

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the December 11, 2002, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission meeting was held on Wednesday, December 11, 2002, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

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

STAFF PRESENT: Development Services Director Andrew Burnham, Community Development Director Walter Sullivan, City Engineer Larry Werner, Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 12/11/02 Tape 1-0001)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Plank convened the meeting at 5:30 p.m. Roll call was taken. The entire Commission was present constituting a quorum. (Tape No. 1 broke.)

B. APPROVAL OF MINUTES (1-0010) - None.

C. MODIFICATIONS (1-0011) - None.

D. PUBLIC COMMENTS (2-0007) - Chairperson Plank explained for an unidentified individual that Bigelow Drive would be discussed when reached on the agenda. No other comments were made.

E. DISCLOSURES (2-0014) - Commissioner Staub disclosed his meeting with Church representatives regarding Item F-2.

F. PUBLIC HEARING ITEMS

F-1. DISCUSSION AND ACTION REGARDING A REQUEST FROM BIGELOW DRIVE RESIDENTS, WHO RESIDE NORTH OF KOONTZ LANE, TO PAVE BIGELOW DRIVE FROM KOONTZ LANE NORTH TO THE TERMINUS OF THE CUL-DE-SAC (1-0023) - Street Operations Manager John Flansberg explained the request, the use of grindings on other unpaved streets, the amount of unpaved streets still found in Carson City, the lack of a paving program for such streets, the Darla Way participation agreement which had shared the cost of paving Darla Way, and staff's recommendation for paving Bigelow Drive north of Koontz. The suggested recommendation would have the residents pay for the engineering design and pay for half of the cost for the paving. The City would grade it to the engineer's design, construct the base layer, and pay for half of the paving cost. The drainage issues found in the area were described. The drainage mitigation process should be included in the engineered design. Discussion between Mr. Flansberg and the Commission explained that the majority of the streets are paved when a subdivision is constructed and the placement of grindings on Curry Street between Clearview and Koontz. The street overlay and maintenance budgets and their usage for this year and next were explained. Comments noted that his budget had been augmented due to the overrun encountered on Saliman.

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Public comments were then solicited. David Hargess explained the acquisition of his property 2-1/2 years ago and alleged that Gene Lepire had indicated that the City would pave the street. He had purportedly met with Chuck Knowlton from the Street Department who had indicated that the City would take care of the matter. City equipment came and widened the street, provided drainage ditches, crowned the street, prepped it for what he felt would be paving, and moved the stop sign. This left a street 55 feet in width and 500 feet long. One resident hired a landscaper to remove the sand drifts from his/her driveways. They again called the City and Mr. Knowlton allegedly indicated that the State would profile the street and bring in the grindings. Mr. Hargess explained that the grindings are normally mixed with oil before being placed, however, this did not happen in his area. Mr. Knowlton purportedly indicated that the City would bring a machine and pick up the grindings, mix them with oil, and replace them. This has not happened. Young drivers are now using the street for "sliding". Mr. Knowlton was again called due to the need to know the grade of the street before his contractor could lay his new driveway. Mr. Knowlton purportedly returned and raised the manhole covers to grade. This had provided a grade for the driveway. Sand now surrounds the manhole covers and they stick out of the roadbed. The City's liability if someone has an accident caused by hitting one of the manhole covers and the damage created by the snowplow if it hits a manhole cover were described to illustrate the residents' concern. Use of the street now causes a lot of dust which is unhealthy for the residents. This concern may require the EPA to become involved. Mr. Knowlton again came to the area and allegedly indicated that it would be cheaper to repave the street rather than rent the machine to redo the grindings. Mr. Hargess could not understand why something had not been done about the situation. He was then told that the City did not have the money due to the 9-11 and its fiscal impact. He did not understand what 9-11 had to do with the funds which the City had already received for streets. He then wrote to the Mayor who had forwarded the letter to RTC/staff. He could not understand why grindings/paving had been given to the Indian Colony and other Carson City streets without regard for their area. For instance, South Bigelow has four inches of grindings on it. He urged the Commission to visit the area and see the difference in treatment between his area and South Bigelow. He questioned the reason taxpayer's money was being wasted by not completing the street. The Kingsley Drive residents should be invited to the meeting as they are impacted by the drainage. He felt that the residents were being unfairly and arbitrarily treated. He questioned the reasons tax money had been invested and the project not completed as well as why they were not treated like other areas and the street paved correctly.

