## CARSON CITY TRANSPORTATION ADVISORY COMMITTEE Minutes of the September 1, 1998, Meeting Page 1

A regularly scheduled meeting of the Transportation Advisory Committee was held on Tuesday, September 1, 1998, at the Capitol Conference Room, 201 North Carson Street, Carson City, Nevada beginning at 3:00 p.m.

PRESENT: Chairperson Frank Page, Vice Chairperson Kelly Garcia,

and Members Bill Hoffman, Tom Fronapfel, Vern Krahn,

Juan Guzman, and Dennis Ritchie

STAFF PRESENT: Deputy Public Works Director Tim Homann, RTC Engineer

Harvey Brotzman, Recording Secretary Andrea Burnell

(T.A.C. 9/1/98 Tape 1-0010)

**A. CALL TO ORDER AND DETERMINATION OF A QUORUM** - Chairperson Page convened the meeting at 3:08 p.m. Roll call was taken. (Vice Chairperson Garcia arrived at 3:16 p.m.) A quorum was present although Members Abbett, Bullis, Mather, and Robertson were absent.

- **B. APPROVAL OF MINUTES** None.
- **C. MODIFICATION OF AGENDA** None.
- **D. PUBLIC COMMENT** A letter regarding the draft Pedestrian Element from Anne and Chas Macquarie was reviewed by the Committee and staff. (A copy of the letter is in the file, as is a copy of the Macquaries' written comments.)

## E. DISCUSSIONS - REVIEW AND DISCUSSION BY THE COMMITTEE OF THE INFORMATION PRESENTED BY JOHN LONG

- 1. REVIEW OF THE BICYCLE ELEMENT OF THE MASTER PLAN (1-0673) Member Krahn asked for suggestions and criticism from the Committee. The Plans will go to the Parks and Recreation Commission for approval. According to Mr. Brotzman's research the bicycle routes on the Plan should all fit within the rights-of-ways. Member Krahn explained that the City would not be using eminent domain or private property without permission for the Bicycle Routes. Suggestions were discussed.
- 2. REVIEW OF THE PEDESTRIAN ELEMENT OF THE MASTER PLAN (1-1913) Chairperson Page solicited comments about the Macquaries' letter. Member Hoffman commented that these issues are policy matters and should be taken up with the Board of Supervisors. Member Guzman suggested, on written comment #2, that perhaps the RTC could deal with projects of that nature and advocated John Long's recommendation for an inventory study. Vice Chairperson Garcia suggested a coordinated citizen's effort. Chairperson Page felt that the committee did not have any authority to commit staff and/or funds to the suggestions made in the letter. Discussion indicated that the letter should be forwarded to the RTC and the Board of Supervisors and that Mrs. Marquarie's questions and suggestions should be addressed by this Committee.

Member Guzman questioned whether to mention the 1997 Berryman Henniger Pedestrian study in the current Transportation Plan. Comments indicated that it was already identified in the current Pedestrian Element and it would be a good resource for a citizens committee working on creating a Pedestrian Plan. (No formal action was taken or required.)

3. REVIEW OF THE FINANCIAL ELEMENT OF THE MASTER PLAN - Chairperson Page solicited comments on impact fees. Mr. Brotzman commented that based upon Mr. Long's research, the fee should be around \$160 per dwelling unit equivalency, which is 1/10 of what is charged in Reno. He questioned whether to base the fees on improving the infrastructure or to attach the fee to new development. Member Krahn suggested imposing the fees with a specific purpose in mind rather than to make up budget shortfalls. Vice Chairperson Garcia expressed concerns over the business sector, developers, and the Chamber of Commerce's reaction to impact fees. She did not wish to make a decision on impact fees until she received more input. Mr. Brotzman explained the dwelling unit basis for which the fees would be charged and commercial versus private dwelling unit

