

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the March 19, 1998, Meeting
Page 1

The Carson City Regional Transportation Commission was agendized to have a joint meeting with the Carson City Board of Supervisors during its regularly scheduled meeting on Thursday, March 19, 1998, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 10:30 a.m. This special joint meeting was cancelled due to the lack of a quorum as neither Chairperson Smith nor Commissioner Tatro were able to attend the meeting. (A quorum of the Board was not present as Supervisors Smith, Tatro, and Bennett were not able to attend.) <These were Agenda Items 1 and 2.>

The regular monthly session of the Regional Transportation Commission was held at 1:30 p.m. in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, on Thursday, March 19, 1998.

PRESENT: Vice Chairperson Tom Tatro and Commissioner Marie Wolf

STAFF PRESENT: Acting Public Works Director Tim Homann, RTC Engineer
Harvey Brotzman, Senior Planner Juan Guzman, and
Recording Secretary Katherine McLaughlin (R.T.C. 3/19/98
Tape 1-0001.5)

NOTE: This meeting had been agendized for a possible quorum of the Board of Supervisors, however, only Supervisors Jon Plank and Tom Tatro (Vice Chair-person to the Commission) were present. A quorum of the Board was not present.

CALL TO ORDER, ROLL CALL AND DETERMINATION OF A QUORUM - Vice Chairperson Tatro convened the meeting at 1:30 p.m. Roll call was taken. A quorum was present although Chairperson Smith was absent.

9. DISCUSSION AND POSSIBLE ACTION ON PRIORITIZING RECOMMENDED 1998-99 PROJECTS (1-0017.5) (1-0617.5) - Continued to another meeting.

3. APPROVAL OF MINUTES (1-0022.5) - Continued to another meeting.

4. CITIZEN COMMENTS (1-0029.5) - None.

5. DISCUSSION AND POSSIBLE ACTION ON THE COMSTOCK MOBILE HOME PARK SOUND WALL MITIGATION BID OPTIONS ON THE GRAVES LANE PROJECT (1-0035.5) - Mr. Homann explained staff's request to include this item in the bid packet as an added alternate. If adequate funding is available, the sound wall will be included in the project. Public comments were solicited but none given. Commissioner Wolf moved to approve Agenda Item 5, the Comstock Mobile Home Park sound wall mitigation bid options to include an optional item in the bid. Vice Chairperson Tatro seconded the motion. Motion carried 2-0.

6. DISCUSSION AND POSSIBLE ACTION ON THE STORM DRAINAGE BID OPTIONS ALONG AIRPORT PROPERTY ON THE GRAVES LANE PROJECT (1-0092.5) - Mr. Homann's introduction included reasons for including the drainage as a bid alternate and questioned whether RTC should be responsible for undergrounding the line. Staff will continue working with the Airport Authority on the funding question. Commissioner Wolf moved to accept Item No. 6 on the agenda. Vice Chairperson Tatro seconded the motion and stated the motion as being to approve Item No. 6 on the agenda. The motion as restated was voted and carried 2-0.

7. DISCUSSION AND POSSIBLE ACTION ON THE AIRPORT ENTRANCE ROAD BID OPTIONS ON THE GRAVES LANE PROJECT (1-0125.5) - Mr. Homann's introduction indicated the entrance would not impact the Graves Lane project. It could be added to the project as a change order or be bid as a separate project. The present entrance will remain. Discussion indicated staff is working with the Airport Authority and its leaseholders on the entrance road. Staff will bring forward the ultimate project, its related costs, and ramifications. As no action was required at this time, Vice Chairperson Tatro ruled that the item was continued.

8. DISCUSSION AND POSSIBLE ACTION ON RETAINING THE PARSON TRANSPORTATION GROUP TO COMPLETE A CAPACITY IMPROVEMENT STUDY ALONG U.S. 395 FROM FAIRVIEW TO THE U.S. 50 INTERSECTION (1-0169.5) - Mr. Brotzman explained the need to address the traffic problems at Clearview and 395. This situation may be compounded when the Bypass terminates at Highway 50. The consultant is to analyze 395 between Highway 50 and Fairview to determine any alternatives which may mitigate the traffic problems. City Manager Berkich explained his involvement with this issue and the feeling that the traffic flow at the Clearview and 395 intersection will continue to deteriorate. Discussion clarified the section of Highway 50 being considered as being at the foot of Spooner Summit. Funding is available within the budget. The recommendation is to have the Parson Transportation Group perform the study. **Commissioner Wolf moved to approve retaining the Parson Transportation Group to complete the improvement study along U.S. 395 and Clearview. Vice Chairperson Tatro seconded the motion.**

Mr. Berkich explained Chairperson Smith's concerns about approving an additional project with staff's current workload, specifically, the Graves Lane project's impact. Mr. Homann indicated that the scope of work had already been written. Staff would be required to administer the contract which will require a relatively minor amount of time. Staff will meet with the contractor on a couple of occasions as well as the property owners after the results are compiled. It should not create a huge impact on staff's time or priorities.

