

CARSON AREA METROPOLITAN PLANNING ORGANIZATION
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A regularly scheduled meeting of the Carson Area Metropolitan Planning Organization was held on Wednesday, March 12, 2008, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chair Shelly Aldean, Vice Chair Russell Carpenter, and Members Charles Des Jardins, Paul Esswein, Larry Hastings, and Ex-Officio Member Dennis Taylor

STAFF PRESENT: Public Works Director Andrew Burnham, Deputy District Attorney Joel Benton, Transportation Manager Patrick Pittenger, RTC Engineer Harvey Brotzman, Transportation Planner Dan Doenges, Transportation Planning Technician Keith Pearson, and Recording Secretary Katherine McLaughlin (MPO 3/12/08 Recording 5:32:34)

NOTE: Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Request for Board 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. The recording is available for review and inspection during normal business hours.

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Aldean convened the meeting at 5:32 p.m. Roll call was taken. A quorum was present although Members Holler/his representative and Staub were absent.

B. APPROVAL OF MINUTES - JANUARY 9, 2008 MEETING (5:33:12) - Member Des Jardins corrected the spelling of his name and Member Stark's name on the first page. Chair Aldean revised the last sentence on Page 1 to read: "Clarification also indicated that representatives from all types of private transit providers....." Member Carpenter moved to approve the Minutes of January 9, 2008, for CAMPO as amended. Member Hastings seconded the motion. Motion carried 5-0.

C. MODIFICATION OF AGENDA (5:34:44) - None.

D. PUBLIC COMMENT (5:34:48) - None.

E. DISCLOSURES (5:35:15) - None.

F. PUBLIC MEETING ITEMS

F-1. ACTION FOR THE ELECTION OF OFFICERS FOR CAMPO (5:35:24) - Member Hastings thanked Chair Aldean for his term as Vice Chair and moved to continue having the same CAMPO officers as RTC—Member Aldean as its Chair and Member Carpenter as its Vice Chair. Additional comments were solicited. Member Des Jardins questioned whether the timing is right to have different officers than the RTC as the CAMPO Charter does not mandate that the Carson City's RTC Officers are the CAMPO Officers. Reasons for his question were provided. He emphasized that his question/suggestion was not meant to offend

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anyone. Member Hastings felt that the Carson City RTC Officers should be the Chair as 90% of the CAMPO area is in Carson City. He also believed that their knowledge of the region made them good candidates for the position(s). Therefore, one of them should be the Chair. Chair Aldean expressed her appreciation regarding these comments and suggested that Mr. Pittenger look into how other MPOs select their officers. She also explained that Carson City's Charter requires the Chair to be a member of the Carson City RTC. Transportation Manager Pittenger advised that the NRS requires the RTC Chair to be a member of the Carson City Board of Supervisors. As CAMPO is a separate entity from RTC, CAMPO can determine its representation. Its Officers are not defined in the NRS. Chair Aldean directed Mr. Pittenger to look at other jurisdictions to determine how they handle it. Member Carpenter then seconded Member Hasting's motion to continue the practice of having CAMPO officers be Carson City RTC officers. Motion carried 5-0.

F-2. ACTION TO AUTHORIZE THE PUBLISHING OF THE PROPOSED ANNUAL DBE GOAL (5:40:20) - Transportation Manager Patrick Pittenger - DBE stands for Disadvantaged Business Enterprise. The program is consistent with Federal requirements. The program must be adopted every two years. It also must be adopted by RTC. If approved, it will be published as required. Discussion indicated that the goal of 1.7% is consistent with NDOT's program and the number of disadvantaged businesses in the area. Washoe County's goal is 2.2%. The suggested 1.7% was felt to be consistent with its goal. The proposed goal includes businesses in both Washoe County and Carson City. Comments were solicited but none were given. Member Carpenter moved to authorize the publishing of the Annual DBE Goal of 1.7% for the fiscal year 2008 and requested that the acronym be spelled out. Members Des Jardins and Hastings seconded the motion. Motion carried 5-0.