Mr. Flansberg explained Mr. Knowlton's duties and the process used for placing the grindings. Other treatments of the grindings have not been done. When there is a known gradient, the grindings should be chip sealed to make them hold better. A drainage mitigation plan needs to be designed by an engineer in order to address the area's drainage problem. Mr. Knowlton may have raised the manhole covers to the top of the grindings as he did not have an engineered plan. Four to six inches of grindings should have been placed on the street. Mr. Hargess reiterated his concern that oil had not been added to the grindings on Bigelow and they will deteriorate. He asked the Commission/staff to visit the area as the grindings are not holding up and the street is becoming a dust problem. He also felt that if the street had been finished correctly, the residents would not be asking for corrections. The drainage should have been included in the original work. The developer on Kingsley should have paid for the drainage improvements. Discussion indicated that Mr. Lepire was not present to explain his knowledge of the street. Mr. Hargess felt that the residents had paid a lot of taxes since 1962 and should receive something for those funds. He reiterated his questions asking why the street was not completed and why the residents must pay for it now. He had not checked with the City on the paving requirements when he purchased the house. The residents who have been there since 1962 had paid a lot of taxes without receiving any benefits. When he had called on it and the City

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widened the street, he was certain that he was going to get a paved street. He believed that they were not getting a paved street as a result of the letter that was written to the Mayor. He felt that the solution is for the City to pay for the paving and drainage based on the taxes which have been paid over the years. He also questioned the reasons streets were being paved on the south side of Koontz when it is not in the City limits. Community Development Director Walter Sullivan explained that the area had been developed by parceling. The City did not have any restrictions on this process which would require the developer to construct the streets as it does for subdivisions. Mr. Lepire may have included the cost in his development. Mr. Harges continued to question why the street was not paved originally and why the grindings had not been done correctly. The street Supervisor Livermore lives on is identical to North Bigelow. Mr. Harges alleged that Supervisor Livermore had not paid for paving his street. Commissioner Staub explained that the conditions for Raglan Circle are on record with Community Development and the answer to this question could be found there. Mr. Harges explained his employment history as a telephone installer and his belief that the contractors had not been responsible for paving the streets. Commissioner Staub explained that the developer had done the streets and then dedicated them to the City. Mr. Harges reiterated his statements that the area is not a subdivision and they were being treated differently from the rest of the City. Commissioner Staub explained that the Commission empathized with his concerns but without the history of the street a comparison to Darla Way Street could not be made. Darla Way had purportedly been paved as a joint project between the residents and the City. This offer has been made to Bigelow Drive residents. Mr. Harges felt that Darla Way is in the County. Clarification explained that the City and County are now one and the same as Carson City is a municipality. Commissioner Staub reiterated his statement that the Commission wants to provide fair and equitable treatment to all.

Development Services Director Andrew Burnham and Mr. Flansberg explained that Deer Run Road is the only street which was paved in the last five years that had not been paved before. The paved area was from Deer Run Road Bridge to the Pinion Hills section. Mr. Flansberg then explained the City policy to perform "subgrade grading" before the grindings are placed. This provides a uniform depth of grindings when they are placed. He committed to investigating the depth of the grindings. It should have been between four and six inches. Mr. Harges felt that it could have been that deep when originally placed but as they had not added oil to the grindings, it has deteriorated and the depth is less now. He reiterated his invitation that the Commission/staff visit the area. Problems with the manhole covers were limned. He repeated his lack of understanding as to why the time and taxpayers' money were spent on the street for an incomplete job and why the letter had stopped all of the work. Chairperson Plank indicated that Mr. Flansberg would look at it. Chairperson Plank had already been to the area and agreed that it looked a little different from that done on South Saliman.

