

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Minutes of the March 9, 2005, Meeting

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A regularly scheduled meeting of the Carson Area Metropolitan Planning Organization was held on Wednesday, March 9, 2005, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chairperson Richard S. Staub, Vice Chairperson Charles Des Jardins, and Members Shelly Aldean, Kent Cooper, Larry Hastings, and Michael Zola

STAFF PRESENT: Development Services Director Andrew Burnham, Deputy City Engineer John Flansberg, RTC Engineer Harvey Brotzman, Transit/Transportation Planner Michael Dulude, and Recording Secretary Katherine McLaughlin (MPO 3/9/05 Tape 1-0007)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 5:30 p.m. Roll call was taken. A quorum of the Board was present although Member Johnson was absent and Member Zola had not arrived.

B. APPROVAL OF MINUTES - 2/9/05 - (1-0017) - Following clarification of the action to be taken under Agenda Item F-1, Member Aldean moved to approve the Minutes. Member Des Jardins seconded the motion. Motion carried 5-0.

C. MODIFICATION OF AGENDA (1-0065) - Deputy City Engineer John Flansberg removed Item F-3 due to the need to amend the Fiscal Year 2005 to 2007 Transportation Improvement Program. Discussion indicated that the proposed fiscal year 2006-07 potential transit services will be included in the Program.

D. PUBLIC COMMENT (1-0080) - None.

E. DISCLOSURES (1-0089) - None.

F. PUBLIC MEETING ITEMS

F-1. DISCUSSION AND ACTION TO RESCIND THE FEBRUARY 9, 2005, CORRECTION AND APPROVAL TO THE FEBRUARY 11, 2004, MINUTES AND APPROVAL AS ORIGINALLY WRITTEN (1-0092) - Member Cooper moved to rescind the February 9, 2005, correction and approval to the February 11, 2004, Minutes and approval as originally written. Member Hastings seconded the motion. Motion carried 5-0. (Member Zola arrived following the vote—5:42 p.m. A quorum was present as indicated. Member Johnson was absent.)

F-2. ACTION TO APPROVE A LETTER OF SUPPORT FOR WESTERN NEVADA COMMUNITY COLLEGE (WNCC) TO RECEIVE FUNDS UNDER THE TRANSPORTATION EQUITY AUTHORIZATION (TEA) THROUGH CONGRESSIONALLY-DIRECTED APPROPRIATION (EARMARK) AND ESTABLISH A PRIORITY FOR THIS PROJECT WITH RESPECT TO OTHER PROJECTS UTILIZING THE SAME FUNDING SOURCE FOR THIS REGION (1-0108) - WNCC Vice President of Institutional Advancement Helanie Jesse explained the request for support of the grant application. She described the project. A letter of support has allegedly been provided by City Manager Linda Ritter. NDOT had purportedly requested a letter of support from CAMPO. CAMPO was also

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asked to prioritize the projects. Deputy City Engineer John Flansberg explained grant requests for the freeway and widening Fairview. All three applications are competing for the same funding source. The grant application form does not indicate a fiscal limit. Member Hastings indicated that the Board is responsible for funding under Titles 23 and 49 and for highway funding. He felt that the parking lot paving would not be allowed under these programs. He also questioned whether the project was included in the identified NHS and STRP projects. Ms. Jesse felt that the grant writer had researched the grant and determined that the projects as listed were eligible for funding. Congressman Gibbons' office had also indicated that it is a viable project. The project is requesting TEA-21 funds. Member Des Jardins explained that in his experience at the Federal Highway Administration Office in Washington, D.C., he had never seen an application like hers. He was unaware of any funding potential with TEA-21 that would cover the project. He was not aware that Congressman Gibbons had funding for this purpose. Discussion indicated that the access road may be eligible for funding. Member Hastings suggested that the application be revised to reflect that the access road is eligible for highway funding and that the parking lots are questionable. The projects need to be added to the local transportation plan and the regional roadways plan. NDOT had referred her to CAMPO to get the projects included in its transportation plan. In order to be eligible for funding the project must be eligible for Title 23 and 49 funds. Comments pointed out that adoption of a transportation bill is still questionable. All projects submitted for funding must be on CAMPO's regional plan and prioritized prior to submittal to Congress. The public participation process is also required before it can be submitted. Ms. Jesse indicated that she will take this information back to the College. The City had been working with the College on the secondary access and an easement at the south end of the campus for access to its land above the campus. She also indicated that the application had already been forwarded to Congressman Gibbons. She will send an amended application to him. Chairperson Staub indicated that the project could be endorsed and prioritized subject to inclusion in the transportation improvement plan. It must be prioritized this evening. Discussion reiterated that it will be competing with the freeway and Fairview widening as well as all other statewide MPO projects. Clarification indicated that the College projects have been preliminarily designed by State Public Works. The cost estimates are the best guesstimates possible at this stage. Member Cooper explained that the application is for discretionary funds which are above and beyond the normal appropriation. Ms. Jesse explained her belief that the College does not at this time have any funding available for the projects. Projects undertaken by the City on College property, which she felt could be used for in-kind matches, were limned. Justification for having an improved roadway for secondary access to the College and its extension to Timberline was explained. She felt that, if necessary, grindings could be used. Member Aldean suggested that the motion support the secondary access to the campus as a third priority. This portion of the project is eligible for discretionary funding. It should be subject to being added to the CAMPO transportation improvement plan. Public comments were solicited but none were given. Member Hastings questioned how to justify the project. Adding the project to the grant requests will defeat the purpose of having a transportation improvement plan. The proposed process will open Pandora's box and should not be supported at this time. Chairperson Staub indicated that the project is Item N-2 on next month's agenda. Ms. Jesse reiterated the importance of having the roadway as a secondary access. Member Hastings explained that he was not opposed to her project. He believed that the funding source was not at this level. Member Aldean explained her belief that the project is a regional benefit. The college is a regional facility. The project should not be CAMPO's top priority. Chairperson Staub pointed out that, if the project is not included on the CAMPO transportation improvement plan, it will not receive funding. It should be added and the "powers" that be will decide what to do. Supervisor Aldean moved to add the creation of the permanent secondary access to WNCC Carson Campus as a project eligible for discretionary funds under the Transportation Equity Authorization Act, identifying it as a third priority on CAMPO's list of projects,

