope of the project involves roadway preservation and rehabilitation work along the City’s roughly 83 centerline miles of regional roadways as shown in EXHIBIT A and as defined within Nevada Department of Transportation’s functional classification maps: <https://www.nevadadot.com/doing-business/about-ndot/ndot-divisions/planning/roadway-systems/functional-classification-maps/carson-city> (collectively, the “Street and Highway Project”).

Funding for the Street and Highway Project will be allocated to projects which have been selected utilizing project evaluation criteria from the Plan that include: Pavement Condition, Preventive and Corrective Maintenance Schedule, Roadway Functional Classification, Safety, Traffic volume, and Construction Efficiencies.

**EXHIBIT A**

Performance District	Roadway Name	From	To	Centerline Miles
1	Airport Road	Hwy 50 E	College Pkwy	1.0
	Arrowhead Drive	Hwy 50 E	N Carson St	4.6
	Carmine Street	Airport Rd	N Lompa Ln	0.5
	College Parkway/Drive	Hwy 50 E	N Carson St	3.2
	Goni Road	Research Wy	Avery Rd	1.8
	Hot Springs Road	N Roop St	N Carson St	0.6
	Lompa Lane	Hwy 50 E	College Pkwy	1.2
	Northridge Drive	N Lompa Ln	Russell Wy	0.1
	Nye Lane	Hwy 50 E	N Lompa Ln	1.7
	Nye Ln	Hot Springs Rd	N Carson St	0.4
	Roop Street	Basque Wy	College Pkwy	0.3
	Sherman Lane	College Pkwy	N Lompa Ln	1.3
District 1 Total				16.7
2	5th Street	Warm Springs Ct	S Carson St	1.6
	Carson Street	William St	Colorado St	1.6
	Colorado Street	S Saliman Rd	S Carson St	0.9
	Fairview Drive	NB 395 On RP East	S Carson St	1.3
	Little Lane	S Saliman Rd	S Stewart St	0.7
	Long Street	Russell Wy	N Carson St	1.5
	Northridge Drive	N Lompa Ln	N Roop St	1.1
	Roop Street	Colorado St	Basque Wy	2.9
	Russell Way	Northridge Dr	E William St	0.4
	Saliman Road	E William St	Colorado St	1.8
	Stewart Street	N Roop St	S Carson St	1.9
	William Street	NB 395 Off Ramp	N Carson St	1.5
Winnie Lane	N Roop St	N Carson St	0.2	
District 2 Total				17.4
3	5th Street	Marsh Rd	Warm Springs Ct	1.5
	Airport Road	E 5th St	Hwy 50 E	0.7
	Butti Way	Fairview Dr	Airport Rd	0.9
	Carson River Road	Pinion Hills Dr	E 5th St	2.3
	Center Drive	Rabe Wy	Clear Creek Av	1.0
	Clear Creek Avenue	Snyder Av	Frontage Rd	0.8
	Clearview Drive	Duarte Dr	S Edmonds Dr	0.4
	Deer Run Road	Laurel Rd	Hwy 50 E	3.0
	Edmonds Drive	Fairview Dr	Snyder Av	2.8
	Fairview Drive	Hwy 50 E	NB 395 On Ramp	2.6
	Gentry Lane	Duarte Dr	Snyder Av	1.0
	Laurel Road	S Deer Run Rd	Pinion Hills Dr	0.1
	Lompa Lane	Hwy 50 E	W Madoc Ct	0.2
	Old Clear Creek Road	US 395	Vista Grande Bl	0.4
	Pinion Hills Drive	Sierra Vista Ln	Laurel Rd	0.6
Snyder Avenue	Gentry Ln	Center Dr	1.2	
Vista Grande Boulevard	Old Clear Creek	S of Old Clear Creek 333 ft	0.1	
District 3 Total				19.6

