

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the November 14, 2001, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, November 14, 2001, at the Community Center Bonanza Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chairperson Jon Plank, Vice Chairperson Steve Reynolds, and
Commissioners Bob Kennedy, Richard S. Staub, and Marv
Teixeira

STAFF PRESENT: Street Operations Manager John Flansberg, RTC Engineer
Harvey Brotzman, and Recording Secretary Katherine
McLaughlin (R.T.C. 11/14/01 Tape 1-001 Side A)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Roll call was taken. The entire Commission was present, constituting a quorum.

B. APPROVAL OF MINUTES - SEPTEMBER 12, 2001, AND OCTOBER 10, 2001 (1-012-A) - Commissioner Teixeira moved to approve. Commissioner Kennedy seconded the motion. Motion carried 5-0.

C. AGENDA MODIFICATIONS (1-015-A) - None.

D. PUBLIC COMMENTS (1-017-A) - RTC Engineer Harvey Brotzman discussed with Bill Hartman the status of Graves Lane/College Parkway in front of the Comstock Mobile Home Park. The City had asked NDOT not to replace the worm that had been at this location. NDOT controls this road and had agreed with the City not to replace it. If accidents indicate it is warranted, it will be replaced. Discussion also noted unsuccessful attempts to discuss this issue by telephone. Mr. Hartman felt that the worm had been a deterrent to the mobile home park residents' use of the restaurant at the airport. Chairperson Plank encouraged him to continue his discussions with Mr. Brotzman on the issue. If it necessary to agendize the matter, Mr. Hartman was asked to contact Chairperson Plank. No formal action was required or taken.

E. DISCLOSURES (1-036-A) - Commissioner Teixeira disclosed that he is the First Vice President for the Boys and Girls Club. This is a volunteer position. He did not feel that it would impede his ability to discuss the issue. He had also had numerous discussions with NDOT Project Manager Jim Gallegos on unnamed issues.

F. PUBLIC MEETING ITEMS

F-1. DISCUSSION ON PROPOSAL BY BOYS AND GIRLS CLUBS OF WESTERN NEVADA TO EXTEND LOMPA LANE NORTH TO THE INTERSECTION OF NORTHRIDGE DRIVE ALONG THE WEST SIDE OF THE NEW FREEWAY RATHER THAN ALLOW LOMPA LANE TO END IN A CUL-DE-SAC (1-049-A) - Mr. Flansberg introduced Boys and Girls Clubs of Western Nevada (Club) Facilities Committee Chairman Buzz Fitzpatrick and Executive Director Kathy Blankenship. He explained the preliminary alignment of Lompa that is to run along the east side of the freeway and tie into Lassen. The proposal is to realign Lompa along the west side of the freeway from Highway 50 to Northridge. Action was not requested this evening. Action will be considered as part of the discussions on the projects and their priorities in January and February. His support for the request was based on the improved traffic circulation provided to the subdivision along Northridge. The Lompa intersection at Highway 50 will be for right turns only as there will not be a signal at this intersection due to the freeway location. A signal will be installed at Lassen and 50. The proposal will extend Lompa approximately 700 feet. The Club owns the property required for the extension.

Mr. Fitzpatrick distributed preliminary designs of the original proposal and the proposed revision to the Commission and Clerk. (A copy is in the file.) The Club is willing to grant an easement for the road extension. The roadway should contain a shared bicycle path. Advantages to the Club by having the road extended included a better circulation pattern for the buses and a better access for the children and the public from the subdivision. The cul-de-sac will also impact the proposed location of the ball fields. Commissioner Teixeira also explained the loading and unloading area needed for the school buses. The proposal provides for better circulation for them and

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an easier access from the adjacent apartment complex. St. Teresa's Church will also have better circulation pattern for its parishioners.

