

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 8, 2009 Meeting

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A regular meeting of the Carson City Regional Transportation Commission was scheduled to begin following adjournment of the Carson Area Metropolitan Planning Organization on Wednesday, July 8, 2009 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Shelly Aldean
Vice Chairperson Russell Carpenter
Commissioner Robert Crowell
Commissioner Charles Des Jardins
Commissioner James Mallery

STAFF: Kim Belt, Capital Projects Manager
Andrew Burnham, Public Works Department Director
Dan Doenges, Senior Transportation Planner
Kathleen King, Recording Secretary
Keith Pearson, Transit Coordinator
Patrick Pittenger, Transportation Manager
Darren Schulz, Deputy Public Works Director - Engineering
Moreen Scully, Deputy District Attorney
Jeff Sharp, City Engineer

NOTE: A recording of these proceedings, the commission's agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record. These materials are available for review, in the Clerk-Recorder's Office, during regular business hours.

A. CALL TO ORDER AND DETERMINATION OF A QUORUM (6:19:39) - Chairperson Aldean called the meeting to order at 6:19 p.m. Roll was called; a quorum was present.

B. ACTION ON APPROVAL OF MINUTES - June 10, 2009 (6:20:04) - Chairperson Aldean noted a correction to page 3, item G-1. Commissioner Crowell moved to adopt the minutes, as revised. Commissioner Mallery seconded the motion. Motion carried 5-0.

C. MODIFICATION OF AGENDA (6:21:07; 6:47:02) - Chairperson Aldean modified the agenda to address item G-4 prior to item G-2.

D. PUBLIC COMMENT (6:21:25) - None.

E. DISCLOSURES (6:21:48) - Commissioner Crowell commended Mr. Pittenger on his well-prepared and well-received presentation to the Noon Rotary Club on Tuesday, July 7th.

F. CONSENT AGENDA (6:22:24) - Chairperson Aldean entertained requests to hear items separate from the consent agenda. When none were forthcoming, she pulled item F-2 for further discussion. She noted corrections to two notices of completion, which were provided to the commissioners prior to the start of the meeting, and to an interlocal agreement between the Washoe County and Carson City RTCs.

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Chairperson Aldean entertained a motion to approve the remainder of the consent agenda. **Vice Chairperson Carpenter moved to approve the remainder of the consent agenda. Commissioner Mallery seconded the motion.** Chairperson Aldean entertained public comment and, when none was forthcoming, called for a vote on the pending motion. **Motion carried 5-0.**

F-1. ACTION TO APPROVE AND AUTHORIZE THE CHAIR TO SIGN AN AGREEMENT BY AND BETWEEN KEVIN HONKOMP AND CAROLE A. HONKOMP, HUSBAND AND WIFE AS JOINT TENANTS, AND CARSON CITY, WHEREBY KEVIN HONKOMP AND CAROLE A. HONKOMP, HUSBAND AND WIFE AS JOINT TENANTS AGREE TO: (1) SELL AND CONVEY A PORTION OF CERTAIN REAL PROPERTY DESCRIBED AS ASSESSOR'S PARCEL NUMBERS 009-082-01 AND 009-082-02, FOR THE PURPOSE OF ROADWAY CONSTRUCTION RELATED TO THE WIDENING OF FAIRVIEW DRIVE; AND (2) CONVEY UTILITY EASEMENTS UPON, OVER, AND ACROSS THE SUBJECT PROPERTY DESCRIBED AS ASSESSOR'S PARCEL NUMBERS 009-082-01 AND 009-082-02

F-2. ACTION TO APPROVE THE FIRST RENEWAL OF CONTRACT NO. 0708-154 WITH INTERMOUNTAIN SLURRY SEAL FOR LONG LINE STRIPING PROJECT THROUGH JUNE 30, 2010 FOR AN AMOUNT NOT TO EXCEED \$43,488.38, TO BE FUNDED FROM THE STREETS SUPPLIES, SIGNS, AND PAINT FUND, AS PROVIDED IN FY 2009 / 2010 (6:23:58) - Chairperson Aldean discussed concerns over ensuring "the most competitive price possible." Mr. Schulz advised of having conducted a cost analysis, and explained the cost increase due not to labor but to materials. Mr. Pittenger advised that the original contract was submitted for review by the commission at the direction of District Attorney's staff, but was "so far under the estimate" that commission review was actually not required.