F-3. APPROVAL OF THE AMENDMENT TO THE COOPERATIVE AGREEMENT FOR REGIONAL TRANSPORTATION PLANNING WITH THE NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) – AGREEMENT NO. PR700-03-804 (5:45:10) - Transportation Manager Patrick Pittenger - Ex-Officio Member Taylor advised that if he had a vote, he would have abstained on this Item. Chair Aldean pointed out the need to change the Director's name in Article III, Item 3. Member Hastings suggested that only the Director's title be used rather than both the name and the title. Mr. Pittenger concurred with his suggestion and suggested the same revision be made for the MPO Chair and its Transportation Manager. Chair Aldean suggested that Article A then be amended to eliminate the names. Public comments were solicited but none were given. Member Des Jardins moved to approve the amendment to the Cooperative Agreement for Regional Transportation Planning with the Nevada Department of Transportation, Agreement No. PR 700-03-8, with the several changes--removing the name of the Director of Nevada Department of Transportation, also removing Patrick Pittenger's name and inserting strictly Transportation Manager in Article C. Chair Aldean requested a revision to Paragraph E to remove the word "of" between Nevada and Department in the third line. Member Des Jardins concurred. Member Hastings seconded the motion. Motion carried 5-0.

F-4. FORMAL ADOPTION OF THE CAMPO PUBLIC PARTICIPATION PLAN (PPP) (5:49:29) - Transportation Manager Patrick Pittenger, Ex-Officio Member Dennis Taylor - Public comments that had been received on the plan were included in the packet. A public hearing was held on January 24. A copy of the newspaper advertisement was included in the packet. Mr. Pittenger indicated that the map

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illustrating the CAMPO area as indicated in the second paragraph on Page 2 of 7 entitled Figure 1 will be added to the plan. Mr. Taylor advised that a copy of the plan had been submitted to both NDOT and FHWA. Both had submitted comments on the plan. NDOT found that the plan complies with the rules on safety. Member Des Jardins complimented staff for being receptive to public comments. He had appreciated seeing them and the staff's responses. Public comments were solicited but none were given. Member Des Jardins moved to adopt the CAMPO Public Participation Plan. Member Hastings seconded the motion. Motion carried 5-0.

F-5. DISCUSSION OF THE GOALS AND OBJECTIVES FOR THE CAMPO 2030 REGIONAL TRANSPORTATION PLAN (RTP) (5:53:14) - Transportation Manager Patrick Pittenger, RTC Engineer Harvey Brotzman - Input on the goals and objectives was requested. The CAMPO Board and the advisory work group had reviewed them. Member Hastings suggested that the goals include quantitative items, e.g., to have a transit route within a half mile of every house with an ultimate goal of it being within a quarter mile of every house. He felt that Washoe County has a similar goal. A level of service for the downtown streets or the outlying areas could also be established. This would provide guidance for future direction. Mr. Brotzman advised that the level of service is set by the transportation master plan. Mr. Pittenger indicated that it could be in this section, if desired. Items listed in this element will impact how projects are considered in the following Agenda Item. An example was cited as establishing a service level D for the downtown roads. Roads with a service level of F will then have a higher priority than other roadways. The priorities must be fiscally constrained. He will have to cost out having all rural roads within a quarter mile of a transit route. Member Hastings pointed out that Goal 4 increased accessibility and mobility of people and freight, which provides for increased service. Chair Aldean also believed that this requirement will mandate more on-demand service than that provided by a bus route. She directed that the goals and objectives are made more quantitative, if possible, and that staff bring it back for reconsideration by the Board. Mr. Pittenger concurred.

Member Des Jardins felt that law enforcement officers and others in law enforcement field are frequently left out of the equation. Their concerns are normally added on at the end of the process. His comments related to Goals 2 and 3. He also reminded Mr. Pittenger that there are more environmental laws than just NEPA which should be considered in Goal 5-c. For example, the Endangered Species Act, the Clean Water Act and others that have "teeth in them" to which CAMPO must respond. The National Environmental Policy Act is a reporting document. Additional comments were solicited but none were given. This was an informational item only. No formal action was taken or required. Action will be requested after the document is completely reviewed.