Mr. Harges indicated to Commissioner Aldean that if the grindings had been properly applied, he would have accepted it even though he had suggested to Mr. Knowlton that the drainage be corrected. Discussion between Commissioner Aldean and Mr. Flansberg indicated that the grindings are more porous than pavement and will allow drainage to occur. Asphalt provides an all weather surface which is structured for driving on in inclement weather. It is not as porous as sand but acts like a rock surface and allows drainage to occur. Mr. Harges reiterated his statements concerning the need for the grindings to have had oil added to them before placement and questioned why it was done incorrectly. He also responded to Commissioner Aldean's questions regarding whether the residents would be happy if the grindings were properly applied by pointing out the need to address the drainage problem. Commissioner Aldean then asked, if it is determined that the grindings will not exasperate the drainage while providing

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an all weather surface, if it would be acceptable. Mr. Harges explained that the machine required to add the oil to the grindings is "too expensive". It will be cheaper to pave the roadway.

Mr. Flansberg expressed a concern with the terms as used by Mr. Knowlton. The proposed process is similar to that used on South Edmonds. That process had injected oil into pulverized grindings. It was not a successful operation on South Edmonds. It is an expensive process and benefits offsetting the costs can be debated. He felt that a residential street could use the grindings with a chip seal on top. This process had been used in the Pinion Hills area. The chip seal will create an impervious surface and drainage problems. This is the reason for needing engineered plans. When properties are developed one at a time, drainage issues are not considered. The area was subdivided 30 years ago. At that time the improvement requirements were less than today's standards. The area now has drainage problems.

Discussion between Commissioner Kennedy and Mr. Flansberg indicated his estimate of \$25,000 had not included the drainage. His explanation of asphalt paving meant hot mix and an asphalt layer. The idea of using grindings with a chip seal has been used in other areas and is recommended for this area. The 2004 mill and overlay of Saliman will provide additional grindings which should be rich in oil and should work well for this area and will be recommended for other unimproved streets in the community. Drainage had not been included in his cost estimate for this project. Commissioner Kennedy felt that the drainage costs should be considered in the project. He also felt that the prime problem with the residents is one of communication. Mr. Knowlton is not present to explain his comments. Mr. Harges felt that Mr. Flansberg had worked with Mr. Knowlton for many years. Mr. Knowlton had not made the decisions on his own. He also wished that Mr. Knowlton was present. He then expressed his feeling that the four inches of grindings on South Bigelow would not hold up. He questioned how it will be patched. He urged the staff conduct a traffic count of the traffic turning onto to Bigelow and traveling to Clearview in the mornings and evenings. It should be a paved street and not a chipped street for this reason. The freeway will not be constructed during our lifetime.

Discussion between Mr. Flansberg and Commissioner Staub indicated his estimate of \$8,000 had been for the City's cost to pave the street and that the grading would be paid by the City which was estimated to be \$10,000. This would be for hot mix asphalt like the other streets in the City. The residents would pay for the engineering design and the drainage improvements. He did not know what this cost would be. They would also be responsible for \$8,000 for the paving. Engineering could cost between \$2 and \$4,000. The drainage improvements could not be estimated without knowing what is required. Commissioner Kennedy questioned the number of residents living on the street. Mr. Harges reiterated his position that the residents had been told that the street would be paved. He did not feel that the residents should have to pay for it. They had been paying taxes since 1962 when the first house was constructed on the street. Chairperson Plank reminded Mr. Harges that he should stay on the agenda. Mr. Harges indicated that he was not sure whether the residents would assist with any program requiring additional funding. He did not feel that \$1,000 would be unreasonable but due to the uncertainty regarding the total cost could not commit. The \$1,000 only covered the engineering. He also indicated that he was only speaking for himself.

