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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, July 11, 2007, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chairperson Shelly Aldean, Vice Chairperson Larry Hastings, and Commis-

sioners Russell Carpenter, Charles Des Jardins, and Richard S. Staub

STAFF PRESENT: Public Works Director Andrew Burnham, Transportation Program Manager

Patrick Pittenger, Deputy District Attorney Joel Benton, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC

7/11/07 Recording 5:30:29)

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 normal business hours.

- **A. ROLL CALL AND DETERMINATION OF A QUORUM -** Chairperson Aldean convened the meeting at 5:30 p.m. Roll call was taken. The entire Commission was present, constituting a quorum.
- B. APPROVAL OF MINUTES MAY 31 AND JUNE 13, 2007 (5:30:50) Commissioner Staub clarified his disclosure at the May 31 meeting to indicate that his mother owns the home in Quail Run and not his brother. Commissioner Des Jardins corrected the typographical error on Page 2 of the May 31 Minutes changing consensus to census. Chairperson Aldean corrected her statement on Page 4 of the May 31 Minutes Item H to be: "The bid was \$1 million less than the estimate for the contract. She was pleased with that." She also corrected her title to be Chairperson rather than Supervisor. She then corrected Page 3 of the June 13 Minutes, first paragraph, third line from the end of the paragraph, to read: "as a retaining wall" rather than a retainer wall.

Ralph Wisher indicated that he is the Past President and current Board member of Quail Run and had been elected to speak on the affected residents' behalf. He felt that the June 13 Minutes should be changed to indicate on Page 3 in the first paragraph that the traffic volume was analyzed on both the east and west sides. Page 5 of the sound survey purportedly indicates that both east and west locations had been used for both the sound and traffic analysis. He questioned the names of the individuals who had allegedly contacted Commissioner Carpenter. The comment reflecting this contact was on Page 2. Unless their names are given, their comments should carry less weight by the Commission. He asked that the Commission grant minimal impact to those comments due to the lack of knowledge regarding their residence. He acknowledged that everyone has a right to speak including residents of Quail Run whose residents do not abut the street, however, their property locations should be weighed in relation to the issue.

Deputy District Attorney Joel Benton explained that these changes are to the substance of what had been said. The Minutes reflect what happened at the meeting. It appears that at the meeting Commissioner Carpenter did not identify the individuals who contacted him. Regarding the traffic study, the statement is a reflection of what an individual said regarding it and not what the study actually did. The Minutes cannot be changed.

Chairperson Aldean suggested that Mr. Wisher provide his information during his testimony on this topic which will be considered later in the meeting. Commissioner Carpenter may or may not wish to disclose the identity of the individuals who had connected him. She had, personally, received a call from an anonymous individual who did not wish to leave a name even though he/she identified him/herself to Chairperson Aldean. Clerical corrections were solicited on the Minutes. His statements should be reentered on the record during discussion of the item later in the meeting.

Mr. Wisher then referenced Page 4 and the statement that: "Bob White Drive had given up a left turn lane". He indicated that they had not given up a left turn lane. They had accepted the facts of life that it will not happen in all likelihood. They have not given up. He indicated that he will be back when discussion occurs later in the meeting. Chairperson Aldean advised that Commissioner Staub should request a correction if his statement is to be changed. Additional corrections/comments were solicited on the Minutes. None were given.

Commissioner Staub moved to approve the Minutes of May 31, 2007, and June 13, 2007, as amended on the record tonight. Commissioner Hastings seconded the motion. Motion carried 5-0.

- C. MODIFICATION OF AGENDA (5:37:45) None.
- **D.** STAFF PUBLIC SERVICE ANNOUNCEMENTS (5:37:50) Transportation Program Manager Patrick Pittenger announced that both JAC and Washoe Intercity are now running on Curry Street. There are stops behind Casino Fandango on Curry and for Albertson's and the other adjacent businesses on Clearview. This route change started on Monday. He then advised that the ridership figures were up again setting a new high of more than 10,000 rides in June.
- E. PUBLIC COMMENT (5:39:05) None.
- F. **DISCLOSURES** (5:39:42) None.
- G. PUBLIC MEETING ITEMS:
- G-1. ACTION TO RECOMMEND THAT THE BOARD OF SUPERVISORS APPROVE AN AGREEMENT BETWEEN BARBARA WELCH AND CARSON CITY WHEREBY BARBARA WELCH AGREE(S) TO SELL AND CONVEY A PORTION OF THAT CERTAIN REAL PROPERTY DESCRIBED AS ASSESSOR'S PARCEL NUMBER 002-138-06, FOR THE APPRAISED VALUE OF \$190,000 (5:39:50) Transportation Program Manager Patrick Pittenger