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subject to formally adding this project to CAMPO's transportation plan and TIP. When a second was not made to the motion, Chairperson Staub declared the motion died for lack of a second. Ms. Jesse thanked the Board for its input. No formal action was taken.

F-3. ACTION AND APPROVAL OF THE FISCAL YEAR 2005 TO 2007 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION TO PROVIDE CLARIFICATION PER REQUEST FROM THE FEDERAL HIGHWAY ADMINISTRATION (1-0065) - Deferred.

F-4. STATUS REPORT ON PROGRESS OF CARSON CITY FREEWAY(1-0500) - NDOT Project Manager Jim Gallegos gave a power point/slide presentation describing the status of both the first and second phases of the freeway. (Member Cooper stepped from the room at 6:09 p.m. and returned at 6:15 p.m. A quorum was present.) Mr. Gallegos believed that Phase 1B is 50% completed. He acknowledged that it was a tough winter. The contractor had hoped for a better winter. They did lose some time, however, the loss was not felt to be significant. They are anxious to double the shifts and make up the lost time. Warm weather will allow this to occur. It is a "working day contract". Days may be added for bad weather, however, a penalty for failure to meet the deadline is provided in the contract. Models indicate that 50,000 vehicles will traverse the freeway in 2025. Modeling assures them that the freeway will work as designed. His explanation included improvements at Highway 50, Fifth Street, Butti, and Fairview. Deputy City Engineer John Flansberg explained that Center and Silversage will be cutoff by the freeway. Snyder will go over the freeway. (1-0800) Mr. Gallegos' presentation included drainage improvements. Discussion indicated that the drainage basin south of Snyder could be moved. Moving it will be expensive. Options were noted, i.e., realigning the drainage flow from Voltaire. Discussion encouraged the individuals working on the City's gateway aesthetics to contact Mr. Gallegos/NDOT as soon as possible. Mr. Gallegos is working with the Washoe Tribe on a separate track to address their concerns with the viewshed. The freeway had been lowered to mitigate some of their concerns. The sound wall treatments were limned. It includes basket patterns. Conceptual construction staging plans were limned. The public, staff and the Board were invited to contact NDOT and sign up for tours of the project. Mr. Gallegos also announced the public meeting on the design of Phase 2 scheduled for March 22 at the Fuji Park Exhibit Hall. The freeway website address was shown.

Discussion between the Board and Mr. Gallegos explained that the freeway ramp from Fairview will be reduced to one lane after the freeway is extended due to the reduced usage. The freeway will be fully depressed at Koontz. This depth was believed to be 25 feet. Koontz may need to be elevated by a foot at the location where it crosses over the freeway. The depth of the freeway to 395/Carson Street was limned. Koontz and Clearview overpasses were widened to allow for equestrian, bicycle, and pedestrian traffic. Meetings have been held with the equestrian group and an additional meeting is planned. NDOT is looking to Carson City, the Board, and the City's master plan to determine whether additional accesses are needed for the area surrounding the racetrack. The traffic numbers have not yet been provided to the Department. Discussion ensued on the Voltaire drainage plans. Mr. Gallegos felt that the plan is in line with the FEMA maps. Mr. Flansberg explained its southern flow that occurred during the 1997 flood. He also indicated that the sandy alluvial fan allows for the flow to spread across the valley and that it has gone north as well as south. Mr. Gallegos then explained the design of Fifth Street at the prison and justified including the redesign and paving of the prison parking lot in the freeway project. The 900,000 cubic yards of material that will be removed for the southern portion of the freeway will be used as close to the project as is feasible. The State

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prison farm has expressed an interest in taking some of the material. Mr. Gallegos felt that the actual amount may be reduced to 500,000 cubic yards which the contractors "will be creative with". Public comments were solicited.