Commissioner Aldean indicated that a decision could not be made without additional information. Mr. Harges agreed and reiterated his request that the Commission and staff tour the area. Chairperson Plank also indicated that negotiations should not occur at this time. The proposed offer does not appear to be acceptable. He directed staff

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to work with the neighborhood and come up with something. He wanted to hear from Gene Lepire as he cannot make a commitment for the City as well as Mr. Knowlton. He directed that the item be brought back in a month, two, or however long it takes but hoped that it would not take too long. He also indicated that the others who wished to speak could do so and for them to limit their speaking to three minutes.

(1-0758) Linda Charles explained that the residents were not developers. As taxpayers and homeowners they wanted the same standard as is found throughout the City. At this time North Bigelow and Darla Way are the only exceptions to that standard. A letter from the Mayor dated September 10, 2002, purportedly supported her contention. She agreed that there are other streets that also need to be addressed but they are not in Carson City proper. The residents want to open their windows without getting sand and asphalt dust. She questioned the reasons the residents were being singled out and discriminated against. As the City owns the street, it should make the improvements. The City is the taxpayers. We are the taxpayers. The residents on the street have been paying taxes for 20 plus years and we should have some of the benefits. She alleged that Mr. Flansberg had paved the street he lived on when he first moved to the area without obtaining authorization from the Commission. The taxpayers should not have been expected to pay for this overlay. Chairperson Plank reminded her that she must stay on the topic. Ms. Charles felt that the issue is the unfair treatment the residents on Bigelow were being given as they have been paying for the paving on other streets. The grindings had not been done correctly which made the situation worse than it was. The sand is less hazardous and does not destroy the homes like the asphalt dust does. Chairperson Plank indicated that Mr. Flansberg had committed to looking into the issue.

Discussion between Ms. Charles and Commissioner Staub indicated that she had purchased her home seven months ago. At that time the street had not been paved but purportedly Mr. Knowlton and John Platt had indicated that it would be paved. Mr. Flansberg explained that when Mr. Knowlton talks about paving he means grindings and not hot mix asphalt. Mr. Knowlton had used the 1999 list of streets to receive grindings when he indicated that the street would be paved.

Ms. Charles felt that Mr. Flansberg's obtaining an overlay on his street when he first moved into Carson City illustrated the unfair treatment Bigelow residents have received as he knew the street's condition when he moved there and should not have used taxes to fix it. This improved his quality of life. The North Bigelow residents want their quality of life improved the same as he had done without any personal costs. Further discussion between Ms. Charles and Commissioner Staub questioned who had told her that the street would be paved when she purchased her home. Commissioner Staub felt that she/staff should check into these statements. Ms. Charles then expressed her belief that the people living on Fourth Street had not requested their street be repaved. She had worked on that street as the project manager for Granite Construction. This project had allegedly cost \$149,000. She felt that this was an illustration of the blatant discrimination that the North Bigelow residents were receiving specifically since they were forced to ask for the paving. She indicated that Mr. Sullivan's statement regarding paving in subdivisions was mind boggling to her as their area was not a subdivision. The subdivision process was being handled correctly. The contractor of a subdivision should be required to pay for the paving. Commissioner Staub explained that as they are not part of a subdivision, their street had not been paved. Community Development Director Sullivan explained the use of parceling in Carson City which had allowed development to occur when the State Water Engineer had refused to allow any subdivisions to be developed. This process had not provided the necessary opportunity for the City to mandate the street improvements on either the original owner or developer. Ms. Charles reiterated her point that

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the taxes paid by the North Bigelow Drive taxpayers have been used to support improvements and repairs to other streets throughout the community. She demanded the same quality of life items provided for other residents. Mr. Flansberg then explained that the difference in street improvements between urban and rural portions of Carson City is the curbs, gutters and sidewalks. This is because rural portions typically have homes on larger lots without these amenities. North of North Bigelow is considered the urban area. Ms. Charles alleged that she had been told by Mr. Flansberg that she was within the urban area and had been stunned to learn that there were two zones in Carson City.