Chairperson Aldean entertained public comment and, when none was forthcoming, a motion. **Vice Chairperson Carpenter moved to approve the first renewal of Contract No. 0708-154 with Intermountain Slurry Seal for long-line striping project, through June 30, 2010, for an amount not to exceed \$43,488.38 to be funded from the streets supplies, signs, and paint fund, as provided in FY 2009 / 2010; fiscal impact not to exceed \$43,488.38. Commissioner Des Jardins seconded the motion. Motion carried 5-0.**

F-3. ACTION TO ACCEPT THE WORK AS COMPLETED, TO ACCEPT THE CONTRACT SUMMARY AS PRESENTED, AND TO APPROVE THE RELEASE OF FINAL PAYMENT IN THE AMOUNT OF \$193,236.08, FOR CONTRACT NO. 0809-115, TITLED APPION WAY EXTENSION PROJECT TO HERBACK ENGINEERING, LLC

F-4. ACTION TO ACCEPT THE WORK AS COMPLETED, TO ACCEPT THE CONTRACT SUMMARY AS PRESENTED, AND TO APPROVE THE RELEASE OF FINAL PAYMENT IN THE AMOUNT OF \$222,846.31 FOR CONTRACT NO. 0708-084, TITLED FAIRVIEW DRIVE WIDENING PROJECT, TO SIERRA NEVADA CONSTRUCTION

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F-5. ACTION TO ADOPT A RESOLUTION APPROVING AN INTERLOCAL AGREEMENT WITH THE REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY TO PROVIDE "INTERCITY" SERVICE BETWEEN THE TWO COUNTIES

G. PUBLIC MEETING ITEMS:

G-1. ACTION TO DIRECT STAFF TO WORK WITH THE NEVADA DEPARTMENT OF TRANSPORTATION TO PURSUE TRUCK RESTRICTIONS ON CARSON STREET, BETWEEN FAIRVIEW DRIVE AND THE CARSON STREET INTERCHANGE WITH THE CARSON CITY FREEWAY, UPON COMPLETION OF PHASE 2A OF THE CARSON CITY FREEWAY (6:27:20)

- Chairperson Aldean introduced this item. Mr. Pittenger reviewed the agenda report and introduced NDOT Traffic Information Division Chief Mike Lawson. (6:28:29) Mr. Lawson read from a prepared statement, advising of a "national network for trucks," which, in Nevada, is defined as all routes that, prior to June 1991, were designated as federal-A primary. "Carson Street meets that criteria." To ensure that the national network remains substantially intact, the Federal Highway Administration retains authority to rule upon all requests for additions to, deletions from, and requests for imposition of certain restrictions to, the national network. "FHWA approval or disapproval will constitute the final decision of the U.S. Department of Transportation." Mr. Lawson further advised that changed conditions or additional information may require deletion of a designated route or a portion thereof. Requests for deletion of routes from the national network must be submitted, in writing, to the appropriate FHWA Division office. Mr. Lawson advised of having worked with Mr. Pittenger and Transportation Division staff "to facilitate that submittal" which criteria he reviewed. Mr. Lawson advised that preliminary results of a safety investigation will be provided to Mr. Pittenger in the near future. Mr. Lawson discussed considerations of geometric and structural traffic features which might preclude safe and efficient operations, and advised that results will be presented "in terms of a report" to this commission. NDOT will facilitate the submittal to the FHWA. Mr. Lawson anticipates no significant problems accommodating the City's request.

