

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, February 17, 1999, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 3:00 p.m.

PRESENT: Chairperson John Plank, Vice Chairperson Steve Reynolds
and Commissioner Kay Bennett

STAFF PRESENT: Street Superintendent John Flansberg, RTC Engineer Harvey
Brotzman, and Recording Secretary Katherine McLaughlin
(R.T.C. 2/17/99 Tape 1-001)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Plank convened the meeting at 3:08 p.m. Roll call was taken. The entire Commission was present constituting a quorum.

B. APPROVAL OF MINUTES (1-0007) - August 17, 1998 - Chairperson Plank indicated that he had read the Minutes and did not encounter any difficulties with them. He ruled the Minutes accepted as written.

C. MODIFICATIONS TO THE AGENDA (1-0020) - None.

D. PUBLIC COMMENTS (1-0035) - Laura Work explained her reason for attending and that individuals are still concerned about the Ormsby Boulevard extension and whether their concerns will be included in the design since former Deputy Public Works Director Tim Homann had left the City. Their concerns were iterated. Chairperson Plank and Mr. Brotzman indicated they would not forget the promise to have neighborhood workshops on the design. Additional comments were solicited but none given.

E. DISCLOSURES (1-0095) - None.

F. PUBLIC HEARINGS (1-0098)

F-1. DISCUSSION AND POSSIBLE ACTION REGARDING THE SETTING OF THE REGIONAL TRANSPORTATION COMMISSION'S MEETING SCHEDULE - Following discussion of various meeting dates and places, Commissioner Reynolds moved that the meetings be on the second Wednesday of each month at 5:30 p.m. in the Sierra Room or the Bonanza Room when the Sierra Room is unavailable. Commissioner Bennett seconded the motion. Motion carried 3-0.

F-2. DISCUSSION AND POSSIBLE ACTION REGARDING A CITY POLICY FOR PLACEMENT OF ASPHALT GRINDINGS ON UNPAVED ROADS (1-0285) - Mr. Flansberg explained the process used to obtain and recycle the grindings. There are 17 miles of unpaved roads in the community. The process used to establish the paving program for these roads, the paving procedure, cost per linear foot, and road preparations for the grindings were described. The process was recommended as a measure to reduce the continual repair/maintenance costs for the unpaved roads. Comments also pointed out the environmental and erosion concerns associated with unpaved roads. Discussion indicated that the grindings would not work in high traffic areas. The width recommended for Pursia Road was between 24 and 30 feet. The right-of-way was felt to 60 feet wide. This should leave ten feet for drainage and ten feet for horses. Discussion noted the three letters in opposition to the program to place grindings on Pursia. For this reason only the first 50 feet had been paved with grindings. Mr. Flansberg has since received a request to complete the paving with grindings from another resident. Therefore, the Commission's direction was requested. Criteria used to justify paving with grindings was reiterated. Mr. Flansberg indicated he would not recommend paving with grindings on Darla Way. Reasons for this were noted. Maintenance on roads paved with grindings should not differ from the other asphalt roadways. Reasons for requesting Commission direction at this time is based on the lack of knowledge when NDOT will be furnishing the grindings and the amounts. Commissioner Bennett recommended a public noticing process be established to inform the residents of the paving program. Clarification by Commissioner Bennett indicated that a public hearing should be held to establish the priority list. Two weeks before construction is to occur, the residents should be informed about the proposed construction. Mr. Flansberg felt that there would be enough grindings available

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during the next two years to complete only half of the list. Pursia was not on the list. He then explained his experience with door hangers and reasons for not using mass mailings. His current procedures have not considered providing notices when grindings are being placed as it does not cause the major disruptions encountered with overlays. Commissioner Bennett suggested that the same procedures be used for both programs and requested that the policy include the fact that these roads would be included in the regular maintenance schedule program followed by the City. Chairperson Plank also suggested a footnote indicating that these roads will be done as material becomes available.

Jim Rhode felt that Pursia should be on the list and referenced his October letter. (The Clerk did not have a copy.) This will treat Pursia the same as all of the other streets in Pinion Hills had been. Chairperson Plank thanked him for his correspondence which he had passed on to the Street Department.

Edy Rooke explained the length of Pursia and her reasons for requesting it not be paved. Mr. Flansberg agreed to provide her with the annual maintenance costs after the meeting. Ms. Rooke felt that Kirby Nish opposed the paving. She maintained that a lot of the residents along Deer Run Road had also opposed its paving. She did not feel that the proposed ten foot strip would be usable/workable for horses. The current twice a year maintenance program is adequate and should be maintained. She suggested that a policy be established which would poll the residents along a road about paving the streets before it occurs. She also questioned whether the dust complaints had been from a lot of people or a lot of complaints from a few people as a vocal minority should not dictate what should occur.

Margie McCord liked her rustic, rural lifestyle which allows her to have large animals. She and her husband knew the road was dirt when they acquired the property four-and-half years ago and requested that it remain dirt. She also explained her use of Mallow which she did not feel was safe with the gravel which is on it now. She requested that it also remain dirt.

Discussion ensued between Chairperson Plank and Mr. Flansberg concerning the shoulders. Mr. Flansberg indicated that the shoulders could be "flattened". He also recommended that if grindings are to be placed on Pursia that they be on only one side which would allow the other side to remain dirt. This would shift the center line to one side. Chairperson Plank then explained his reasons for feeling that Pursia should be paved. Commissioner Bennett suggested a notice be placed in the newspaper soliciting public comment on the program. Chairperson Plank suggested the Commission determine a policy, have staff publish the list, and then consider the priorities at the next meeting.