(1-0269.5) Public comments were solicited. Pete Livermore questioned the cost and the agendized item as originally it was felt that the study should cost more than the indicated \$9,715. He felt that staff is not analyzing the entire area. Staff had purportedly indicated that investigating the impact at Clearview and 395 would cost this amount. He also requested that the Traffic Engineer, City Manager, and Deputy Public Works Director disqualify themselves from the project due to a conflict of interest. Commissioner Wolf noted that her motion was to study only the Clearview and 395 intersection. Mr. Livermore continued to iterate his comments and expressed the intent to not elaborate beyond his originally statements. The completed study allegedly would not meet the City's needs. Mr. Brotzman explained that the capacity study required studying the entire area from Fairview to Highway 50. This would provide justification for any capacity improvements to Koontz and 395 and/or Clearview and 395. Physical restraints at Clearview may make it easier to make improvements to Koontz so that more drivers will utilize it than Clearview. The Parson Group will analyze the cost alternatives for both intersections to improve the capacity. To do this properly, they may analyze the entire corridor. Commissioner Wolf noted that the Commission is aware of Target and Home Depot's intent to open stores at Clearview and 395. She was tired of having studies conducted when common sense dictates something should be done. Mr. Berkich explained that the staff was aware of the problem. The question is where is the best place to make the improvements for the best cost return. Commissioner Wolf felt that the improvements should be made at Clearview and 395. The rationale behind this statement was explained. Mr. Berkich explained the criteria which the consultant would study. Discussion between Mr. Berkich and Mr. Brotzman indicated that the scope of work for the state funding would analyze all of the options and alternatives to best move traffic volumes and resolve the Clearview problem. Mr. Berkich also pointed out that the consultant will issue a draft report, which is public information. It will be distributed through the normal process to "the world" if so requested. Staff does not and will not manipulate or doctor this document.

(1-0396.5) Mr. Livermore indicated that he had meet with the City Manager and the Deputy Public Works Director on two or three occasions during the last two years. He felt that staff had held preconceived opinions ever since he constructed his business on Clearview. He felt that the study would be used to convince the Commission, and eventually the Board of Supervisors, that his location is not, in some form or another, properly located or that "draft" restrictions could be imposed on the business operation which could potentially cost him a huge loss of business. This is the reason behind his request that the staff disqualify themselves. He supported the concept of having a study conducted. The initial cost estimate for the study had been in the neighborhood of \$20 to \$30,000. He also expressed his feeling that there had been an attempt by staff to let the contract without Commission direction as it is under the mandatory \$10,000 limit. That contract had been for a study of onlt the Clearview and 395 intersection. He supported an entire study as agendized.

Vice Chairperson Tatro explained his personal experiences on Clearview which clearly indicate to him that something needs to be done with that intersection. He did not feel that this is a preconceived notion by staff or a

conspiracy. Staff is fair in its dealings with the public, is honest, and has creditability. When staff commissions a report on the Commission's behalf, the report is given to the Commission as written. Staff does not have the report altered to provide misinformation or to prove a point which staff wants accomplished. Mr. Livermore indicated that his statements were his personal opinion and based on his experience at his business location. He cited other intersections with similar problems. The Bypass will hopefully mitigate these problems. He did not mistrust staff but encouraged the Commission to be "pure" with the study. Vice Chairperson Tatro indicated that this would occur.

Mr. Berkich indicated that at one time staff had discussed with the property owners expediting the study as it would be under \$10,000. Chairperson Smith, however, had expressed concern about using the professional services account for this amount as the RTC had not discussed the idea previously. Therefore, he recommended the Commission consider the proposal. Mr. Berkich was unsure whether the staff could disqualify itself. He assured Mr. Livermore that all of the documents would be shared with the public. Staff will analyze the cost benefit factors. Mr. Livermore's parcel is already heavily developed and would have a high cost factor. Efforts would be made to stay with the low cost alternatives.

