

CARSON AREA METROPOLITAN PLANNING ORGANIZATION
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A regularly scheduled meeting of the Carson Area Metropolitan Planning Organization was held on Wednesday, October 10, 2007, at the Convention Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chairperson Shelly Aldean, Vice Chairperson Larry Hastings, and Members Russell Carpenter, Kent Cooper, Charles Des Jardins, Guy Patterson, and Richard S. Staub

STAFF PRESENT: Public Works Director Andrew Burnham, Transportation Program Manager Patrick Pittenger, RTC Engineer Harvey Brotzman, Deputy District Attorney Joel Benton, Transportation Planning Technician Keith Pearson, and Recording Secretary Katherine McLaughlin (MPO 10/10/07 Recording 5:30:22)

NOTE: Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Request for Board Action Report and/or supporting documentation. Staff members making the presentation are listed after the Item's heading. Any other individuals who spoke are listed immediately following the staff listing. A recording of these proceedings is on file in the Clerk-Recorder's office. The recording is available for review and inspection during normal business hours.

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Aldean convened the meeting at 5:30 p.m. Roll call was taken. A quorum was present although Member Staub had not yet arrived. (He arrived at 5:36 p.m.) Chairperson Aldean introduced and welcomed Member Patterson. He is Douglas County's representative. Member Patterson described his background. No formal action was required or taken.

B. APPROVAL OF MINUTES - JUNE 13, 2007, MEETING (5:33:07) - Member Carpenter moved to approve the Minutes. Member Hastings seconded the motion. Motion carried 6-0.

C. MODIFICATION OF AGENDA (5:32:36) - Chairperson Aldean noted that a new amended agenda had been distributed to the Board. Transportation Program Manager Patrick Pittenger explained the error in the electronic agenda that was sent to the Board. An amended agenda was posted on the website and at the various bulletin boards. Emails to the list of individuals/firms contained the amended agenda. Only the Board's copy was in error. All of the appropriate and correct materials had been sent to all of the recipients. No formal action was required or taken.

D. PUBLIC COMMENT (5:34:20) - None.

E. DISCLOSURES (5:34:45) - Member Cooper disclosed his employment at NDOT and opined that he should not provide input to himself regarding Items F-2 and 4. He stated his intent to abstain on these Items. No formal action was required or taken.

F. PUBLIC MEETING ITEMS:

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F-1. PRESENTATION BY NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) REGARDING THE COMPLETION OF THE US 395 CORRIDOR STUDY (5:35:10) - Transportation Program Manager Patrick Pittenger, NDOT Program Manager Coy Peacock - Mr. Pittenger's introduction of the Item and Mr. Peacock including noting that he (Mr. Pittenger) and RTC Engineer Brotzman had participated in numerous meetings on the 395 Corridor. Item F-1 will be presented by Mr. Peacock. CAMPO will discuss the project and may take action, if deemed appropriate, under Item F-2. (Member Staub arrived during his introduction-5:36 p.m. The entire Board was present, constituting a quorum.) Mr. Peacock gave a power point presentation summarizing the study, its maps, recommendations and alternatives. A short list of early action items was described in priority order. These items with their priorities are shown on Figure 4-2. Board approval was requested. Tomorrow Mr. Peacock will meet with the Douglas County Commissioners and request its approval. The improvements will require working with CAMPO, Douglas County and the Federal Highway Administration. Douglas County will be asked for funding in order to move the projects forward. The study needs to be revisited periodically as conditions change and demands for improvements arise. Mr. Peacock felt that an alternative analysis to having the highway cut through the middle of Gardnerville and Minden needs to be developed in 6 to 12 months. He was certain that by 2015 Gardnerville and Minden will no longer want the traffic volume that Highway 395 will be carrying going through their communities. Discussion noted the need to signalize the Mueller Lane-395 intersection. Funding is its main issue at this time and has slowed the installation timetable. A proposal to impose a development impact fee on a developer is being suggested to the Douglas County Commissioners. Discussion then indicated that the deliberations should occur under the following item. No formal action was taken under this Item.