Discussion between NDOT Project Manager Jim Gallegos and Commissioner Teixeira explained the federal acquisition requirements. If Carson City constructs the roadway, this procedure may not be required. Appraisals will be obtained for the portion needed for the freeway and the Lompa Lane cul-de-sac. Mr. Gallegos indicated that there is a letter from the City indicating that the bicycle path will be donated, however, the federal requirements would have to be waived before this could occur. Concerns were discussed about the impact the concept will have on the freeway schedule. Mr. Gallegos agreed that it is a good concept, however, there is a question as to the benefit it will create for the freeway. The timing is bad as 90 percent of the design has been completed. It will delay completion of the plans and have a financial impact. It may also impact the advertising date. Discussion between Mr. Gallegos and Commissioner Teixeira indicated that if the bicycle path is part of the Lompa extension a savings may be created for the freeway. Mr. Gallegos felt that some of this savings may be used for the curb, gutter, and sidewalk along Lompa. Commissioner Teixeira explained that Lompa currently does not have those amenities. Mr. Gallegos was unsure what the cost for the road would be due to the lack of design criteria regarding the width, underground utilities, sidewalks, location of the bicycle path, roadway material, soil conditions, drainage channel, etc. An inexpensive, narrow design could cost as much as \$100,000. The Commission felt that a standard two lane road with extra footage for the bicycle path should be adequate due to the restricted turning movements at Highway 50. Mr. Gallegos was unsure whether this would create any savings due to the need for additional information. The utilities and drainage will have a large impact on the costs. He opined that the range could be in the neighborhood of \$100,000 to \$300,000. This estimate also depends on what is done and who does it. It is a great project and that NDOT would stay out of it if the City wished to do the work. The concept should not generate a large "freeway interest" although it will create a need to redo some things such as the environmental impact statement. Commissioner Teixeira suggested that NDOT participate to the amount of money which would have been spent on the freeway bicycle path as the freeway project would not have to construct the facility. Discussion indicated that NDOT may not provide any other funding for the project.

Chairperson Plank referenced discussions which are being pursued concerning the five cent gasoline tax for the freeway. He indicated that this project could be used as a savings offset for the freeway and that funding commitment.

Mr. Gallegos felt that the process for the land acquisition could be quicker if the City has a interlocal agreement with NDOT regarding the area and the City acquires the property. There may be some scheduling problems, however, with this process. As Mr. Gallegos did not wish to go back to his engineering team, Commissioner Teixeira requested a statement showing the engineering and construction costs for the cul-de-sac. Mr. Gallegos felt that these figures would not be a savings as the design and engineering have been completed. Commissioner Teixeira clarified his request as being for the construction costs for the cul-de-sac, its acquisition costs, and the costs savings for the bicycle path. He felt that these items would be saved if the City constructed the street. Mr. Gallegos agreed to discuss this issue. Chairperson Plank felt that if the City did the project, the delays would be avoided. Mr. Gallegos then explained the need to redo the environmental study. This work had recently been completed. This project will have an impact on it. He indicated that he was not stating the project would be a show stopper. Commissioner Teixeira pointed out that Mr. Gallegos could not make commitments for his Director. The item had been agendaized for discussion only.

Mr. Gallegos then explained that he had sent a letter to the City regarding an option to split the freeway construction into smaller projects, i.e., from Arrowhead to College Parkway, for Phase 1B. This will allow additional time to complete acquisition of additional right-of-way and resolution of other unnamed issues. If the City does not support phasing as suggested, attempts will be made to maintain the original schedule for construction to Highway 50. The plans should be completed by next spring. Acquisition of the right-of-way has not been completed. Clarification indicated that this right-of-way is needed for drainage.

Commissioner Teixeira pointed out that the City could complete the proposed project and the State could continue to work on the freeway to either College Parkway or to Highway 50. Mr. Gallegos responded that discussions will still have to occur as NDOT will have to have an agreement regarding the roadway due to the need for utility easements, etc. The utilities must be relocated prior to the freeway construction. The bicycle corridor has been

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included in the design. Commissioner Teixeira questioned the impact laying asphalt for 600 feet over the utilities would have. Mr. Gallegos indicated that coordination would have to occur. He did not see a problem with this concept. Commissioner Teixeira felt that if the City's project came after the relocation, NDOT should not incur any additional costs. Clarification indicated that NDOT proposes to place the utilities in the bicycle corridor. Discussion noted that the corridor in this location was to have been donated. Federal criteria for obtaining the right-of-way was again noted. Negotiations have not yet occurred with the Club. Mr. Gallegos then explained that the drawings had been sketched based on preliminary discussions and were not the final design. He was unsure whether it could be done as sketched or if it would impact other property. If it does impact that property, which Commissioner Teixeira indicated is the HUD property, it cannot be done.

Mr. Flansberg explained that if the cul-de-sac remains, the bicycle master plan will have to be revised. He also explained the need to acquire the easement and commence design for the project. The utility companies will be asked to design and relocate within the City easement. He then explained that Northridge Drive has "basically" failed in this vicinity and must be reconstructed. He proposed issuing a contract for curb and gutters along with reconstruction of Northridge when the Carmine freeway project is constructed. NDOT will incur costs for construction of the path, acquisition of the right-of-way for the cul-de-sac, and acquisition of the easement for the utilities. NDOT currently proposes to purchase the right-of-way and easements rather than accept donations. A need for discussions to occur with NDOT was reiterated. The concept had been brought to the Commission for discussion so that it can be added to the list of potential projects for consideration in January and February.