Performance District	Roadway Name	From	To	Centerline Miles
4	Carson Street	Roland St	Colorado St	1.6
	Clearview Drive	S Edmonds Dr	S Curry St	1.4
	Curry Street	W Clearview Dr	N of Rhodes 1441 ft	1.5
	Hillview Drive	Koontz Ln	Kingsley Ln	0.1
	Koontz Lane	S Edmonds Dr	S Carson St	1.3
	Roop Street	Raven Ci	Colorado St	0.1
	Saliman Road	Kingsley Ln	Colorado St	0.8
	Silver Sage Drive	Snyder Av	Raven Ci	1.6
	Snyder Avenue	Center Dr	S Carson St	0.5
	Sonoma Street	S Saliman Rd	S Carson St	1.0
District 4 Total				9.9
5	5th Street	S Carson St	S Division St	0.1
	Ash Canyon Road	N Ormsby Bl	Dirt (Trailhead)	0.8
	Carson Street	E William St	Medical Pkwy	2.0
	College Parkway/Drive	N Carson St	West End	1.0
	Combs Canyon Road	N Ormsby Bl	Numaga Pass Rd	2.0
	Curry Street	N of Rhodes 1441 ft	W 5th St	0.9
	Division Street	W 5th St	W King St	0.2
	Hobart Road	SB 429	Reds Grade	0.4
	King Street	S Division St	N Ormsby Bl	0.6
	Kings Canyon Road	N Ormsby Bl	Dirt (Trailhead)	2.1
	Long Street	N Carson St	SW End	0.7
	Longview Way	Kings Canyon Rd	Ash Canyon Rd	0.8
	Medical Parkway	N Carson St	Loop past Presti to Tee	1.4
	Mountain Street	W King St	W Nye Ln	1.5
	Nye Lane	N Carson St	West End	0.2
	Ormsby Boulevard	W King St	Ash Canyon Rd	1.4
	Reds Grade	Hobart Rd	Combs Canyon Rd	0.3
	Timberline Drive	Combs Canyon Rd	Paradise VW	1.4
	Washington Street	N Carson St	N Ormsby Bl	0.8
Winnie Lane	N Carson St	Ash Canyon Rd	1.5	
District 5 Total				20.1
Grand Total				83.7

## **COST OF THE STREET AND HIGHWAY PROJECT**

As authorized by NRS 377B.160(3)(e), the Street and Highway Project will be funded with the proceeds of a 1/8 cent sales tax (the "Sales Tax") imposed by the City pursuant to NRS Chapter 377B. The Street and Highway Project will be funded on a pay-as-you-go basis utilizing the Sales Tax remaining in each fiscal year after sufficient Sales Tax has been set aside first to pay the debt service in each fiscal year on the City's General Obligation (Limited Tax) V&T Historical Bonds (Additionally Secured by Pledged Revenues), Series 2005 (the "V&T Bonds") and any bonds issued to refund the V&T Bonds. The V&T Bonds and any bonds issued to refund the V&T Bonds currently have a lien on the Sales Tax. In each fiscal year, the V&T Bonds will be repaid from the Sales Tax prior to funding the Street and Highway Project and/or the Roop Street and East Clearview Drive Project (as defined above). In each fiscal year, debt service on any bonds issued to refund the V&T Bonds will also be repaid in accordance with the attached debt service schedule prior to funding the Street and Highway Project and/or the Roop Street and East Clearview Drive Project (as defined above). The cost of the Street and Highway Project is estimated at approximately \$2.30 per square foot, which may vary depending on the treatment required (to be determined and approved by the City Engineer), up to an annual maximum of \$350,000. This estimated cost was derived using actual, recent project costs for pavement preservation/rehabilitation projects within Carson City, and outputs from Carson City's pavement management system which inform project selection. The estimate includes an approximation of soft costs (including project management, preliminary engineering, and contingency) associated with pavement preservation/rehabilitation projects, but does not include costs associated with utility or stormwater improvements, nor any preservation or rehabilitation of local roads.