

CARSON AREA METROPOLITAN PLANNING ORGANIZATION
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A regularly scheduled meeting of the Carson Area Metropolitan Planning Organization was held on Wednesday, May 14, 2008, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chair Shelly Aldean, Vice Chair Russell Carpenter, and Members Charles Des Jardins, Paul Esswein, Larry Hastings, Richard Staub and Ex-Officio Member Leif Anderson

STAFF PRESENT: Public Works Director Andrew Burnham, Transportation Manager Patrick Pittenger, Senior Deputy District Attorney Joel Benton, RTC Engineer Harvey Brotzman, Parks Planner Vern Krahn, Transportation Planner Dan Doenges, Transportation Planning Technician Keith Pearson, and Recording Secretary Katherine McLaughlin (MPO 5/14/08 Recording 5:30:54)

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 - Chair Aldean convened the meeting at 5:30 p.m. Roll call was taken. A quorum was present. Douglas County Senior Civil Engineer Jeff Foltz was present. He advised that his appointment to the Board was not official.

B. APPROVAL OF MINUTES - APRIL 9, 2008 MEETING (5:31:25) - Member Des Jardins moved to approve the Minutes. Member Hastings seconded the motion. Motion carried 6-0.

C. MODIFICATION OF AGENDA (5:31:32) - Item F-4 will be heard first to accommodate the Director's schedule.

D. PUBLIC COMMENT (5:32:00) - None.

E. DISCLOSURES (5:32:25) - None

F. PUBLIC MEETING ITEMS:

F-1. ENTER A GRANTEE'S AGREEMENT WITH NEVADA DEPARTMENT OF TRANSPORTATION FOR FEDERAL FISCAL YEAR 2006 FEDERAL TRANSIT ADMINISTRATION 5309 FUNDS (6:06:46) - Transportation Planning Technician Keith Pearson, Transportation Manager Patrick Pittenger - The purpose of the 5309 funds was limned. Chair Aldean requested that the last paragraph on Page 1 read: "Now, therefore, in consideration of the promises and of the mutual covenants...." rather than ..mutual premises. Discussion explained that there is a transit

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vehicle which is used to move the drivers and by the supervisor. It does not generate revenue. It is considered a project vehicle. Three vehicles are being acquired. One vehicle is the project vehicle. Two vehicles are revenue vehicles. Mr. Pittenger agreed to review the document to ensure that the proper terminology is used to designate the vehicles. A description of the duties performed in the project vehicle was provided. Public comments were solicited but none were given. Member Carpenter moved to enter into a Grantee's Agreement with Nevada Department of Transportation for Federal Fiscal Year 2006 Federal Transit Administration 5309 funds and the fiscal impact is that it provides access to \$396,000 Federal Transit Administration 80% matching funds. Member Hastings seconded the motion. Motion carried 6-0.

F-2. AMEND CAMPO'S POLICY ON THE DISTRIBUTION OF FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5307 FUNDS (6:11:35) - Transportation Manager Patrick Pittenger justified staff's recommendation that a portion of the 5307 funds be allocated to CAMPO for administrative costs. The concept will not bankrupt the fund. There are adequate funds in the account to include Lyon County when it has a transit operation. Public comments were solicited but none were given. Member Carpenter moved to amend CAMPO's policy on the distribution of Federal Transit Administration Section 5307 funds; fiscal impact allows for CAMPO to receive necessary funding from Federal Transit Administration 5307 funds. Member Hastings seconded the motion. Motion carried 6-0.