F-2. DISCUSSION AND POSSIBLE ACTION TO SUBMIT INPUT TO THE NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) REGARDING THE COMPLETED US 395 CORRIDOR STUDY (5:44:10) - NDOT Project Manager Sandy Stanio, RTC Engineer Harvey Brotzman, Deputy District Attorney Joel Benton - Member Hastings explained that this is the fourth study undertaken on this corridor. He hoped that an action plan is developed and pursued rather than having another study shelved with no positive results. Mr. Peacock agreed that funding has been a problem for implementation of the various studies. Discussion indicated that this study had cost \$600,000. Mr. Peacock felt that the intent is to move forward with implementation of the safety aspects. Douglas County has allegedly identified some funding sources which will move their priority rankings up. Two projects' priorities were changed due to their funding potentials. They are the guard rails on Mueller Lane and Centerville Road and the right turn and intersection improvements at Topaz. The Topaz improvements are safety issues and not developer driven improvements. Ms. Stanio also advised that the safety improvements to 395 from Topsy Lane to Carson City are being reconsidered due to development interests. The original developer dropped out of the program. The project was then shelved. A new developer is now involved which reestablished its priority. Mr. Peacock explained that Douglas County determines when and what projects are the high priorities. NDOT then implements them. Douglas County and Carson City need to begin evaluating impact fees in order to develop a second access route on the east side of Carson Valley. The impact fees should be used to leverage State and Federal funds. Failure to recognize this need in the past was acknowledged. Alternatives are being sought to address the funding problem. Chairperson Aldean pointed out that Carson City had used five cents of its gas tax to leverage

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the freeway. Member Cooper pointed out that the study lays out safety improvements and functions that need to be addressed in the future as well as long term improvements. Douglas County has been working with NDOT to obtain alignments from developers. NDOT had not required an environmental study. Douglas County may want to consider doing one. It was felt that Douglas County has a lot of growth potential based on its availability of water rights. Member Patterson pointed out that having the same consultant do Douglas County's master plan as NDOT used for its study had provided the opportunity for both documents to mirror of each other.

Chairperson Aldean pointed out that Page 14 talks about keeping the first segment from Clearview Drive to Old Clear Creek Road. It does not allow any additional access points to 395. A previous State commitment will eventually return that segment of 395 to the City. She supported access management for the segment from Clearview to 395's intersection with the freeway. North of Clearview NDOT has already eliminated the frontage road. This is contrary to both the Highway 395 study and the Highway 50 East study. They utilize frontage roadways to access the businesses along the corridors and to control access to the corridors. Mr. Peacock felt that the corridors dictate what should be done. If access to 395 is blocked, NDOT must acquire the entire parcel. A frontage road eliminates the need for the State to acquire the entire parcel and reduces the right-of-way costs. Chairperson Aldean advised that the frontage road along a portion of 395 has already been closed. The area is being used by the businesses for parking lots/landscaping. She reiterated her support of the controlled access management program. Mr. Peacock pointed out that a suggested frontage road from Curry to Wal-Mart had been left out of the corridor study. It would have gone under the freeway. Discussion ensued between Mr. Peacock and Chairperson Aldean regarding the East Valley alignment concept which would have bypassed Gardnerville and Minden. It would have impacted the Edmonds Sports Complex. Mr. Peacock felt that it is a viable recommendation and an alternative that may be considered in the future. The traffic volume did not justify it at this time, however, the volume in 2040 or 2050 may warrant it. Chairperson Aldean requested the record reflect her concern regarding its negative impact to the Edmonds Sports Complex. Mr. Peacock indicated that he lives down the street from the Edmonds Sports Complex and that his daughter uses it all of the time. He also has a concern about the Complex. Chairperson Aldean then explained a desire to extend the V&T Railroad to Minden if it is successfully restored to Carson City. Heybourne is the approximate location of the former V&T right-of-way. The use Heybourne for the East Valley alignment could be a disadvantage to furthering the V&T concept. Mr. Peacock was uncertain whether Mr. Bentley owns the former V&T right-of-way. Member Cooper advised that discussions regarding the alignment are occurring with Douglas County and the property owners in an effort to preserve the corridor as a future transportation corridor for bicyclists, pedestrian access, an ulterior roadway and a rail corridor. He noted a flood which had cutoff access between Gardnerville/Minden and Carson City to illustrate the need for an alternate route. The study provides positive options to meet future needs including the preservation of corridors.