Development Services Director Andrew Burnham explained that the City does not have a paving program for unpaved streets. There are 11 miles of unpaved streets in the City. In 1999 they established the maintenance program and identified 11 miles of unpaved streets. He felt that the City then decided to use grindings for these streets. The maintenance program is used to maintain paved streets. Ms. Charles contended that it was not always used for maintaining paved streets and had been used for improvements. She also alleged that the cost per ton to place 2-1/2 inches of asphalt is not more than that required for placing 1-1/2 inches. The cost is the same for a road as it is for an overlay. Mr. Flansberg explained that any "savings" created by not having to make the street improvements should have been passed on to the residents by the developer. In a subdivision, a developer divides the cost of the street improvement by the number of homes which are constructed and increases the price of the home to cover his costs for the street improvements. Ms. Charles repeated her contention that the residents on North Bigelow had paid into the "pot" for 20 plus years without receiving any benefits except for the destruction of the street. Mr. Knowlton had allegedly indicated that he was not a blade operator and had not known how to apply the grindings correctly. This is the reason the material should have been put down by professionals. The grindings the City had placed one month ago are already falling apart. Chairperson Plank explained that the City had put down many miles of grindings which have come out extremely satisfactorily. With additional treatments these roads look the same as a regularly paved road. Mr. Flansberg will look at it and see what can be done. Commissioner Aldean felt that the price of a home on an unimproved road would not cost as much as a house on a paved street. Ms. Charles alleged that a study had proven that this is not true. Commissioner Aldean felt that a paved street is an amenity that many people look for while others are not as concerned about it. The larger concern to her, however, was the possibility that the City may have made the situation worse. This issue should be addressed. She felt that Ms. Charles had indicated a willingness to accept the conditions when she had purchased the house. The City's attempt to improve the situation had inadvertently made it worse. This is the issue that should be addressed. Ms. Charles explained that her experience with Granite Construction had included the placement of grindings. These grindings were always placed with oil and that these roads do look great. North Bigelow had not been done correctly due to the City's lack of oil and equipment to do it correctly. For this reason the grindings should be placed by professionals. This will give the taxpayers their money's worth.

Brad Michaels explained that he owns a house in the Kitchen subdivision in the area that receives the runoff/drainage from North Bigelow. He agreed that the street should be paved, however, the drainage should be analyzed. Drainage problems two houses away from his were described to explain his concern. He did not feel that it would cost a lot of money to have someone check the elevations and develop a good drainage program. Chairperson Plank agreed that unless the drainage is not done right, the paving will fail.

Discussion between Mr. Flansberg and Dominic Arraiz explained that oil/emulsion had not been added to the grindings due to the need to know how the area drains. The grindings will allow the water to flow like base rock.

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After the drainage route is determined, more grindings would be placed and after two or three months they would be chip sealed. Chip sealing should be done during the summertime. Darla Way had been paved with grindings in November as requested by the residents. Darla Way will be paved under a special assessment district. The process used for this street was started in 1997. There had been a followup meeting held on this process held sometime last year. Mr. Arraiz felt that there were four to five new residents on Darla that were not aware of this process. Mr. Flansberg indicated that he would be meeting with them shortly. Reasons additional work had not been done on Darla were explained.

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Mr. Flansberg explained his intent to look at North Bigelow and see if additional grading is needed or if patching is required. A surface seal cannot be placed until the temperature is higher which will be next June or July.

Sandra Wright explained her residence location on Koontz and the dust problem she saw on South Bigelow due to the traffic that had gone to the former Walmart site. She questioned how Bigelow could be dedicated and not have been paved. She also questioned how the area could have been developed under the parceling process without dedicating the roads and making the improvements. Mr. Flansberg explained that some developers use agreements while others pay money into a fund which is used to make the street improvements when the area is totally developed. Ms. Wright felt that if the surrounding area is paved, the road should also be paved particularly in view of the amount of traffic using the street. She also felt that if the road is dedicated, the City should take care of it. Chairperson Plank explained that when he first came on the Commission, he had taken up this issue. There were many, many unpaved roads at that time. Mr. Flansberg had, at the Commission's request, developed a schedule for using grindings to provide a better surface on those roads. This schedule is adhered to as grindings are available. In the beginning, Carson City was the only customer for those grindings. Today there is a big demand for them. The City can only get them when they are available and can afford the transportation costs. Mr. Flansberg indicated that the City had a small amount of grindings leftover from the last acquisition. Chairperson Plank indicated that it could be used to provide some temporary relief and for staff to work with the residents to develop a permanent solution.