indicated that only a few more properties need to be acquired. Discussion indicated that this property is currently rented. Relocation efforts are underway. The fiscal impact is for the property only. Commissioner Des Jardins moved recommend that the Board of Supervisors approve an agreement between Barbara Welch and Carson City whereby Barbara Welch agrees to sell and convey a portion of that certain real property described as Assessor's Parcel Number 002-138-06 for the appraised value of \$190,000; and the fiscal impact is \$190,000. Commissioner Staub seconded the motion. Motion carried 5-0.

G-2. DISCUSSION AND ACTION ON A REQUEST FROM RESIDENTS OF QUAIL RUN FOR NOISE ABATEMENT FOR THEIR SUBDIVISION ALONG FAIRVIEW DRIVE (5:42:14) - Transportation Program Manager Patrick Pittenger, RTC Engineer Harvey Brotzman, Ralph Wisher, Public Works Director Andrew Burnham, Bob Redick, Bill Miller, Mel Sharp, J. R. Jones, Roger Tasvainen, Roy Robertson, Russ Mead - Mr. Pittenger's introduction included a summary of the meeting(s) held with the residents, the lack of a City noise ordinance, the last meeting on this topic, and the options. Mr. Brotzman advised that notice regarding the previous RTC meeting on this topic had been provided to the residents during the neighborhood meeting. A mailing to the residents was not done. Commissioner Staub disclosed his and Chairperson Aldean's involvement with the residents regarding this topic. He iterated his statements that the RTC has limited funding. It must remain within the confines of its budget. These funds can only cover so many projects. He also reminded the residents that the freeway and, specifically, the Fairview off-ramp has been on the books for 20 years. City assistance with mitigation of the impact will be considered by RTC tonight and the Board of Supervisors in the future. In his opinion participation by the residents is needed in whatever mitigation effort is undertaken. The residents had been asked to appoint a representative to speak for them. Other individuals who wish to speak will be allowed to do so.

Commissioner Hastings opined that the Commission should not get the cart before the horse. He was uncertain that the anticipated noise levels will be obtained to justify funding for mitigation. The window treatment may not mitigate the impact. It is nice to want the windows and the retaining wall. He preferred waiting and seeing what the actual impact is before doing anything.

Mr. Wisher advised that the residents want full compliance with the sound survey which includes the facing and perpendicular walls which the staff report indicates will cost \$168,000. The residents' participation is a reluctant willingness to accept just the facing walls which reduces the cost to \$132,000. This provides a "\$40,000 participation amount". This is the minimum amount that the residents are willing to have as it only replaces the basic windows. The desired approach is replacement of the south, east and west facing walls. Then, as a matter of record, the number one issue in the community is still the left turn lane. It was mentioned in the previous meeting. It is a safety issue. He asked that it be made a part of the record about the residents' concerns. They realize that in all likelihood it will not happen. It would be beneficial. He felt that the residents were so concerned about it that a straw vote may indicate that they would cash in the window treatment for the left turn lane.

Discussion between Chairperson Aldean and Mr. Burnham indicated that a contract had been amended to include an evaluation of the left turn pocket. This work was done. The Commission will be approving the contract amendment for this work soon.

Mr. Wisher then noted that the total project is estimated to cost \$5.5 million. In comparison, the \$168,000 for the window treatment is only 3% of that budget. He was certain that, if the project costs escalate to \$5.8 million, the Commission will find the funds somewhere. The mitigation project is not a major item to the budget. He then advised that the Quail Run Board was acting to facilitate the communications between 21 homeowners and the RTC. His representation is the "peak" or "termination" of that representation. The future is up to the individual homeowner. The Board has done its best for them and he hoped that the Commission will too.

Mr. Redick pointed out the impact that the fumes and dirt created by 20,000 additional vehicles a day will have on their ability to enjoy their yards. Mr. Miller felt that, if the mitigation and the left turn pocket could not be done correctly, the entire project should be abandoned.