F-6. DISCUSSION OF POTENTIAL TRANSPORTATION IMPROVEMENT PROJECTS TO BE INCLUDED IN THE CAMPO 2030 REGIONAL TRANSPORTATION PLAN (RTP) (6:00:03) - Transportation Manager Patrick Pittenger, Public Works Director Andrew Burnham - The importance of the plan and its funding source were limned. The area does not have air quality concerns. A new regional plan with a new transportation program needs to be approved by the end of June. The plan must be fiscally constrained. The data used for last year's modeling was used to develop the listing. The forecast period was extended to 2030. The current plan does not include Douglas County. A list of its improvements was

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distributed to the Board and Clerk. (A copy is in the file.) An explanation of the congestion occurring along Highways 395 and 50 was provided. Maps illustrating the congested areas were given to the Board and Clerk. (A copy is in the file.) The modeling had not included extension of Heybourne to Carson City. Highway 395 in Douglas County had six lanes in the modeling. It remained at a service level of F even with the Heybourne extension. Accidents on Highway 395 in Douglas County emphasize the need for another route to Carson City. Mr. Pittenger asked the Board for direction regarding projects which should be added to the plan. They must be included in the modeling and be fiscally constrained. Many of the projects listed in the plan are scheduled to be completed by 2015. The freeway may not be completed by 2010 but could be by 2015. Concern was also expressed about the F service level to Lyon County. The proposed road from U.S. Parkway to Silver Springs had not been included in the plan or the modeling. Projects outside the CAMPO area are modeled by NDOT. Member Esswein advised that Lyon County is in the process of developing its own transportation master plan which will include the Silver Springs area and the Highway 50 corridor. He thought that it would be completed this summer. Discussion indicated that only new roads can be made into toll roads and that a legislative change is required before they can be made toll roads. Mr. Pittenger explained that local roads, such as Ormsby Boulevard, do not have to be included in the plan as they use local money. Plans for Highways 395 and 50 should include recognition that they are State owned facilities. CAMPO can tell NDOT what it wants to see. Douglas County and NDOT funding for the improvements will be the big question regarding implementation of those plans.

Discussion ensued regarding the transit ridership between Washoe County/Reno and Carson City. It was felt that the high price of gas may be encouraging more individuals to use the transit system. Member Hastings suggested that the modeling be adjusted to reflect a one to two percent increase in ridership. The modeling should determine the impact the increase may have. He questioned whether additional funds should be transferred to transit.

Member Des Jardins believed that CAMPO needed to extend its boundaries further east into Lyon County. The 2010 census may support the extension. Douglas County may, with political changes, also welcome expansion of the boundary further south. He urged staff to include this modeling in the planning with the boundary in Lyon County being east of Dayton. It was pointed out that there are a number of NDOT projects in Douglas and Lyon Counties. Member Des Jardins felt that these projects should be taken on sooner than proposed by NDOT.

Discussion indicated that there is a second ingress/egress for the Hells Bells and Fifth Street area. Member Des Jardins encouraged staff to include any other subdivisions with just one access/egress in the plan. Mr. Pittenger explained that the Carson City RTC items were ones which were prioritized in October 2007 by the RTC. These items were indicated by a dashed line. Items listed below them were ones which were beyond the funding ability and had not been prioritized. NDOT may have additional projects which should be added to the listing. Douglas County wants NDOT to fund all of its projects to some degree.

Member Esswein explained Lyon County's interest in having CAMPO expand its boundary to Fortune Drive in Dayton and out Dayton Valley Road to Palmer Drive. Their suggestions for projects within the plan, however, had been limited to the existing CAMPO boundary. It had included NDOT projects. A listing of

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additional projects was distributed to the Board and Clerk. (A copy is in the file.) Concerns were expressed about the widening of Highway 50 and the traffic volume east of Highway 341 and Dayton. An aerial photograph of the Moundhouse area was distributed. It illustrated roadways the County anticipates doing by 2015 based on current development. (A copy of this illustration is also in the file.)