Discussion ensued between the staff and Commission on the motion and whether it would provide an adequate amount of flexibility for staff to allow an analysis of the various intersections. Mr. Brotzman suggested that Mr. Livermore and his engineer review the scope of work. It identifies the entire area including Koontz Lane and 395 as well as Clearview and 395. Edmonds and Clearview Drives are currently being used as a bypass. When the Bypass is constructed at Highway 50, people may use Saliman to Koontz as another bypass. This is the reason the study is to consider Koontz and Clearview. Mr. Homann explained the scope of work and that it could be funded for \$9,715. Mr. Livermore indicated that at one of the meetings Mr. Berkich had recommended a study of the entire corridor and indicated that it would cost between \$20 and \$30,000. Therefore, he did not feel that the funding would accomplish a study of the entire corridor. He felt that an intersection could not be studied by itself. The corridor should be studied. Mr. Homann assured the Board that an adequate scope of work would allow staff to make the appropriate decisions for Clearview and Koontz. **Commissioner Wolf amended her original motion to to read that they will study Clearview and Koontz intersections with 395.** Following Vice Chairperson Tatro's suggested amendment, **Commissioner Wolf amended her motion to read to approve the study as identified in the scope of work for the Parsons Group. Vice Chairperson Tatro seconded the motion.** He then indicated that the motion is to approve the contract with the Parsons Group for the study as defined in the scope of work which has been referenced in the conversations today. Commissioner Wolf expressed her concern that the Commission is not always fully informed and that the Commission should see the study (scope of work) if a motion is required. Otherwise it is like taking a stab in the dark and hoping that it will all work out in the end. Mr. Berkich agreed and indicated that staff will be sure that copies of the work are attached in the future for any proposals. Vice Chairperson Tatro indicated the Commission is getting a bargain for the \$9715. The motion as amended was voted and carried 2-0.

10. STATUS REPORT ON CONSTRUCTION PROJECTS (1-0629.5) - Mr. Homann reviewed the projects which were listed in the packet for Item No. 9. Discussion indicated the June 1998 bid date for the Graves Lane extension may be optimistic. If the project is to be redesigned, it will not occur. The connector road proposed between Arrowhead and Graves Lane has significant challenges to overcome. Murphy Drive is not ready to go to bid. NDOT is still designing it. Edmonds and Fifth Street intersection improvements require commitments/participation by NDOT. The Highway 50 East signal intertie project was explained. Discussion ensued on when the Ormsby Boulevard extension would be reconsidered by the Commission and the status of the consultant's study on its need. Commissioner Wolf felt that extension supporters will attend the next meeting and want to know why it is not being constructed.

11. COMMISSION COMMENTS (1-0770.5) - None.

12. STAFF COMMENTS - None.

13. ACTION ON FUTURE MEETING DATE(S) AND TIME(S) (1-0771.5) - The special joint meeting, which had been cancelled this morning, had been rescheduled for April 2. This meeting will be in addition to the regular

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the March 19, 1998, Meeting

Page 4

April meeting. Vice Chairperson Tatro directed staff to agendaize the meeting for the Technical Advisory Committee, the Commission, and Board. Commissioner Wolf requested Consultant John Long make a presentation on the Ormsby Boulevard extension at the regular meeting. Vice Chairperson Tatro explained the Commission's action when it was decided to defer Ormsby Boulevard until after the consultant completes his work on the Streets and Highways Master Plan element and his support for this action when the item was reconsidered. Commissioner Wolf iterated her support for the extension. Mr. Brotzman explained the status of the consultant's work and the Committee's request to extend the period for developing the study/master plan to September. Reasons for the extension request were discussed. Commissioner Wolf expressed her concern that the Committee was bypassing the Commission by taking its request direct to the Board. She was also concerned about the number of studies being undertaken by the City. Mr. Berkich indicated that as the Committee was appointed by the Board, it was asking the Board for more time. This question is up to the Board and Commission's discretion. Discussion ensued on how the Committee had been established and the Board appointees to that Committee. Mr. Berkich suggested this issue be considered at the joint meeting and that the issue be resolved. Commissioner Wolf expressed her feeling that the deadline should be held. Mr. Berkich responded by indicating that staff supports maintaining the deadline. The Committee is a hard-working, dedicated group of individuals who are attempting to get their arms around the issues involved in the master plan. He felt that they are doing a great job for the City. Vice Chairperson Tatro summarized the agenda for the joint meeting and rationale behind those items. He felt that the plan should be completed in April. If this is not possible, adequate justification should be provided. If the completion date is extended, repercussions from the extension should be explained. He, too, felt that the Committee was working hard and are considering their job seriously. Mr. Brotzman felt that the consultant could provide an adequate amount of information for the Commission to be able to decide whether to continue with Ormsby Boulevard as a priority for next year even though the master plan will not be completed. Issues which are delaying the master plan were noted. No formal action was required or taken on this Item.

14. ADJOURNMENT (1-1039.5) - Commissioner Wolf moved to adjourn. Vice Chairperson Tatro seconded the motion. Motion carried 2-0. Vice Chairperson Tatro adjourned the meeting at 2:35 p.m.

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.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the March 19, 1998, Meeting
Page 5

The Minutes of the March 19, 1998, Carson City Regional Transportation Commission meeting

1998.

ARE SO APPROVED ON _____,

Greg Smith, Chairperson