Chris Austrop explained his experience in the construction industry. He questioned the reasons the manhole covers and road had been done without an engineered plan. He also explained that he had photographs illustrating the flooding that had occurred in the area in 1997 and how the drainage had occurred at that time. The street as presently configured by the City no longer allows this drainage to occur. Mr. Flansberg felt that the City had removed the material that had been used for a road and replaced it with similar material. Mr. Austrop felt that the road is now higher than the original road had been. He was unsure where the water now flows. He understood that the area had been developed without having the plans checked by the City as is the standard procedure for subdivisions. The City had, however, been able to mandate that the residents connect to the City water and sewer services. These lines were placed in the middle of the road in 1995. There should have been engineered plans for this work. Mr. Sullivan explained the programs used to get people to connect to the water and sewer services. It was handled by the Utility Department and not the Street Department. Roads were not included in this program.

Chairperson Plank explained that the Commission would not take any action on the item at this time. Mr. Flansberg was asked to look at the area, consult with Messrs. Lepire and Knowlton, and develop a temporary solution for this winter. A different arrangement can then be worked out for a permanent solution which will include the drainage issues. A report should be provided at the January meeting and that a positive conclusion should be found before February. Ms. Charles gave a document to the Commission. (None to the Clerk or staff.) No formal action was taken.

F-2. DISCUSSION AND ACTION REGARDING DIRECTION TO DEVELOP A MEMORANDUM OF UNDERSTANDING FOR THE PURCHASE AND/OR EXCHANGE OF CITY PROPERTY FOR THE FIRST CHRISTIAN CHURCH AT 326 EAST JOHN STREET, CARSON CITY, NEVADA, RELATIVE TO THE NORTH STEWART STREET EXTENSION PROJECT (1-1365) - Mr. Flansberg requested direction from the Commission as to whether to continue the discussions regarding the

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acquisition/exchange of the property. A Memorandum of Understanding could be developed and submitted to the Commission for discussion/action at a future meeting. Commissioner Staub elaborated on his reasons for believing that the timing is right to acquire the property as the property is for sale. Extension of Stewart Street would provide better utilization of an under used street and provide another north/south route for traffic. The Memorandum of Understanding will remove the property from the market. It should include the concepts of leasing the property back to the Church and provide the ability to exchange the property for other City property if there is a site which the Church would like to have. It should also include discussions with the School District regarding how its property could be tied to the Church property and an exchange be provided which would extend Stewart even further. Justification for proceeding with these concepts at this time was provided. Discussion between staff and the Commission indicated that the City's appraisal is in the \$750,000 range. The Church was listed for sale at \$790,000. Funding could be obtained from RTC funds, however, it has not been budgeted. The January and February meetings will establish the Commission's priorities and projects. Funding for the acquisition could be provided at that time. Mr. Burnham pointed out that the Board of Supervisors would have to approve the land exchange. The Commission could recommend the exchange to the Board. Chairperson Plank supported using the Memorandum of Understanding and urged consideration be given to the future benefits of extending Stewart. Public comments were solicited but none were given. Commissioner Staub reiterated that the land exchange would require Board approval. Board approval is not required for an outright purchase. Commissioner Staub then moved to direct staff to pursue the purchase of the First Christian Church at 326 East John Street through either purchase and/or exchange of City property for the future extension of North Stewart Street and to bring back a Memorandum of Understanding to the Regional Transportation Commission at the January 8, 2003, meeting for future consideration; fiscal impact is \$750,000 or a combination of land and cash of equal value; and the funding source is the RTC road construction fund. Commissioner Kennedy seconded the motion. Chairperson Plank pointed out that if the Commission purchases the land without any exchange of property, the Board of Supervisors would not be involved as the funding would be from Regional Transportation Commission monies. The land exchange would reduce the fiscal impact. Leasing the land back to the Church would also be beneficial to both parties. Public comments were again solicited but none were given. The motion was voted and carried 5-0.