Member Carpenter requested the landscaping and streetscaping projects listed on the last page be raised to a higher priority than 2030. This included the Highway 50 to Spooner Junction, Fairview to Snyder, Carson Street, the freeway, etc. Mr. Pittenger agreed that the landscaping should be in 2015 as the freeway should be completed by then.

Mr. Pittenger then requested direction from the Board regarding the priority level for narrowing the downtown portion of Carson Street. It will impact transit. Chair Aldean agreed that it should be included but the Stewart Street extension and the Roop Street widening projects need to be completed first. Ormsby Boulevard may not assist with the Carson Street traffic. The freeway to Fairview may not accomplish a reduction in the traffic through that area. Discussion concurred with this statement. Mr. Burnham felt that the Carson Street narrowing project had been prioritized during the October 2007 meeting.

Ex-Officio Member Taylor indicated that NDOT will consider the 2015 and 2030 Lyon County projects. Its funding situation, however, may limit the ability to do them. He could not guarantee when they will be constructed. He will be discussing them with the Board in the future.

(6:28:00) Discussion reviewed the report given regarding narrowing Carson Street and the ability of other north/south streets to handle the traffic.

Mr. Pittenger noted that a Douglas County representative was not present. The majority of its projects were on the NDOT list. Only half of them were within the CAMPO area. Ex-Officio Member Taylor explained that Douglas County submitted 16 projects to NDOT. NDOT had reviewed and prioritized them. Only one was of a high priority. Other projects have been on the project list for a long period of time. Some of them should be developer driven.

Mr. Burnham noted that there are a lot of projects for 2015. Fiscal constraints may push them into the 2030 timeframe. It will be a challenge to get all of them accomplished. CAMPO must work with NDOT to do so. Ex-Officio Member Taylor reiterated that NDOT does not have the funding to accomplish all of them. The vision plan allows them to be placed on the radar screen. If a project is not on the vision plan, it is stopped. They do not want to hold up a project due to environmental concerns. He encouraged the CAMPO Members to work together with NDOT to do what can be afforded and to maximize the funding. The NDOT priority process includes a cost-benefit analysis and establishes a funding source and project estimate. Discussion indicated that CAMPOs projects are separate from NDOT's due to the size of NDOT's projects, i.e., in the \$100 million range. The contingency funding included by NDOT and its inflation factor were also described. Mr. Pittenger indicated that the City uses a similar formula for its projects. Consistency between the CAMPO

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and NDOT's analysis and their financial information assists with presentations to FHWA who likes to see consistency. Comments also noted that Federal funding reductions will mean less projects will be accomplished.

Mr. Pittenger then described the Douglas and Lyon County areas included within the modeling. Justification for the inclusion was provided. He then questioned whether the six lane 395 roadway should be included in the plan, the Heybourne extension, and/or any other suggested alignment that might mitigate some of the F service level on Highway 395. Ex-Officio Member Taylor explained that the 395 Corridor Study had included extensive modeling. He volunteered to share the information with Mr. Pittenger. Mr. Pittenger advised that staff had a copy of it. Discussion indicated that the six lane 395 roadway should be included in the plan and that the Heybourne extension should go around the Edmonds Sports Complex. Mr. Pittenger concurred. He felt that it should connect to the freeway, Edmonds or Snyder. Members Carpenter and Des Jardins felt that it should be connected to the freeway. Mr. Pittenger advised that the exchange would cost \$40 million.

Mr. Esswein felt that there is a need for alternative roads around the Dayton Valley area. He also felt that the current project list had included widening Highway 50 from Saliman to Linehan Road. "Lyon County" believed that the widening should be extended to Highway 341 as a minimum. Member Des Jardins asked staff to analyze that option. Mr. Pittenger indicated that staff will analyze the financial aspects of the items and add others to the listing if funding is available.