Member Carpenter referenced Map 5-A. There had been an alignment from Edmonds Drive south that crossed the Carson River and connected to Stephanie Way. This alignment would have subsequently been connected to the freeway and bypassed the congestion at the border of Carson City and Douglas County. This alignment with the original Mueller Parkway Extension would have moved traffic efficiently.

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Segment 12 fails to connect the Minden/Gardnerville population area to that facility. He felt that such a connection would have been a boon for the trucking industry and Topaz residents. This may have been excluded to satisfy a quest for an alternate route which is not usable. He was disappointed at the lack of an option that would have gone from Stephanie Way to the new section three of Highway 50 and bypassed the Edmonds Sports Complex. Mr. Peacock explained that they could tie into Snyder and "run on" Edmonds as a different alternative. They had analyzed the Vicky and Heybourne extensions. They did not handle the traffic volume in a sufficient amount to keep the 395 service level at a desired C or D level in 20 to 30 years. The only way to keep the desired level is to widen 395. The analysis had included consideration of both a two and a four-lane roadway. The concepts have not been forgotten. They were not included in the study as they failed to accomplish the desired result. Widening 395 had met the goals by improving the service level on 395 from C to B. The Ranchos generate the majority of the traffic and are the major growth areas for the Carson Valley. It was felt that the residents will utilize the freeway although they are not addressed by the East Valley bypass. Future extensions may be added at Johnson Lane and Stephanie. Member Cooper felt that Douglas County may in the future consider having Heybourne and Stephanie extensions to Eagle Valley due to its master plan. A constrained plan, however, does not include enough flexibility for all the different alternatives. The size of these alternatives are still being considered. The State has concerns due to the location of its prisons. The placement of the connections to the Carson City's roadway network should avoid impacting those facilities. None of these concepts are off the table at this time. He agreed that the connection should miss the Edmonds Sports Complex.

Mr. Pittenger expressed his appreciation for Member Carpenter's comments due to the cost for connecting to a freeway. He also pointed out that there is an option which would connect the freeway to Snyder and Edmonds. They will place additional traffic on Carson City facilities. He questioned who will pay to maintain these facilities. CAMPO's travel modeling indicates that there will be future problems on 395 at the south end of the CAMPO area and on US Highway 50 East. He explained his belief that there had been little feedback between Douglas County's master plan and the State's corridor study. Page 63 of the study indicates that between 2008 and 2011 there is a need for a \$164 million freeway segment from within Carson City to Jacks Valley Road. He did not believe that this is long term planning due to the short timeframe for its occurrence. He hoped that discussions occur between the land use and transportation plans. He acknowledged the use of the same consultant for the master plan and the corridor study. The consultant had placed two connector roads on the east side of 395 that connect to the Carson City freeway. He was certain that these roadways will be considered in the future.

Mr. Brotzman expressed his belief that development may necessitate a third northbound lane before the freeway is extended into Douglas County. It should not be removed when the freeway is extended. Mr. Peacock felt that the third lane will be incorporated into the freeway or become a frontage road depending on the amount of right-of-way available in that area. The freeway will be four lanes.

Mr. Pittenger understood, as Ms. Stanio had previously pointed out, the third northbound lane is in the CAMPO TIP and was reaffirmed by Douglas County last year. The new developer and NDOT have purportedly reassured Douglas County that it will have three way funding. Member Cooper felt that an

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official request has not yet been made by Douglas County for NDOT to move forward on it. The Department needs a request before it will move forward or a determination is made regarding potential funding. There are benefits to the third northbound lane and tying it into the future freeway improvements. A guarantee of funding has not been made. The Director will make the final decision regarding funding. Public comments were then requested. None were given.

Mr. Peacock then requested a copy of the Minutes and CAMPO's endorsement. Member Staub recommended that CAMPO's motion be to direct staff to transmit a letter to NDOT summarizing the record rather than endorsing the report that had been given. CAMPO should provide input. Both Chairperson Aldean and Mr. Benton supported his recommendation. Member Hastings supported accepting the report. He was uncertain whether CAMPO should/could approve the plans or a program for NDOT.