Chairperson Aldean noted the freeway will be a more efficient alternative to Carson Street. In response to a question, Mr. Lawson expressed the understanding that the "truck route" sign at the intersection of South Stewart and Carson Streets is "a suggestion." "The same is true of the lane restrictions on Carson Street." Mr. Lawson advised that law enforcement officers have "no authority to enforce vehicle size and weight limitations within [Carson City] boundaries ..." Commissioner Crowell inquired as to the time table associated with changing the Carson Street designation, and the possibility of installing interim signage. Mr. Lawson advised of the intent to deliver the previously-mentioned report to Transportation Division staff "within two weeks." He further advised of having informed FHWA representatives of Carson City's desire "to take this action." He discussed the significance of the request, and advised that a report will be available to the commission at its next meeting. In response to a further question, he advised that the report will be advertised in the federal register. He further advised that signage can be installed in the meantime, and discussion ensued. Mr. Lawson advised that NDOT representatives are in the process of "attempting to quantify the desire for this action to occur. ... It's just a matter of making all of these things happen in partnership and in a timely fashion." Chairperson Aldean expressed appreciation for Mr. Lawson's attention to the matter.

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Commissioner Mallery thanked Mr. Lawson for his attendance and participation, and requested him to discuss enforcement provisions for both long-haul trucks and local delivery trucks. Mr. Lawson advised that signage is to “encourage proper and appropriate behavior,” and that determining the difference between local delivery trucks and long-haul trucks is not possible. He noted the importance of educating trucking industry representatives, and expressed confidence that long-haul truckers will want to avoid Carson Street. He acknowledged safety issues associated with the current designation, and advised of evidence to support the application. In response to a further question, he described the process for submitting the request to the local FHWA division office where it will be evaluated over a period of several months. He emphasized the importance of beginning to “erect advisory signs ...” He estimated a time period of six months for a formal reply from the FHWA. In response to a further question, he advised of anecdotal information, based on monitoring locations at the northern and southern ends of town, on the percentage of trucks which are “through-trucks.” He estimated through-truck traffic is “on the order of 80 percent.” In response to a comment, he advised that over-dimensional vehicles are also currently permitted on Carson Street. The turning radius at Fairview Drive “will be much improved over the condition that currently exists, and we anticipate to change the permitting requirements for over-dimensionals to take the new portion to Fairview.” Mr. Lawson acknowledged that over-dimensional vehicles are required to affix a placard.

Chairperson Aldean thanked Mr. Lawson for his presentation, and expressed appreciation for his “sincerity in wanting to get this accomplished in the most expeditious manner possible.” Chairperson Aldean opened this item to public comment and, when none was forthcoming, entertained a motion. **Vice Chairperson Carpenter moved to direct staff to work with the Nevada Department of Transportation to pursue truck restrictions on Carson Street, between Fairview Drive and the Carson Street interchange with the Carson City Freeway, upon completion of phase 2A of the Carson City Freeway. Commissioner Crowell seconded the motion.** Chairperson Aldean noted that truck traffic on Carson Street cannot be legally restricted until the freeway is completed to Fairview Drive. She called for a vote on the pending motion; **motion carried 5-0.**

G-2. INFORMATION ON THE NEVADA DEPARTMENT OF TRANSPORTATION’S (“NDOT”) PROGRAMMED PROJECT TO COMPLETE PHASE 2B - PACKAGE 1 OF THE CARSON CITY FREEWAY (6:44:14) - Chairperson Aldean introduced this item. Mr. Pittenger introduced Douglas County Transportation Manager Travis Lee, and provided background information on his responsibilities. (6:45:59) Mr. Lee looked forward to working with the commissioners, and advised that he may be serving as an alternate Douglas County representative to the CAMPO.

(6:50:17) NDOT Carson City Freeway Project Manager Jim Gallegos provided background information on Phase 2B, Package 1 of the Carson City Freeway. He introduced Lewis Berger Group Design Engineer Tom Lane and NDOT Resident Engineer Stephen Lani. In response to an earlier question regarding the intersection of Fairview Drive and Carson Street, Mr. Gallegos advised that a sign will be installed directing traffic toward Gardnerville.