Mr. Pittenger then pointed out that the bicycle and pedestrian elements had been completed last spring. The Freeway Phase 2A project had not included extending the multi-purpose path. It may be possible to add it now. Member Staub had recommended extending the bicycle path along Fairview south of the roundabout. Mr. Pittenger indicated that it will be added to the list. The status of the transit plan was limned. At this time it is not area specific but was a broadly described base. The growth and hours of service will dictate expansion plans. Questions regarding service to Reno and Douglas County were noted. He has also talked to Storey County about its interest in having a transit connection. This proposal will be included in the list.

Discussion indicated that an enlarged roundabout had not been considered by RTC. Mr. Pittenger felt that the extension of the freeway will address the congestion that is now occurring at the roundabout and in the downtown corridor. Mr. Burnham suggested that, when the freeway is extended, NDOT may give the City Fifth Street. Public comments were solicited but none were given. This was an informational item. No formal action was required or taken.

(6:52:10) Mr. Burnham advised that Supervisor Pete Livermore had telephoned him advising that he wanted it on the record that he is adamantly opposed to the Heybourne alignment regardless of its being tied to the freeway and to its entering any portion of the City. Chair Aldean thanked him for his remarks. Mr. Pittenger indicated that a cost/benefit analysis will be conducted on it. Chair Aldean asked that it include the impact to the Edmonds Sports Complex. Mr. Pittenger felt that it should avoid hitting the Complex. Member Carpenter felt that it was relative to the cost/benefit analysis. Chair Aldean advised that Supervisor Livermore's comments were noted. No formal action was required or taken.

F-7. ACTION TO ADOPT A RESOLUTION NUMBERED _____ AUTHORIZING CAMPO TO ENTER INTO A SUB-RECIPIENT AGREEMENT WITH THE CARSON CITY RTC (6:51:42) (6:53:34) - Transportation Manager Patrick Pittenger described the purpose of the agreement. A similar agreement is required for Douglas County and may be required of Lyon County in the future. Chair Aldean advised that corrections had been made to the agreement. Discussion ensued concerning whether to make the title of the MPO Chair gender specific. It was felt that it was unnecessary and that the title could be made "Chair" instead. Public comments were solicited but none were given. Member Carpenter moved, regarding Item F-7, to adopt Resolution No. 2008-MPOR-1, A RESOLUTION AUTHORIZING CAMPO TO ENTER INTO A SUB-RECIPIENT AGREEMENT WITH THE CARSON CITY RTC, there is no fiscal impact, as amended. Member Hastings seconded the motion. Motion carried 5-0.

F-8. ACTION TO ADOPT RESOLUTION NUMBERED _____ AUTHORIZING CAMPO TO ENTER INTO A SUB-RECIPIENT AGREEMENT WITH DOUGLAS COUNTY (6:57:32) - Transportation Manager Patrick Pittenger - Clerical corrections had been made to the resolution. The Douglas County Chair was amended to be Kelly Kite. The Douglas County Commissioners will consider the agreement during its March 20th meeting. Member Carpenter moved to adopt Resolution No. 2008-MPOR-2, A RESOLUTION AUTHORIZING CAMPO TO ENTER INTO A SUB-RECIPIENT AGREEMENT WITH DOUGLAS COUNTY and to have the title Chairman corrected to be Chair. Member Hastings seconded the motion. Public comments were solicited but none were given. Motion carried 5-0.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS) - FUTURE AGENDA ITEMS (6:59:05) - Transportation Manager Patrick Pittenger - Additional discussion will be held on the Regional Transportation Plan. The discussion will also include the Unified Work Program and the Transportation Improvement Program. These items need to be completed and approved by June 30. No formal action was taken or required.

I. ADJOURNMENT (6:59:42) - Member Hastings moved to adjourn. Member Carpenter seconded the motion. Motion carried 5-0. Chair Aldean adjourned the meeting at 7 p.m.

The Minutes of the March 12, 2008, Carson Area Metropolitan Planning Organization meeting

ARE SO APPROVED ON April 9, 2008.

/s/

Shelly Aldean, Chair