Member Carpenter then moved to direct the CAMPO Chairperson to transmit a letter to the Nevada Department of Transportation providing input on the US 395 corridor study as provided by the record taken this evening. Member Des Jardins seconded the motion. Motion was voted and carried 6-0-1 with Member Cooper abstaining. Chairperson Aldean directed Mr. Pittenger to prepare the letter for her signature. Mr. Pittenger concurred.

F-3. PRESENTATION BY NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) REGARDING THE COMPLETION OF THE US 50 CORRIDOR STUDY (6:12:30) - Transportation Program Manager Patrick Pittenger, NDOT Project Manager Sandy Stanio - A list of documents distributed to the Board and Clerk was given. Ms. Stanio introduced PBS&J Representative Josh Thompson who had assisted in developing the study. She described the area covered by the study, summarized the process used in its development, and explained the public and stakeholder involvement in the process. The need for the study was created by the amount of growth occurring within the designated area. The goal was to develop a regional arterial addressing the congestion without a lot of stop and go movements. Access management was proposed as a means for controlling local traffic by placing it on alternate routes. A list of the stakeholders, a timeline for completion of the study, the technical memos and minutes were included in the material. The four scenarios used to illustrate the development that will occur along the corridor were described and illustrated. The website will soon be updated to include the finalized study. She proposed to conduct quarterly meetings regarding the study to keep it alive and moving forward with implementation of safety improvements. Two safety projects will commence shortly. A four-way signal at Highway 50 and 341 included realignment of Jeanette to the proposed signalized intersection. Funding has been provided for this project. Public hearings will be conducted shortly. The public was encouraged to attend these meetings. The study is "not set in stone" and "will change to meet conditions" before implementation. Above grade crossings in both Dayton and Moundhouse could relieve some of the local traffic. The addition of acceleration/deceleration lanes may be constructed. A roundabout at US 50 and US 95A is also proposed. Restricted right and left turning movements and signals are still being analyzed and their cost/benefit ratio determined before being forwarded to the Director for funding. No formal action was taken on this Item.

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F-4. DISCUSSION AND POSSIBLE ACTION TO SUBMIT INPUT TO THE NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) REGARDING THE COMPLETED US 50 CORRIDOR STUDY (6:25:45) - Member Staub complimented Ms. Stanio and the group on their efforts. The use of frontage roads and alternative routes for the residents will reduce the dependence on Highway 50 for local trips. He recommended encouraging developers to provide these alternate routes due to the cost of developing an expressway and the need to alleviate congestion. Ms. Stanio explained that the new developments in Dayton and Stagecoach are being required to provide "backage" roads which are from one-half to one mile from Highway 50 and contain two or three lanes. The major collector roads will move people from one area to another without using Highway 50. Discussions will emphasize the need to preserve right-of-way alignments for these alternate routes to provide connectivity between developments. The need for the right-of-way to provide the "backage" roads within the CAMPO area will require dedication and work. Ms. Stanio felt that Lyon County is interested in the concept. She agreed that acquisition of right-of-way will be required in order to provide the necessary connectivity. There are not a lot of funds available for this effort. Wherever possible, access management will be provided within the right-of-way. Striping, message signage, and road/weather information will be used to enhance safety where possible. A lot of alignment and sight work is needed to improve safety conditions. These improvements will be done within fiscal constraints. Member Hastings also commended her on the effort. He felt that industrialization of the area will mandate the improvements. Member Des Jardins disclosed his personal knowledge and travel on Highway 50. He felt that traffic control is needed in the remote areas. Ms. Stanio advised that design work to widen the roadway from Chaves to Silver Spring has been started. It will be a six to ten-year project before the roadway is widened. Safety issues will be considered during that timeframe. Discussion indicated that these mechanisms include acceleration/deceleration lanes, "High Ts" similar to the one at Stephanie and 395 with and without signals, truck climbing lanes, passing lanes, etc. The proposed signal at 50 and 341 will provide gaps in the traffic and allow residents to access to the highway. The residents of Silver Springs had allegedly requested a roundabout similar to the one in Fernley at the intersection of 50A and 95A. It was felt that it will reduce/eliminate accidents which occur at the intersection in the wintertime. At this time, however, traffic at this intersection does not warrant moving the roundabout forward. When USA Parkway is completed or more development in Silver Springs occurs, it may be justified.