F-3. DISCUSSION ON THE STATUS OF THE 2030 REGIONAL TRANSPORTATION PLAN (RTP) DEVELOPMENT (6:14:25) - Transportation Manager Patrick Pittenger, Parks Planner Vern Krahn, Douglas County Senior Civil Engineer Jeff Foltz - The purposes of the regional transportation plan and the transportation improvement plans were described. A memo from Parks Planner Vern Krahn explained the action taken by both the Parks and Recreation Commission and the Carson River Advisory Committee to adopt resolutions opposing the Heybourne Road extension as proposed by NDOT in its 395 Corridor Study. (A copy of the memo was distributed to the Board and Clerk. A copy is in the file.) Maps of the consultant's models illustrating future traffic patterns were described. (Copies are in the file.) A description of the supplemental handout illustrating the impact if the freeway is not extended to Spooner was provided. (A copy is in the file.) (Member Staub stepped from the room—6:23 p.m.—and returned—6:24 p.m. A quorum was still present.) NDOT asked that the extension of the freeway to Spooner be included in the RTP as it emphasizes the importance of completing it. Traffic models for 2030 were then explained. It indicates that having a six-lane freeway will remove additional traffic from local streets. It also included an interchange at Fifth Street, which has not been considered previously, and the Heybourne alignment from Douglas County. The need for the plan to be fiscally constrained was explained. Mr. Pittenger also pointed out that as all of Carson City is within the CAMPO area, RTC funds can be used for its projects within the Carson City boundaries. Lyon and Douglas Counties are not completely within the CAMPO area so only a portion of their RTC funds can be used for projects within the CAMPO boundaries. NDOT has been unwilling to indicate if and when its funds will be available for the Heybourne alignment. Modeling indicates that even if the Heybourne alignment is constructed and 395 is expanded to six lanes, the traffic volume on 395 will remain high and its issues will remain. Issues with Highway 50 were then noted. Benefits provided by the freeway were reiterated. There is not enough money available to solve all of the problems. Staff developed the proposed RTP by taking all of the

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suggested improvements and cutting back the program to match the funding level. This may not provide the most desirable projects but it does provide the ones that can be afforded. Mr. Pittenger proposed to bring back a portion of the program for discussion at the next meeting. The RTP must be updated every four years or sooner, if desired. Mr. Pittenger had reviewed the RTP with Public Works Director Burnham. He had also discussed Highways 395 and 50 and the Heybourne alignment with NDOT. A 20-year financial forecast was developed for RTC's proposed bond issue. A "reality check" will occur tomorrow with the Federal Transit Administration to ensure that they are on the same page.

Chair Aldean disclosed her attendance at the Parks and Recreation Commission meeting. She had assured them that the concept is only a line on a sheet of paper. NDOT does not at this time have an appetite to construct it.

Mr. Krahn reiterated the Commission and Committee's concerns about the Heybourne alignment and stressed the impact it will create to Edmonds Sports Complex. He read the Commission's resolution into the record. (A copy is in the file.) He thanked Chair Aldean, Member Des Jardins, and Mr. Pittenger for attending the meeting and making a presentation. It helped the Commission understand the issues. The Committee intends to consider a similar resolution at its June meeting. Their concerns relate to the flood plain and the Carson River. The alignment will need either a bridge or a causeway. The environmental impacts to the wetlands and the downstream area are major concerns to them. The resolution Mr. Krahn and the Committee Chair have drafted has a similar closing as the Commission's resolution. It indicates that there must not be any adverse impact to the Carson River or the flood plain.

Chair Aldean pointed out that CAMPO is multi-jurisdictional. Douglas County asked that the Heybourne alignment be included. It is not a nefarious plot. She intends to follow staff's recommendation as the plan must be fiscally restrained. Without a funding source, it is an exercise in futility. Public comments were solicited but none were given.

Member Des Jardins felt that the two concerns regarding the Heybourne alignment are important. One is the importance of the sports complex. The second is the impact to the river, which he felt would be huge. The RTP must be fiscally constrained which helps make a decision in this matter. He stressed his concerns about the project and the potential impacts it will create.

Mr. Foltz felt that it would be nice to have a second connection between Douglas County and Carson City even though it will not reduce the congestion on 395. It is a low priority for Douglas County at this time. It is in their long range plan, however, it lacks a funding source and is not being actively pursued. It is only a line on a map. He also felt that the last thing that will be done is to go through the Edmonds Sports Complex. Discussion between Mr. Foltz and Chair Aldean indicated that there are ongoing discussions regarding retaining the railroad right-of-way through the Valley for possible usage as a pedestrian/bicycle path. This concept is not being actively pursued. Additional questions for Mr. Foltz were solicited but none were given.