(1-1245) Charles Macquarie stressed the importance of having a dedicated multi-purpose trail in the community. A trail has been on the transportation plan for sometime. The complete trail needs to be included in Phase 2 of the freeway. If this opportunity is lost, its southern extension and completion may not occur due to encroachment by development and the cost of alternatives. His discussions with staff and NDOT were explained to support his contentions that there are opportunities which will allow inclusion of the trail through the use of the "bench". Although a political agreement had been signed by the City indicating that the City would not require the trail on the southern portion of the freeway, the agreement also included a phrase that NDOT would make "every reasonable effort to not preclude it". NDOT needs to hear from CAMPO, RTC, and the Board of Supervisors that it must include the trail in the southern portion of the freeway. The City should obtain enhancement funds for NDOT to use for the trail.

Muscle Power President Sue Newberry reminded the Board of the petitions and public support for including the trail along the entire freeway. They want a complete multi-purpose trail corridor and not just a bicycle path along the freeway. It will be an economic asset. Successful communities do not allow the car to dominate its roadway designs. She had allegedly submitted many comments to NDOT on the freeway. NDOT's policies, guidelines, and standards favor autos. The City needs to commence considering other transportation modes in its designs. Examples of designs that discourage pedestrian and bicycle activities were limned to illustrate the need for this change in philosophy and planning. She felt that without changes to make the community more pedestrian friendly, the City's transit program will be unsuccessful. NDOT will make the changes if the City convinces it that it is important to the community. Additional public comments were solicited but none were given.

Mr. Gallegos explained that he is a resident of the community and as a resident would like to have the trail. He applauded Muscle Power, GROW, and the equestrians' efforts, however, he must balance the niceties against the budget. The multi-purpose pathway was added to the Phase 1 of the freeway. Efforts are now attempting to add it to the second phase, however, right-of-way acquisitions and constraints are limiting the design plans and the trail modifications. He felt that the freeway design includes a path along as many areas as possible for future development. Examples where the space is limited were provided. The Fairview interchange will be signalized which will allow pedestrian and bicyclist's time to cross the intersections safely. The bench area will be provided along most of the freeway if problems are not encountered with the property owners. The Department must complete the acquisitions and utility relocations before opportunities for the multi-purpose pathway can be determined. The Department is attempting to include the pathway whenever possible. He agreed to support the continuity of the pathway to the best of his ability. Member Des Jardins expressed his concerns about whether the design complied with the Federal requirement regarding the inclusion of multi-use pathways. He urged NDOT to take a second look. He also indicated that once the design is "beyond a certain point, it will be difficult or impossible to add the path". Discussion between the Board and Mr. Gallegos indicated that there are some areas between Fairview and Clearview "on top of the cut" that may be used for the pathway. It will be a tight fit due to the utilities. Mr. Gallegos indicated that it may be possible to use the utility easement as a pathway. Member Cooper explained that Mr. Gallegos has his directions which are in alignment with the City's agreement with the State Transportation Board. He

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assured the Board that he had discussed it with his supervisors. City staff had been working with NDOT and has encouraged NDOT to include the pathway in the design wherever possible. A majority of the staff members working on the freeway are residents of the City or the surrounding area and are aware of and support the desire to have the pathway completed. The right-of-way is very tight. The freeway design provides for open space on first one side and then the other. It does not provide for connectivity. Efforts are being pursued to provide the connectivity, however, the freeway is a recognized barrier. Member Cooper's personal involvement with the design and pathway was limited. NDOT cannot guarantee that it is possible to provide the desired pathway connectivity in the freeway design. He guaranteed that NDOT will work its hardest to accommodate the need somewhere. Chairperson Staub indicated that everyone's commitments and efforts are being made to include the pathway in the freeway project within the funding that is available. Additional comments were solicited but none were given. Chairperson Staub thanked Mr. Gallegos for the report. No formal action was required or taken.

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

G-1. STATUS REPORT ON CARSON CITY'S APPROVAL OF FIXED ROUTE BUS SYSTEM AND SUPPORT OF TRANSIT SERVICES IN THE AMOUNT OF \$450,000 FOR FISCAL YEAR 2005-06 (1-1658) - Deputy City Engineer John Flansberg explained the Board of Supervisors funding for transit services. He indicated that the transportation improvement plan will be amended to include the fixed route bus system and brought back at the next meeting.

G-2. FUTURE AGENDA ITEMS (1-1680) - Member Hastings questioned the status of the technical advisory committee. Las Vegas and Reno's technical advisory committees would have been able to answer Ms. Jesse's questions or give her direction about her program. Mr. Flansberg indicated that it will be brought back to the Board. Policies regarding the committee have not been developed. They will be brought back to the Board and include its composition and duties.

H. ADJOURNMENT - CAMPO (1-1710) - Member Aldean moved to adjourn. Member Zola seconded the motion. Motion carried. Chairperson Staub adjourned the Carson Area Metropolitan Planning Organization at 7:13 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.

The Minutes of the March 9, 2005, Carson Area Metropolitan Planning Organization meeting

ARE SO APPROVED ON April 13, 2005.

/s/
Richard S. Staub, Chairperson