(6:51:41) Mr. Lane reviewed the Phase 2B project, in conjunction with a SlideShow presentation, and responded to questions of clarification. In response to a question, he explained the distinction between creating a cul-de-sac at Colorado Street and a dead-end at Valley View Drive. In response to a further

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question, Mr. Lane described the route of existing power lines, from Fairview Drive to Clearview Drive, along the right-of-way. He explained that burying the power lines, as part of the Phase 2B project, would be cost-prohibitive to NV Energy. NV Energy has scheduled an informational public hearing for Tuesday, July 14th. Mr. Lane acknowledged the understanding that NV Energy representatives have contacted the affected property owners. In response to a question, Mr. Burnham advised that installation of an underground high-powered transmission line, along Saliman Road, is nearly complete. In conjunction with a displayed slide, Mr. Lane described the proposed 40-foot haul road in response to a further question. He acknowledged that dust control measures will be required as part of the contractual best management practices. Soil stabilizers, top soil, and seeding will be done in the disturbed areas.

In response to a previous question regarding access from the west to the east side of town, Mr. Gallegos recalled previous discussions which “left the issue in Carson City’s court. ... The design was generally approved to widen both Koontz and Clearview to three lanes to provide bicycle lanes and sidewalks on those widths. ... The issue of the equestrian access was ... that Carson City was going to pursue additional funds for the idea of a specific equestrian bridge crossing or other means of providing for equestrian activities on ... the west side of the corridor.” Mr. Gallegos expressed understanding regarding the potential for an equestrian park developed in the corner of the “Edmonds curve over the freeway, and that there’s an access easement that’s been dedicated from Clearview Drive ... down to that location. ... That’s kind of the history of where we left the issue.” In response to a further question, he advised that Valley View Drive was a potential or “preferred location of the group ... to construct a land-type bridge crossing where you’d get some staging areas ...” Chairperson Aldean recalled that the equestrian groups were encouraged to identify funding sources for the bridge structure. She suggested that staff prepare to respond to questions and agendaize a discussion item regarding west-to-east access via these multi-use pathways.

Mr. Gallegos acknowledged a depth of “at least 20 feet beneath the bridges in the fully excavated areas.” He anticipates an excess of material, but advised of new information regarding “geotech soil properties ... and some agreement on a better way to balance some of these materials.” He estimated 800,000 cubic yards of excavation and a few hundred thousand yards of import “because of some of the bad material.” In response to a further question, he advised that some of the material will be used in the project. “We don’t tell the contractor where to place that material. They will look for opportunities within the community and outside the community to lower their bids and make a profit on that type of material.” Chairperson Aldean thanked Mr. Gallegos.

(7:15:03) NDOT Resident Engineer Stephen Lani provided a status report on Phase 2A of the freeway project. He advised that approximately 86 percent of the allotted contract time has been consumed, and that 94 percent of the budget has been expended. “... we’re well ahead of schedule.” Mr. Lani advised that the current contract time frame doesn’t expire until mid-October. He anticipates opening in September, “assuming everything goes well.” He listed the following items to be completed: patching and repair work, bridge painting and staining, major concrete work along the linear ditch channel, the southern water quality basin, slope paving around each of the structures, building demolition at the extreme south end of the project between Fairview Drive and Colorado Street, project fencing, open grade paving, finish striping,

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traffic signs, and miscellaneous clean-up. He narrated a 3-D model fly-through of Phase 2A. In conjunction with a displayed slide, he advised that a public opening will be scheduled “as we get closer.” This event will pre-date the actual opening to public traffic by one to two weeks.

Vice Chairperson Carpenter commended the project, and inquired as to the status of landscape. Mr. Lani advised that NDOT has “dropped a tremendous amount of money in landscaping.” He anticipates that hydroseeding will likely not be completed at the time the freeway is opened “because of our seeding window for this climate. ... We’ll come back in under shoulder closures and seed once the weather permits.” Boulders, irrigation sleeves, stubouts, etc. for “Carson City’s future development for the greenscape has all been completed.” Chairperson Aldean advised that \$1.6 million in transportation funding has been requested from Congressman Heller’s office to landscape the balance of the freeway. Mr. Pittenger advised that the CAMPO and the RTC had approved two applications; one for \$250,000 in state funds and another \$250,000 in federal enhancement funds. In response to a question regarding signage, Mr. Lani advised of a “timing issue” and described the various locations along the freeway where directional signage will be installed. Discussion ensued regarding the distinction between through traffic and business district signage. Chairperson Aldean thanked Mr. Lani for his presentation.