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Member Carpenter pointed out that without additional infrastructure in the north end of Douglas County by 2030 there will be problems. It is the Board's job to address them. The Board must at times make uncomfortable decisions for the betterment of the community and future residents. Even though it is an unpopular concept, the Board may be required to make a decision at some time regarding the Heybourne proposal. The Board must consider Heybourne and any other alternatives as they are proposed with an eye toward what is best for the community.

Mr. Pittenger then described the two transit maps which were included in the packet. Transit and other modes of transportation must be considered in the RTP even though a majority of the funding, expenditures and trips are considered for autos. His explanation of the maps included noting the different options for expanding the service including more frequent trips over the same areas, an increase in the hours and/or days of the week when service is provided, etc. Although economic times are bad right now, consideration must include future ridership. The area covered by transit included both the local JAC and the Intercity elements. Potential routes into Lake Tahoe as well as Lyon and Storey Counties were limned. He then indicated that there were minor changes to the bicycle and pedestrian elements and the federal funding requirements which will be considered next month.

Chair Aldean explained her contacts regarding the Tahoe Transit District (TTD). TTD has requested funding from CAMPO as well as other jurisdictions. Discussion between Mr. Pittenger and Chair Aldean indicated that a memo has been received by Chair Aldean regarding the request. It also included possible consideration of transfer scenarios between the services. Additional comments were solicited but none were given. No formal action was required or taken.

F-4. PRESENTATION BY THE DIRECTOR OF THE NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) REGARDING THE DEPARTMENT'S DRAFT TRANSPORTATION SYSTEM PROJECTS DOCUMENT AND ACTION BY CAMPO TO APPROVE THE DOCUMENT (5:32:33) - NDOT Director Susan Martinovich thanked the Board for allowing her presentation to be heard before the other agenda items. She introduced her staff members who were present and indicated that Mr. Anderson represents Member Taylor. An annual presentation is made to each of the 17 Nevada Counties. A description of the work program and its process was given. She complimented the City's staff on its willingness to work with the Department on the issues and to identify projects. A description of the Department's focus and AB 595, which provided funding and established accountability standards, was given. Recognition of the State's roadways as the smoothest in the nation was noted. The website contains annual and quarterly reports. There is only one bridge in Nevada that was similarly constructed to the Minnesota bridge that collapsed. Nevada's bridge has redundancy in its construction, therefore, it is not a concern. All of the projects must go through a cost/benefit analysis. Ranking of the projects also includes funding sources with those projects eligible for federal funds ranking higher on the scale. Performance standards for customer service were limned. The 511 telephone system has received one million inquiries regarding roads. This program is continually being expanded to provide additional travel and communication information. The use of message boards, the website, and the media to alert drivers about road conditions was explained. It allows people to adjust their travel and avoid lengthy delays. Safety issues are continually being addressed. As a result, the number of fatalities is

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decreasing. Although people are driving less, the decrease has not eliminated congestion. A decrease in driving and utilization of more fuel efficient vehicles is creating a drop in the fuel tax revenue. This is reducing the number of projects that the Department will be able to do. A commitment has been made to continue working on those projects which have already begun and to spend all of the Federal funds that are available. If the funds are not spent or obligated, they will be lost. Federal funds are being used to repay bonds. The projects that were funded with bonds were listed. She hoped to maintain the economic development funding program. A description of the program and its projects was provided. Justification for continuing to design super projects is based on the need to commence their construction as soon as possible when funding becomes available. Phase 2B of the Carson Freeway was cited as an example of the reasons to be prepared to move forward quickly when funding is found. Efforts to obtain public-private partnerships were noted. This program may require seeking legislation that provides the ability to have toll roads. She suggested that I-15 be considered for this program. She did not believe that public-private partnerships are the cure all but it is a tool they may need. They are still considering using bonds/loans to meet the needs of the citizens. The process will continue to consider safety and reliability in developing roadways. The enhancement program was then described. Its funds are derived from a federally funded program that requires local matches in addition to state funding. The bicycle safety projects on Goni Road and Edmonds were sited as examples of the enhancement program. The pedestrian safety project on Hot Springs Road is expected to go out to bid shortly. She then reviewed the local projects that were contained in the draft report. The review included a status report of those projects which are under construction at this time. Concern was expressed regarding the controlled access freeway from 50 to Fairview as it may be completed sooner than originally planned. Timing and coordination of the City's Fairview project is a concern as the freeway cannot be opened without its completion. Preservation projects were then listed. They utilize a micro-surfacing process which she described. Future preservation projects were also listed. These programs maintain the viability of the roadway and extend its life. She then described the use of message reader boards to advise travelers about road conditions and provide options. If signage issues are observed, the Board/staff was encouraged to contact the District personnel. Chair Aldean thanked her for the report.