Mr. Sharp explained the vibrations and noise impacts experienced in his home. He cannot open his patio door because of them. Increasing the street to four lanes will make it unbearable for him to continue living there. He will not be able to hear his television due to the street noise. Vibrations caused by the heavy trucks and 18 wheelers were explained. He also opined that the speed limit is not being adhered to. The Sheriff's Office does not patrol the streets. He asked that the speed limit be reduced to that allowed on Curry Street, which he purported as being 25 miles per hour on the newly improved section. He also alleged that the speed limit on Oregon in front of the Department of Motor Vehicles is 25 miles per hour. Reducing the speed limit could reduce the noise level. He then indicated that he had invited people to his home to watch the wine glass vibrations created by the traffic. Discussions between Chairperson Aldean and Mr. Brotzman indicated Mr. Brotzman's belief that the speed limit and prohibition of jake brake signs had been installed. Chairperson Aldean volunteered to contact the Sheriff's Office and ask for additional patrols. Additional comments were solicited.

Mr. Jones indicated that he had been aware of Fairview when he moved into his home at the corner of Bandtail and Fairview. He asked that the current noise level be maintained. Doubling the street's size will increase the traffic and noise. If this occurs, he will ask the Environmental Protection Agency to check the noise and air quality, etc. The Commission should be responsible as it is doubling the noise, traffic, etc. The Commission should be required to maintain the current noise level.

Mr. Wisher then explained that the original study was done two years ago. Since that time the traffic volume, composition, and volume have increased. He felt that the Commission's staff should conduct a new sound study with expanded hours and during the work week. Mr. Tasvainen opined that the proposal to reduce the lanes on Carson Street to two will increase the traffic volume on Fairview. The reduction should not be allowed until after the freeway is completed to Spooner. Discussion between Mr. Robertson and Mr. Pittenger explained the proposal to reduce Carson Street to two lanes in the downtown area. Mr. Pittenger advised that modeling of this concept had assumed that the freeway was completed and had

analyzed the traffic impacts and revisions that may occur. A date for this reduction has not been set. Mr. Pittenger then explained for Mr. Miller the traffic revisions proposed at the intersection of Carson and William. A final decision on this concept has not been made. The traffic study/modeling was just completed. Chairperson Aldean explained that this topic is not part of the agenda. The study had included Fifth Street but not Fairview. Mr. Miller opined that the two lanes will not be adequate for the traffic volume even though the idea "sounds good". Chairperson Aldean reiterated that the decision will be made in the future.

Mr. Miller then explained Mission Linen's use of the street for loading and unloading its trucks. He felt that this practice is a safety hazard. The firm should relocate. Mr. Burnham explained that staff is working with the firm to address this issue and that parking in front of the firm will be removed. A replacement area for the parking is being sought. The resolution will be considered by the Commission. Mr. Miller felt that this could get some of the trucks off the street.

Discussion between Mr. Mead and Mr. Brotzman explained the landscaping/shrubbery between the sidewalk and the wall will be trimmed or eliminated to increase the sight distance. Mr. Burnham indicated that the plan will be discussed with the residents before implementation. Mr. Mead indicated that he had purchased his home due to the shrubbery, which he felt addressed some of the fumes. Mr. Burnham reiterated the commitment to meet with the homeowners and advised that Mr. Mead will be contacted as he will be impacted. Additional comments were solicited.

Mr. Wisher expressed his concern about the noticing which has been provided to date. He asked that all 21 impacted homeowners and the Board of Directors be noticed on any action items that are agenized that effect or relate to this issue. The packet he had given to the Commission included the addresses of those individuals. Chairperson Aldean thanked him for his comments. Additional comments were solicited but none were given.

Commissioner Des Jardins felt that it had been an interesting discussion that illustrated democracy in action. It was a good example for his daughter, who was present, of how a democracy allows all interested people to speak. It is not an easy situation. There are old studies and a lot of unknowns. He felt that taking action with all of the unknowns at this time is difficult. He preferred to take the "wait and see" approach suggested by Commissioner Hastings. All of the testimony is important and will be included in his final decision.

Commissioner Carpenter indicated that he felt for the residents. His personal experience as a resident on Sonoma Street was described to illustrate his awareness of their situation. He acknowledged that the truck traffic on Fairview will increase until the freeway is completed. The "experts" know what this volume will be. A current traffic count is a reasonable request. He "leans" toward Commissioners Hastings and Des Jardins' recommendation that no action be taken at this time. He did not wish to have all of the Carson City residents watch the wine glass slide across the table. He felt that the Commission will do the best it can to address the situation. Additional comments were solicited.