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

G-1. MEMO REGARDING BOARD OF SUPERVISORS GOALS FOR TRANSPORTATION (1-1554) - Mr. Flansberg explained that the Board of Supervisors had reviewed the Commission's goals during its goal setting workshop. The Commission has the authority to set the priorities. This will occur in February. Chairperson Plank and Commissioner Staub explained their involvement in the process of establishing the goals. Discussion noted the Board's Goal No. 4 which is for an eastern expressway from Fairview to College Parkway. No formal action was taken or required.

G-2. STATUS REPORTS ON CURRENT PROJECTS (1-1599) - Roop Street's design is moving forward. A meeting had been held with the Boys and Girls Club regarding the proposed alignment of the Lompa Lane extension. Commissioner Reynolds suggested that the Commission discuss a street paving program at a future meeting which should include criteria for the established priority listing. Chairperson Plank explained a discussion he had with Mr. Flansberg when he first became a Board member regarding when and how his street should be

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treated. Commissioner Staub noted the Commission's empathy for the residents on Bigelow, Darla Way, and all of the other unimproved streets. The major concern for the Commission is the establishment of a precedent which could not be overcome either financially or fiscally in the future. He hoped that a policy could be developed which will help but at the same time recognition should be given to Commissioner Aldean's statement that the price paid for the residences had included the lack of paving and the buyer's decision to acquire the property. A fair balance between the two positions must be found which could be supported in the future. Funding is at a premium. Discussion pointed out that the City has 250 miles of streets. Commissioner Reynolds felt certain that Carson City is not the first community to be facing this problem and urged staff to research what other communities have done. Mr. Flansberg reminded the Commission that in 1999 a prioritization for placing grindings on streets had been developed. At that time it was felt that the program would be completed in four to six years, however, adequate grindings had been found which had allowed a lot of the streets to receive some grindings. In the future those streets should be chip sealed or have additional treatments which will make the streets more permanent. The North Bigelow Drive drainage concerns need to be addressed before this occurs. Commissioner Aldean pointed out that in some cases residents on unpaved streets do not want to see the street paved. Mr. Flansberg explained the process used to improve a street occurs after the Department is contacted by the residents. The work then occurs when grindings are available. The RTC has in the past received comments which indicated that some residents do not want to improve their street. In one case the Commission had made the determination that the street would be improved. Mr. Burnham felt that the Department received more compliments from the placement of grindings than it does complaints. Chairperson Plank pointed out the need to have paved roads in the Pinion Hills/Deer Run Road area to reduce the erosion which occurs on unpaved roads and the ultimate impact on the Carson River. He also pointed out the need for additional street sweepers due to the federally mandated water quality requirements. Mr. Flansberg indicated that the use of grindings requires traffic to keep the roadway from deteriorating. Curry Street was cited to illustrate the benefits of having the necessary traffic volume. Cul-de-sacs may not have this needed volume. Chairperson Plank cited Roland Street to illustrate this point. Commissioner Staub felt that the Department does a good job overall. Chairperson Plank acknowledged and thanked Leif Anderson for his attendance as NDOT's representative.

H. ADJOURNMENT (1-1795) - Commissioner Reynolds moved to adjourn. Commissioner Staub seconded the motion. Motion carried 5-0. Chairperson Plank adjourned the meeting at 7:07 p.m.

The Minutes of the December 11, 2002, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON February 12, 2003.

/s/
Steve Reynolds, Chairperson Pro-Tem