Commissioner Teixeira expressed his feeling that the project made sense and should be pursued. Benefits had been indicated. Cost savings will be incurred if the City does the work. He also expressed his unwillingness to give NDOT any reason to point to Carson City and say that Carson City had held up the freeway project. He also referenced a letter which Mr. Flansberg indicated had been received after the agenda had been posted. A copy of this letter is to be provided to the Commission after the meeting.

Chairperson Plank indicated that he had read the letter. NDOT was attempting to keep the project moving and had, therefore, suggested splitting Phase 1B. He did not feel that the proposed project would delay the freeway or point to the City as being the reason for a delay.

Commissioner Staub expressed his support for the project and indicated his objection to cul-de-sacs. He suggested that staff be directed to talk with NDOT and return with a report with more specific details regarding the effects the project may or may not have as well as the benefits and detriments of it. This report should be provided before prioritization is considered. Chairperson Plank explained that prioritization occurs in February and suggested that the report be provided in December. Mr. Flansberg indicated that all of the projects will be introduced in January and that staff will bring the concept/report back in December. Commissioner Kennedy requested that a cost estimate if the City does the work be included in the report. Mr. Gallegos indicated that he would work with the City on the numbers and that the numbers would have to be NDOT's. He agreed with Commissioner Teixeira that he would like to see the City do the project. Commissioner Teixeira then explained his respect for Mr. Gallegos. He also felt that the numbers should be based on the City's process rather than NDOT's. Commissioner Kennedy felt that this is the reason the City should do the project. Mr. Flansberg indicated that the figures will be in a range. The Commission agreed.

Discussion ensued on the drainage facility proposed between the north side of Northridge and the south side of Highway 50. Mr. Gallegos described the current design including the location and culverts.

Ms. Blankenship explained that there are plans to construct a community gym on the property. This will create even more vehicular use of the road. Comments also indicated that a proposed community service building is to be located on the Club site. There are 16 public agencies who plan to use this building.

Discussion between Mr. Fitzpatrick and Mr. Gallegos indicated that the utilities will be relocated on the Club property.

Chairperson Plank indicated that the Commission's consensus had directed City staff to work with the NDOT staff to develop a preliminary proposal for reconsideration in December 2001.

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Discussion ensued between the Commission and Ms. Blankenship regarding the timeframe for Club construction on the property and the fund raising activities which had been delayed by the 9/11 acts of terrorism. The Club hopes to occupy the building in July 2002. Construction should take between six to nine months. Commissioner Teixeira felt that the building would be completed before the freeway reaches the Club site. (1-001-B) Mr. Gallegos felt that the current timetable had the cul-de-sac scheduled for 2005. He limned the process used by the contractor to take control of the property once the contract is awarded. He felt it may be possible for construction to commence as early as the fall of next year. He asked that a copy of the project's plans be provided as soon as possible. Ms. Blankenship agreed to do so.

(1-018-B) Tom Keeton voiced his objection to anything that would delay the freeway. He hoped that staff would only accept plans which will not delay the project. Any redesign will delay the freeway. He supported the project and expressed a willingness to pay additional taxes to have it constructed. He preferred to have the City construct it rather than NDOT. Chairperson Plank felt that the Commission concurred with his comments.

Mr. Brotzman explained that staff had received a telephone call from Evelyn June supporting Mr. Keeton's comments.

Chairperson Plank indicated that staff had received its direction and that further discussion would occur next month.

Commissioner Teixeira then asked Mr. Gallegos if a position had been taken regarding the use of right-of-entry in order to enter the Lompa property. Comments noted this item had not been agendized. Mr. Gallegos indicated that his Director had stated that this decision will be made by the Statewide Transportation Board due to the risk it could create on the statewide transportation budget. No formal action was taken or required.