In response to a question, Mr. Lani described a bicycle route from Northridge Drive to the Phase 2A freeway bicycle path. Mr. Pittenger provided additional clarification. Mr. Lani advised of no dedicated path associated with Phase 2A “that makes the connection from the interchange at U.S. 50 to the Fifth Street area. That does not yet exist.” Discussion ensued and, in response to a further question, Mr. Gallegos advised “there is really not any right-of-way ... that NDOT owns fee title to that you could put a path on.” He further advised of a “large drainage easement over the Lompa property, but ... something would have to be worked out with the private property owner to be able to put a path out there and that was part of the issue from the start.” He acknowledged the potential, but noted the challenges. In response to a further question, Mr. Pittenger advised that the CAMPO Regional Transportation Plan has been updated, the latest iteration of which included “that line on the map. ... That was step one to be eligible to receive these funds. No further steps have been taken beyond that ... to construct.” In response to a further question, Mr. Schulz advised there is no cost estimate for the path right-of-way. “It basically comes down to a funding situation” and, based on previous information, Mr. Schulz advised that the figure would be “exorbitant.” He acknowledged a previous statement that the path will likely be constructed in conjunction with future development. Chairperson Aldean thanked Mr. Gallegos and the NDOT representatives for their informative presentation.

G-3. UPDATE ON THE GATEWAY SIGNAGE PROJECT (7:31:25) - Chairperson Aldean introduced this item, and Mr. Pittenger provided background information. He advised of having received \$210,000 in NDOT community match grant funding. Three signs will be constructed, one each at the City’s northern, southern, and eastern gateways. Mr. Pittenger noted the three proposed designs included in the agenda materials, and advised that Mr. Sharp had been appointed as the project manager. Mr. Pittenger provided background information on development of the proposed designs. He advised of having met with NDOT staff and provided an overview of deliberations which resulted in a consensus regarding design concept 2. Mr. Sharp acknowledged the focus of the charrettes to be organized by the consultant will be site selection, not design selection. He further acknowledged the importance of a selected design

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which can be superimposed at various locations under consideration. He discussed the intent to minimize consultant expenses.

Commissioner Des Jardins, Vice Chairperson Carpenter, and Chairperson Aldean expressed a preference for design concept 2. Chairperson Aldean encouraged exclusively using the capital dome logo, and discussion ensued. Commissioners Crowell and Mallery expressed a preference for design concept 2, and Commissioner Mallery agreed with exclusively using the capital dome logo.

Mr. Pittenger discussed the intent to light the signage using a solar component, and advised of consideration given to landscape which will not require water in order to avoid extending utility lines. He further discussed the opportunity to consider specific locations, and Mr. Sharp reviewed NDOT's site criteria, including the requirement to install the signage within NDOT right-of-way. Mr. Sharp described a recommended location for the eastern gateway sign. In response to a question, discussion took place regarding the general location for the southern gateway sign either to the north or the south of the future freeway interchange. Vice Chairperson Carpenter and Chairperson Aldean expressed a preference for installing the southern gateway sign on the north side of the freeway interchange. Commissioner Des Jardins expressed a preference to install it on the south side of the freeway interchange. Commissioners Crowell and Mallery deferred to staff, and Mr. Pittenger discussed staff's preference to install the signage on the south side of the freeway interchange. Additional discussion took place with regard to the southern gateway signage. Chairperson Aldean noted one of the principle objectives of the charrette to identify the best locations for the gateway signage in terms of topography and visibility. She entertained public comment; however, none was forthcoming.