Commissioner Staub disclosed his mother's residence on Bandtail for the record. At the time she purchased the residence he had informed his mother, as did the rest of his family members, that there will be changes to Fairview that will increase the noise level. She deals with it also. He has personal, first hand knowledge about the traffic there. He cautioned the Commission about waiting to see what happens. When roads are designed, like Graves Lane and the Freeway, they are built with noise abatements included. This is the reason there are noise walls almost the entire length of the freeway. The two-yearold noise study indicates that there will be a noise level increase for two or three years when the freeway terminus is at Fairview. When the freeway is extended to Spooner, the noise level will drop to the level prior to being the freeway's terminus. This statement is speculation. He wished to move forward and firm up the options. He felt that the Commission and City should do something to assist the residents regardless of whether the residents were aware of the freeway when acquiring the property. The freeway had been planned for more than 20 years. Due diligence would have told the buyers that Fairview was to be impacted by the freeway. It is no surprise to his family and others who have lived in the community for some time. He felt that a new traffic count was warranted as the information is needed to base a decision upon rather than speculation. It is the Commission's job to address/mitigate the issue while the project is moving forward and to keep it within its budget. A commitment to NDOT requires completion of the Fairview project before the freeway terminates at it. A new study will tell the Commission what is needed. A better cost estimate of the window options should be obtained. Chairperson Aldean and he had seen a window system that put an interior window on the inside frame that had substantially lowered the noise level. He also cautioned that the window replacement may not be the only option. There may be options that staff should consider. There could be one that is lower than the current estimates. The window treatment he had observed was alleged to have cost approximately \$2,500. It was an attractive effort which had not damaged the aesthetic value of the home from either the inside or outside view. He wanted to: 1. Do the traffic count study; 2. Bring the study to the Commission and for the Commission to determine whether another noise study is needed based on the current traffic counts; and 3. For staff to firm up the prices for the options in fixing the windows or "shoring up the noise capabilities of the windows. He then indicated that this is his motion. Commissioner Carpenter seconded the motion. Chairperson Aldean indicated that this matter poses a challenge to her due to the Commission's finite resources and the serious budget constraints. She had received one telephone call from a resident that felt that no taxpayer funds should be used to mitigate the issue. Commissioner Carpenter had allegedly had a similar conversation. She felt that the Commission was not rejecting the proposal but merely indicating the need for additional information. She urged the Commissioners to support the motion. The traffic count is needed for a comparison with the traffic level after the freeway opens. It will provide a basis for updating the sound study. Additional comments were solicited. Commissioner Des Jardins questioned staff regarding the timeframe for completion of the studies. Mr. Pittenger felt that a traffic count could be conducted within 30 days, however, the noise study will take longer. Mr. Brotzman also indicated that the traffic counters can determine the speed at which the vehicles are traveling. Mr. Pittenger felt that time will be required to investigate the costs. Discussion indicated that the residents had obtained the \$168,000 estimate from a contractor. The \$133,000 estimate is for window replacement only. It does not include an interior pane. Commissioner Carpenter indicated his support of the motion due to the belief that the Commission has a responsibility to act in the best interest of the residents. In this case he supported doing it in the least expensive manner possible. The traffic study will provide the average

speed and determine if additional patrols are warranted. Additional comments were solicited. None were given. The motion to do a traffic count; bring it to the Commission; a need for the Commission to then determine if another noise study should be conducted; and for staff to firm up the prices for "fixing the windows" was voted and carried 5-0. Commissioner Staub and Chairperson Aldean thanked the audience for attending. Chairperson Aldean directed that the item be agenized for consideration in September. Discussion indicated that the date will be September 12.

RECESS: A recess was declared at 6:25 p.m. The entire Commission was present when Chairperson Aldean reconvened the meeting at 6:29 p.m., constituting a quorum.