F-2. DISCUSSION ON LAND ACQUISITION FOR STEWART STREET EXTENSION FROM CARSON STREET TO CURRY STREET (1-049-B) - Mr. Flansberg indicated that a majority of the Forest Service concerns had been addressed. Research indicated that the City had originally expressed an interest in extending Stewart Street to Curry in 1974. At that time a map had been sent to the Forest Service, however, they had not signed off on it. He then explained the reversionary clause contained within the Forest Service and State Lands agreement. If the Forest Service no longer uses the property, the property reverts back to State Lands. State Lands is requiring the City purchase the area. This may be the reason the original plan failed/stalled. Meetings are being held with State Lands. A small contract has been issued for a low level environmental study. Discussion reiterated that if the Forest Service's concerns are mitigated, an easement will be granted. These concerns deal with parking, storage, and traffic circulation issues. Staff is attempting to negotiate along the lines that the mitigation provided to the Forest Service should offset the State Lands' requirement to purchase the property. Commissioner Teixeira questioned how the State could charge for a street extension which would benefit the community. He cited examples where the State took over City streets and used them as part of a parking lot without paying for them due to the "benefits to the community". He had suggested to the State at that time that the City should sell the street. State Lands had informed him at that time that as there is a public benefit, the City could not sell the streets. Mr. Flansberg explained that Chief Deputy District Attorney Mark Forsberg is researching this question. The Attorney General's office may also be researching the question. He also explained that from the very beginning the meetings had been with both the Forest Service and State Lands. Discussion indicated that it may require Legislative intervention if a resolution cannot be found. When the District Attorney's opinion is presented, the item will be reconsidered, which may be in December. Comments also indicated that NDOT had at one time considered making the extension. Mr. Flansberg then explained how the research had found that State Lands owned the property. No formal action was required or taken.

F-3. STATUS REPORTS (1-168-B) - Mr. Brotzman reported on the status of the Roop Street expansion project. The State Complex Master Plan had been shared with staff. State Lands had again expressed the intent to enforce its requirement that the property be purchased. Negotiations are continuing due to the additional traffic which will be created by the State projects. The roundabout landscaping project should go out to bid in early spring. Mr. Brotzman then reviewed the NDOT project list for the next two years. The Deer Run Road bridge reconstruction project has been rescheduled for 2003. Mr. Brotzman limned the plans to install two

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bus shelters in Carson City--one near JM Furniture and Burger King on North 395 and one near the NDOT facility. In the future one will be installed at Walmart as it is the third highest usage point. Mr. Flansberg then explained the status of the College Parkway and Highway 395 lane improvements, which are being constructed as part of the Albertson's project, and the intersection configuration. These improvements should be completed within three weeks. The flashing crossing lights on Edmonds will be installed on the 27th. The Roop and Washington lights will then be installed. Comments questioned when the Library's new sign would be installed and indicated that the flashing lights will work in the snow. NDOT has purportedly approved the lights. Comments then explained that NDOT's letter regarding the proposal to split freeway project 1B is based on the need for property south of Highway 50 on which to channel the drainage. Construction north of College Parkway can occur without having this property. The concept will keep the project moving. Commissioner Teixeira explained the commitment to construct this project in 2002. He felt that it is upsetting to learn that they will not be able to keep this commitment. Chairperson Plank felt that the problem had been created by the State's desire to acquire all of the necessary right-of-way from the Lompas at one time and not deal with the Lompas on a piecemeal basis. His personal contact with Mrs. Lompa a year ago had indicated that the State had not talked to her. Mr. Flansberg indicated that the letter also contains several other valid points for splitting the project. No formal action was required or taken.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS)

G-1. FUTURE COMMISSION ITEMS (1-273-B) - The Boys and Girls Club and the Stewart Street extension will be on the December agenda. Commissioner Reynolds asked that the Murphy Street bicycle path be reagendaized for discussion/action due to concerns with the budget and the funds which have been spent. Mr. Flansberg explained his research on the Appion Street intersection/stop sign concerns. He will be sending Mr. Lopez a letter as the only warrant was for a yield sign. Chairperson Plank directed that the conclusion be provided in December. Traffic counts were being conducted on Koontz and Curry. The traffic counts on Clear Creek and Lupin needs to be redone. Chairperson Plank directed that these reports be provided under status reports and noted that Clear Creek is being used by individuals going to Douglas County. Comments also noted that construction has commenced on a convenience store at Hot Springs and Roop. The property had been sold by Landmark. This project had impacted the proposed program for the left turn stacking lane at Northridge. Discussion indicated the need to agendaize this intersection as a status report. Discussion explained that the City had not taken on the project due to alleged commitments from the developer. Chairperson Plank felt that this issue should be considered with the other projects in January/February. No formal action was required or taken.

G-2. NEVADA APPEAL REQUEST TO TAKE PHOTOGRAPHS OF COMMISSIONERS TO UPDATE THEIR FILES (1-326-B) - Photographs were taken before the meeting.

H. ADJOURNMENT (1-328-B) - Commissioner Staub moved to adjourn. Commissioner Reynolds seconded the motion. Motion carried 5-0. Chairperson Plank adjourned the meeting at 6:48 p.m.

The Minutes of the November 14, 2001, Carson City Regional Transportation Commission

2001. ARE SO APPROVED ON__December_12__,

_____/s/_____

Jon Plank, Chairperson