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equivalencies. (Member Krahn left the room momentarily at 4:00 p.m. A quorum was present as noted.) Chairperson Page questioned how the demands on the transportation system would be assessed. Comments suggested that a traffic impact report could provide this information. Mr. Brotzman reiterated that the Committee is creating a whole transportation plan with financial solutions. He questioned whether the fees were too low and suggested higher fees that would have the By-Pass done sooner. Traffic congestion is the number one problem in Carson City. To solve the problem the whole By-Pass needs to be completed. The people already living here have paid the nickel gas tax. Financial figures for the By-Pass were discussed. Mr. Homann felt that a larger impact fee for the By-Pass is a policy issue for the Board of Supervisors and questioned whether the higher fees should be included in the plan. A lower fee may be adequate to get certain projects done. Discussion indicated that the City would have to contribute its fair share to both the North and the South leg of the By-Pass. The Committee Members gave their opinions on whether to include the impact fee and if so which fee, in the Transportation Plan. The District Attorney may be asked to give an opinion as to the legality of impact fees for certain population thresholds. Legislation may have to be changed. Discussion ensued on the impact fees for the By-Pass and existing infrastructure.

Member Guzman mentioned Member Bullis' written topics for discussion from the last meeting. (A copy is in the file.) Such fees may impact the ability of people to start businesses in Carson City. Discussion indicated that the Chamber of Commerce may be invited to a future Transportation Advisory Committee meeting as these are valid concerns and the business community needs to be heard from on this matter. (Member Ritchie left the room momentarily at 4:28 p.m. A quorum was present as noted.)

Assistant City Manager Dan St. John gave his opinion of impact fees. He cautioned against using impact fees for infrastructure, because only when there is growth, will funding be available. This is typical in small communities without a large tax base and is why communities go bankrupt. He questioned how the City can maintain a level of service or quality when more pressure is put on through growth. Typically a community will use all of its available resources such as, property taxes, sales taxes, gas taxes, grants and impact fees for infrastructure. (2-0001) He questioned if businesses are going to come here, should they share in the costs that they impose, or should the residents pay for it. Impact fees are just another tool for financial help but they must be based on building additional capacity.

Vice Chairperson Garcia reiterated the need to have involvement from the Chamber of Commerce and the Builders Association on the impact fees. Discussion ensued on whether to invite the Chamber and/or the Builders Association to the workshop on the 29th. Consensus indicated that more discussion is needed on the options. Mr. St. John suggested that Mr. Long do some comparative shopping, provide a list of options, and determine what other communities are doing in this situation. Chairperson Page suggested that the Chamber and Builders Association come to the meeting with useful alternatives and positive suggestions rather than just saying that they are against the impact fees.

- **5. PUBLIC TRANSIT INFORMATION** Mr. Homann had given Mr. Long some elements to be drafted.
- **4. REVIEW FIGURE 12 FUNCTIONAL CLASSIFICATION YEAR 2012 ROADWAY SYSTEM IN REPORT** Mr. Brotzman questioned the functional classification of Sonoma St. from Curry St. to Saliman, Robinson St. from Saliman through Airport, and the portion of Robinson St. that goes from Saliman to Carson St., whether they should be shown as collectors. Member Hoffman suggested that Mr. Brotzman meet with the NDOT Systems Manager on the continuity or connectivity of the map.
- **6. DISCUSSION ON FINALIZING REPORT, 7. TENTATIVE SCHEDULE OF COMPLETION, AND 8. FUTURE COMMITTEE ITEMS** Mr. Brotzman reviewed the tentative schedule for completion. Discussion ensued on having the Builders Association and the Chamber of Commerce come to the September 15th meeting, and considered moving the meeting time to 2:00 p.m.
- **9. ADJOURNMENT** Member Krahn moved to adjourn. Member Ritchie seconded the motion. Motion carried unanimously. Chairperson Page adjourned the meeting at 5:05 p.m.

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A tape recording of these proceedings is on file in the Clerk-Recorder's Office. This tape is available for review and inspection during normal business hours.

The Minutes of the September 1, 1998 Carson City Transportation Advisory Committee meeting	
ARE SO APPROVED ONSo	ept29, 1998.
_/s/ Frank Page, Chairperson	