Discussion then explained that the procedure had used the maintenance costs to establish the listing and that the roads in Pinion Hills had been added as they are all in one area and would complete the area. Mr. Flansberg felt that latitude was available for Pursia as the right-of-way is 60 feet in width. He offered to work with the residents to develop a compromise. Chairperson Plank requested he bring the policy back and that the priority establish the highest maintenance areas at the top. The program would benefit the community. The issue is to be reconsidered at the March meeting. The policy should include the suggested footnote concerning construction occurring at the rate grindings are received and as the work permits. Commissioner Bennett suggested that the policy include a preface indicating the rationale for the program. Mr. Flansberg also indicated that he would provide the maintenance costs for Pursia and projected costs for maintenance if grindings are used to pave it. No formal action was taken on the item.

F-3. DISCUSSION REGARDING INFORMATION ON EQUITABLE TRAFFIC IMPACT ASSESSMENTS (1-1018) - Deputy City Manager Dan St. John began the discussion by explaining comments exchanged during a Builders Association luncheon he had attended at noon about how the City is doing in maintaining its streets. He then explained staff's request for direction based on the current policy's conflict situation, which occurs when development plans are submitted, and a State of New Jersey Transportation Research Board report which had a different approach. Mr. St. John and Mr. Brotzman cited examples to illustrate their concerns and the proposed program, which was patterned after the New Jersey program. Chairperson Plank pointed out the impact created by current traffic and its impact on the developer and his project. He also noted the complexity of the report and need to study it even further. He requested an opportunity to meet with staff to

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discuss it. Mr. Brotzman explained the seminar on the program and the amount interest the concept had created. Discussion further described the current process as indicated by specific examples, NDOT's view of the concept and role in the discussions, the current policy, procedures used by surrounding counties, the Post Office's commitment and reasons for its acceptance of half of the cost, and the guarantees given to a developer that his improvements will be constructed in his/her vicinity. Commissioner Bennett felt that the fee should be for mitigation rather than impacts. Discussion included benefits provided by implementation of a program when development plans are presented. Mr. St. John also pointed out that legally RTC may be able to seek retroactive participation and questioned whether this is supportable politically. He suggested that other funding sources be considered when such improvements are undertaken including consideration of an assessment district. Chairperson Plank voiced his opposition to the assessment of retroactive fees to previously developed lots for infra-structure improvements which were created by new/additional developments.

Landmark Homes Representative Ron Kipp noted that his firm is providing mitigation for his development projects, supported paying his fair share, and requested an opportunity to work with the City and staff on the final program. He then indicated as a Builders Association of Western Nevada Member that the proposed program is one of the best plans he had seen as it isolates it down to a small area. If the City's roadways had been constructed as New Jersey's had, it would be a viable program, however, a majority of Carson City's roadways were constructed by the developer and dedicated to the City. The Association is willing to support any fair and equitable fee program. Such a program should include the residential impacts as well as the industrial impacts. The Association will work with the City to develop the solution. New development should not be required to foot the entire bill. Chairperson Plank felt that assessment districts should be the last resort. The community is small enough that it could be considered a city-wide problem. Commissioner Bennett felt that the issue was one which was long overdue and should be resolved. She suggested that a task force be established to study the problem and that a consultant be retained to assist it. Mr. Kipp encouraged her to designate someone to be in charge of the committee and to provide clear goals. Commissioner Bennett then suggested that staff bring back a proposal in 30 days which would include a timeline for concluding the research. Chairperson Plank felt that staff should make a recommendation as to the composition of the committee within 30 days. Mr. Kipp recommended having an individual from the industrial area, the commercial sector, the residential sector and two citizens-at-large. Commissioner Reynolds felt that staff should be able to develop the parameters within the three week period. He also voiced his opposition to holding off on other matters while the task force studies this concept. Mr. Kipp did not feel that the committee would interfere with current projects while it researches the funding alternatives for future projects. Commissioner Bennett asked staff to provide clear indications of the goals. Chairperson Plank also felt that the resources which will be needed and a clear understanding of whom would be providing those resources should be defined. The individual in charge should also be designated and the timeframe outlined. Mr. Kipp suggested that Mr. St. John develop the City staffing needs and that the Association and Chamber of Commerce determine who their representatives should be. Chairperson Plank directed staff to proceed. Mr. St. John felt that the initial concept could be presented to the Commission by the next Commission meeting. Additional public comments were solicited but none given. No formal action was taken.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (1-2384)

G-1. COMMISSIONER REPORTS - None.

G-2. STAFF REPORTS (1-2388) - Mr. Brotzman provided an oral status report on Graves Lane; the Fifth and Edmonds roundabout including its projected completion date and NDOT's public hearings on it; and the status of the Ormsby Boulevard extension project's design and its estimated cost. Mr. St. John explained NDOT's decision to outsource the design of northern leg of the freeway' which he felt would solidify the schedule and create a higher degree of reliability for completion of the design on schedule. He also announced NDOT's March 17th public hearing on the Single Point Urban Interchange (SPUI). Discussion noted the advantages of the SPUI at the Highway 50 and freeway intersection. Similar structures are located at I-80 and Keystone and Pyramid and I-80 in Reno.

G-3. FUTURE AGENDA ITEMS (1-2385) - Chairperson Plank indicated this had already been discussed.

H. ADJOURNMENT (1-2585) - Commissioner Bennett moved to adjourn. Commissioner Reynolds seconded the motion. Motion carried 3-0. Chairperson Plank adjourned the meeting at 5:30 p.m.

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

The Minutes of the February 17, 1999, Carson City Regional Planning Commission

1999.

ARE SO APPROVED ON __November_10____,

/s/ _____
Jon Plank Chairperson