Mr. Pittenger felt that Lyon County's planning was immature at this time. Lyon County is just now working on its first master plan. NDOT has been providing a lot of good input to them. Ms. Stanio advised that they are using the access management portion of the study. An example was provided of a design change illustrating usage of the study to curtail unnecessary expenditures. Public comments were solicited but none were given.

Member Staub moved to direct the CAMPO Chairperson to transmit a letter to the Nevada Department of Transportation providing input on the US 50 Corridor Study. Members Des Jardins and Hastings seconded the motion. Motion carried 6-0-1 with Member Cooper abstaining. Chairperson Aldean thanked Ms. Stanio and Mr. Thompson for attending the meeting and providing the report.

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F-5. INFORMATION ON FEDERAL TRANSIT ADMINISTRATION (FTA) MANAGEMENT REVIEW OF SEPTEMBER 2007 (6:39:04) - Transportation Program Manager Patrick Pittenger - The review had gone well. Examples of items discussed/emphasized by the review were provided. A policy is needed for when fare increases/reductions are made. NDOT has been performing a majority of the tasks. When CAMPO takes them on, these tasks will be transferred to the staff. Until the staff takes them over, NDOT will not release any funds. The complexity of the questions asked were illustrated. Discussion indicated that CAMPO will be conducting "unmet needs" hearings, which can be rather onerous. Minority impacts also need to be conducted. The complexity of Title 6 rules were noted. It was felt that Member Cooper will continue mentoring CAMPO. Member Cooper also felt that it was a positive review. It indicates whether you have been talking to others and working to resolve issues. The FTA understands that it takes time to get up to speed on the process/issues. Mr. Pittenger felt that in three years CAMPO will be responsible for the review. CAMPO will, in turn, require the transit operator(s) to be responsible to the Feds. This means that anyone receiving Federal funds must meet the standards. Washoe RTC and Douglas County will be required to participate in the next review. Discussion introduced Transportation Planning Technician Keith Pearson and described his duties including his ability to recover some funds. Mr. Pittenger also advised that another new employee will be coming on board soon. No formal action was required or taken.

F-6. ACTION TO APPROVE A CARSON AREA METROPOLITAN PLANNING ORGANIZATION POLICY ON PUBLIC COMMENT PROCESS FOR PROPOSED FARE INCREASES AND SERVICE REDUCTIONS (6:49:30) - Transportation Program Manager Patrick Pittenger - During Mr. Pittenger's introduction, Member Cooper stepped from the room and returned. (A quorum was still present.) Discussion between Member Hastings and Mr. Pittenger explained Mr. Pittenger's belief that a 10% reduction is attainable. If necessary, the amount can be changed in the future. If it is felt that the amount is outside the normal realm, CAMPO will be questioned about it. Mr. Pittenger's experience with fare increases had been used to establish the proposed percentage. Public comments were solicited but none were given. Member Carpenter moved to approve a Carson Area Metropolitan Planning Organization Policy on Public Comment Process for Proposed Fare Increases and Service Reductions. Member Hastings seconded the motion. Chairperson Aldean corrected a typo in the first line on Page 1 to change "proposes" to "proposed". The motion to approve the policy as indicated was voted and carried 7-0.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS) - FUTURE AGENDA ITEMS (6:56:02) - Mr. Pittenger introduced Transportation Planner Dan Doenges. His duties were summarized. No formal action was required or taken.

I. ADJOURNMENT (6:58:00) - Member Hastings moved to adjourn. Member Staub seconded the motion. Motion carried 7-0. Chairperson Aldean adjourned the meeting at 6:59 p.m.

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ARE SO APPROVED ON November 14, 2007.

/s/

Shelly Aldean, Chairperson