G-4. INFORMATION ON THE INTERSECTION OF FAIRVIEW DRIVE AND SOUTH CARSON STREET (6:47:13) - Mr. Schulz reviewed the agenda report, and advised that the project was not finished last year due to weather and temperatures. Micropaving is scheduled to begin during the evening hours of Thursday, July 16th. Temporary tabs will be installed to delineate travel lanes, and permanent striping is scheduled for the evening hours of Monday, July 20th. "At that point, we'll be done ..." In reference to concerns expressed over trucks heading westbound and turning south onto Carson Street, Mr. Schulz discussed the goal to direct all trucks to the far right of the three turn lanes. An existing sign, with that direction, will be relocated further to the east to "give the trucks more time to get over to the right." Chairperson Aldean noted the importance of trucks being able to conveniently turn at the intersection. She entertained public comment; however, none was forthcoming. In response to a question, Mr. Schulz offered to check into directional signage for the intersection.

G-5. UPDATE ON THE STATUS OF FEDERAL STIMULUS FUNDS FOR CARSON CITY STREET PROJECTS (7:52:32) - Mr. Pittenger introduced this item, and reviewed the agenda report. He noted the list of six micropaving projects attached to the agenda report which "exceed the \$379,000 amount." He advised that the list had been provided to the Nevada Association of Counties and NDOT's stewardship committee. He explained the requirement to obligate the funding prior to the "February deadline," and thus that the projects will be advertised during winter. The contractor will be required to "wait a few months" for favorable temperatures to begin construction.

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Chairperson Aldean noted that, because other communities in the State didn't have shovel-ready projects, there was a decision to limit expenditure of stimulus funding on micropaving "in order to be more inclusive." She further noted Carson City's \$379,000 allocation, and inquired as to the reason said allocation will be reviewed by NACo; "just so that they can reprioritize in the event other communities don't successfully apply for the money and there's additional money to be spent on micropaving in Carson." Mr. Pittenger acknowledged the accuracy of the statement, and read into the record a statement regarding redistribution. He further acknowledged that NACo and the League of Cities are both involved in allocating excess stimulus funding; that NDOT representatives have accepted their jointly submitted recommendation and have begun the agreement process. Chairperson Aldean opened this item to public comment; however, none was forthcoming.

H. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS

H-1. STREET OPERATIONS REPORT (7:57:08) - Chairperson Aldean introduced this item and referred to the July 8, 2009 report included in the agenda materials. She entertained public comment; however, none was forthcoming.

H-2. PROJECT STATUS REPORT (7:57:30) - Chairperson Aldean introduced this item, and referred to the report included in the agenda materials. Mr. Schulz advised of having combined a required sewer line relocation project with the Edmonds Drive at Koontz Lane and Clearview Drive intersection widening projects. The project has been awarded and portions of Edmonds Drive will be closed to public through traffic beginning the week of July 13th. The contractor has been allowed five weeks to finish the project. In response to a question, Mr. Schulz advised that the public has been notified via press releases and door-to-door delivery of detour routes and the project schedule. In response to a further question, he advised that the sewer line relocation project expenses are not reimbursable.

H-3. FUTURE AGENDA ITEMS (7:59:43) - Chairperson Aldean advised of having received a letter from the current Muscle Powered president expressing concern over the five-lane configuration of Roop Street between Washington Street and Beverly Drive. She requested Mr. Pittenger to agendize a discussion item to explain the reason for the storage lane in that section of the project. She further requested Mr. Pittenger to agendize an update regarding the shared equestrian access at the south end of town. Mr. Pittenger reviewed the tentative August commission agenda. Chairperson Aldean entertained additional future agenda items; however, none were forthcoming.

I. ACTION ON ADJOURNMENT (8:02:20) - Commissioner Des Jardins moved to adjourn the meeting at 8:02 p.m. Commissioner Crowell seconded the motion. Motion carried 5-0.

The Minutes of the July 8, 2009 Carson City Regional Transportation Commission meeting are so approved this 12th day of August, 2009.

SHELLY ALDEAN, Chair