- ACTION TO ACCEPT PUBLIC WORKS' RECOMMENDATION ON THE G-3. "FAIRVIEW DRIVE WIDENING FROM SOUTH CARSON STREET TO CARSON CITY FREEWAY INTERCHANGE PROJECT", CONTRACT NO. 2003-113 AND AUTHORIZE PUBLIC WORKS TO ISSUE PAYMENTS TO THE LOUIS BERGER GROUP, INC., FOR AN AMENDMENT NO. 2 IN THE AMOUNT OF \$44,685.88 AND AUTHORIZE THE CONTRACTS DIVISION TO ISSUE AMENDMENTS FOR A NOT-TO-EXCEED AMOUNT OF \$5,000 FROM THE FAIRVIEW DRIVE WIDENING ACCOUNT AS PROVIDED FOR IN FY 2006-2007 (6:29:00) - Public Works Director Andrew Burnham - Discussion explained the "roll over" of the contingency budget if not utilized for a contract. It was felt that the \$5,000 allocated for amendments provides the same flexibility as having a contingency account. Neither funds are used unless justified and unforeseen. Commissioner Staub moved to accept Public Works' recommendation on the Fairview Drive Widening from South Carson Street to Carson City Freeway Interchange Project, Contract No. 2003-113, and authorize Public Works to issue payments to The Louis Berger Group, Inc., for an Amendment No. 2 amount of \$44,685.88 and authorize the Contracts Division to issue amendments for a not-to-exceed amount of \$5,000 from the Fairview Drive Widening Account as provided for in FY 2006-2007; fiscal impact is not-to-exceed \$49,685.88. Commissioner Hastings seconded the motion. Mr. Burnham explained that some of the funds will be paid by Utilities. The amounts will be determined when the bids are completed, analyzed, and allocated. The designated funding source may or may not be the actual case. The contract lists water, sewer, and RTC as the funding sources. Public comments were not requested as no one was present except for the Commission and staff. The motion was voted and carried 5-0.
- G-4. ACTION TO ACCEPT PUBLIC WORKS' RECOMMENDATION ON THE "FAIR-VIEW DRIVE WIDENING FROM SOUTH CARSON STREET TO CARSON CITY FREEWAY INTERCHANGE PROJECT", CONTRACT NO. 2003-113, AND AUTHORIZE PUBLIC WORKS TO ISSUE PAYMENTS TO THE LOUIS BERGER GROUP, INC., FOR AN AMENDMENT NO. 3 IN THE AMOUNT OF \$145,775.05 AND AUTHORIZE THE CONTRACTS DIVISION TO ISSUE AMENDMENTS FOR A NOT-TO-EXCEED AMOUNT OF \$15,000 FROM THE FAIRVIEW DRIVE WIDENING PROJECT ACCOUNT AS PROVIDED FOR IN FY 2006-2007 (6:33:11) Public Works Director Andrew Burnham Discussion indicated that NDOT has a lot of leeway in determining how projects are handled and who is responsible for what portions. Negotiations are underway on an NDOT and FHWA required third turn lane for the intersection of Carson and Fairview. A portion of this contract includes redesign of the intersection and its alternatives. A description of the

proposed intersection and its costs were provided. The agreement on the cost sharing of the intersection was created by the return of some of the gas tax funds. Mr. Burnham indicated that more funding requirements/adjustments will be presented in the future. He also noted that the freeway is to be completed by 2010. NDOT has indicated that bids will be opened on July 19 at 2:30 p.m. for 2A. Discussion also explained that bidding of professional services is not allowed. Professional services are obtained based on qualifications. The terms are then negotiated. Mr. Burnham agreed that he should have brought the contract to the Commission earlier. He believed that 100 percent of the project has been completed. Public comments were solicited but none were given. Discussion explained that when unforeseen costs are incurred they push other RTC projects in the plan out further. The list of projects currently total \$50 million. The Commission will be asked to prioritize them in several months as there is an inadequate amount of funding to do them all at once. The original estimate for the project had been less than the actual amount. The cost of construction increased the actual price. This cost is for engineering only. It was also indicated that additional relief of the freeway payments may be requested as there have been giant cost increases. Mr. Burnham agreed that there should be a spread sheet containing a running balance on what has been spent and why. He indicated that the budget is increased when and as necessary. He agreed that this increase in funding should be tracked. Additional comments were solicited but none were given.

Commissioner Staub moved to accept Public Works recommendation on the Fairview Drive Widening from South Carson Street to Carson City Freeway Interchange Project, Contract No. 2003-113, and authorize Public Works to issue payments to The Louis Berger Group, Inc., for an Amendment No. 3 amount of \$145,775.05 and authorize the Contracts Division to issue amendments for a not-to-exceed amount of \$15,000 from the Fairview Drive Widening Project Account as provided for in FY 2006-2007; fiscal impact not to exceed \$160,775.05. Commissioner Carpenter reluctantly seconded the motion. Commissioner Hastings indicated that he would vote against the motion due to the principal that it is after the fact. He acknowledged that staff may be overloaded, however, the funds could be used for the Quail Run residents' windows. He wanted to know about cost overruns as soon as staff does. The motion was voted and carried 4-1 with Commissioner Hastings voting Naye.

AMEND CARSON CITY MUNICIPAL CODE, TITLE 11 TITLE 11 HIGHWAYS AND SIDEWALKS, SECTION 11.20 REGIONAL STREET AND HIGHWAY COMMISSION, 11.20.037 MEETINGS, NOTICE OF MEETINGS, POWERS AND DUTIES OF THE COMMISSION, WHICH WILL ALLOW THE REGIONAL TRANSPORTATION COMMISSION TO PURCHASE RIGHT-OF-WAY IN THE NAME OF THE CITY (6:45:25) - Transportation Program Manager Patrick Pittenger, Deputy District Attorney Joel Benton - Discussion noted that the Commission will be the only committee/commission that will be able to acquire property for the City without Board oversight. The property is to be placed in the City's name and not the Commission's. Commissioner Carpenter moved to recommend to the Board of Supervisors that they amend the Carson City Municipal Code, Title 11, Title 11 Highways and Sidewalks, Section 11.20 Regional Street and Highway Commission, 11.20.037 Meetings, Notice of Meetings, Powers and Duties of the Commission, which will allow the Regional Transportation Commission to purchase right-of-way in the name of the City. Following a request for an

amendment, Commissioner Carpenter amended his motion to include "as proposed in the amended Carson City Municipal Code 11.20.037 addendum that was provided to the Commission by staff. Commissioners Hastings and Des Jardins seconded the motion. Motion carried 5-0.

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

- H-1. STREET PROJECT REPORT (6:50:49) RTC Engineer Harvey Brotzman The status of Curry Street rework project and the Salmon Street project were noted. Comments also explained the schedule for pulverizing and repaving Salmon from Fairview to north of Fifth Street. The contract will be considered by the Commission in August. No formal action was required or taken.
- H-2. STREET OPERATIONS REPORT (6:53:36) Public Works Director Andrew Burnham The status of the crack sealing operation was described. Mr. Brotzman described a new left turn signal that has been installed at Colorado and Roop Streets and its media release. Observers will be posted at the intersection to determine the amount of compliance or problems encountered. A large flashing sign warning of the change will be placed before the intersection. The media release will also be on the website. Public comments were solicited. None were given. Discussion explained that weed spraying is not impacted by inclement weather. The weather report is considered prior to spraying. No formal action was required or taken on any of these topics.
- H-3. CONSULTANT SELECTION RESULTS (6:58:55) Public Works Director Andrew Burnham The result of the request for qualifications was described. All of the firms were local except for the one from Las Vegas. The listing was alphabetical. The ad hoc committee established a ranking. Individual expertise will be used to determine assignments. Qualifications are sought every two to three years. It has been two years since the last time the Commission requested qualifications. Additional comments were solicited but none were given. No formal action was required or taken.
- H-4. FUTURE AGENDA ITEMS (7:01:42) Chairperson Aldean requested a status report on Center Drive. Transportation Program Manager Patrick Pittenger explained the Washoe Tribal Council's recent adoption of a resolution rescinding the resolution closing Center Street and allowing additional time for discussions regarding it. He expressed his appreciation of the opportunity to continue discussions.

Commissioner Hastings asked that reports on the Highways 395 and 50 Corridor Studies be provided. Discussion indicated that their comment periods have closed. Staff is waiting for a notification from NDOT indicating it is ready to discuss the final report with the Commission. NDOT will not be seeking approval of the report. Staff indicated that there are some concerns about some of the proposals in the study. There are several things the Commission should comment on in them for the record. Mr. Pittenger indicated he will contact NDOT to determine when to schedule the items. Chairperson Aldean indicated that staff should critique the studies. Mr. Pittenger indicated that he already has some comments for the Commission.

Mr. Brotzman explained the status of the Deer Run Road request for transverse rumble strips and additional signage. The strips are being ground in today. An "official" equestrian crossing with extra signage and flagging has been created. It was felt that closure has been provided for the residents although not all of the residents are happy with it. Additional comments were solicited but none were given. No formal action was required or taken on these topics.

I. ADJOURNMENT (7:07:48) - Commissioner Staub moved to adjourn. Commissioners Des Jardins and Hastings seconded the motion. Motion carried 5-0. Chairperson Aldean adjourned the meeting at 7:08 p.m.

The Minutes of the July 11, 2007, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON <u>August 8</u>, 2007.

/s/
Shelly Aldean, Chairperson