Discussion indicated that NDOT has funds for the proposed 2009 freeway right-of-way acquisitions between Fairview and Spooner. Lyon County's CAMPO membership was noted. Discussion ensued regarding the impact heavy trucks are having on the roads. Ms. Martinovich indicated that NDOT is currently studying this issue. She hoped to have the study completed and to Senator Nolan before the next legislative session. It will provide the necessary facts for have a discussion regarding this issue. Clarification indicated that Federal law limits the toll roads to newly constructed roadways. It is another tool that is being considered by the Department. Its benefit is the ability to free up capacity in the other lanes. Member Des Jardins explained his personal experience with a toll road when no one was in the toll booth. He also noted a media report indicating that California's experience with toll roads indicates approximately 20% of the users are not paying the fees. Ms. Martinovich agreed that as a tourist oriented state, the ability to pay the fees needs to be provided. Member Hastings pointed out that "CC" had been used to designate Clark County project(s). Ms. Martinovich indicated that CC is Carson City's designation and

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that the designation(s) will be corrected. Discussion explained the purpose of the minimum guarantee/equity bonus on Page 17 of the report. Ms. Martinovich expressed a willingness to identify the projects for which these funds are being held. Additional comments were solicited.

Transportation Program Manager Pittenger thanked Ms. Martinovich and her staff for “breaking the log jam” and processing the freeway construction payment of \$2.3 million to the City. He also indicated that a payment of \$1.5 million is now in the process. He then explained a discussion held last year during Mr. Cooper’s presentation of the transportation program regarding State funding for transit capital that has been given to other MPOs. He announced that CAMPO will receive \$37,500 of these funds during the federal fiscal year which commences October 1. As Douglas County has a transit service, it will be eligible for a portion of these funds. If Lyon County has a transit service in operation, it will also be eligible for a portion of the funds. He then disclosed that the annual federal review of the MPO activities had been conducted. NDOT had participated in the review. The meeting “went well”. Item F-3 is a review of CAMPO’s regional transportation plan. NDOT has worked extensively with CAMPO’s staff to develop the plan. Mr. Anderson is working on the fiscal element of the plan.

Ms. Martinovich disclosed that NDOT had been complimented on its coordination efforts with the State’s MPOs. The process used to coordinate the projects was described. It provides a unified program for which the Congressional delegates utilize to pursue earmarked funding. The projects are ones which NDOT will do. Federal funding makes them more viable projects. Chair Aldean expressed the Board’s appreciation for the close relationship enjoyed by CAMPO and NDOT.

Chair Aldean then advised that she will be providing a letter from Carson Tahoe Hospital Chief Executive Officer Epperson asking that signs be installed advising truckers not to use “jake brakes” on Duck Hill. Justification for the request was provided. Ms. Martinovich agreed to consider and respond to the request.

Following discussion regarding the motion needed to approve the program, Member Staub moved to approve the Nevada Department of Transportation’s Transportation System Projects Document for FY 2009-2018 as it is directly related to the Carson Area Metropolitan Planning Organization. Member Hastings seconded the motion. Motion carried 6-0.

Ms. Martinovich thanked the Board for its time and asked that she and/or her staff be contacted at any time if there are any questions or concerns.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS) - FUTURE AGENDA ITEMS (6:51:58) - Transportation Manager Patrick Pittenger indicated that the public comment period on the Unified Work Planning Program ended on Monday with very little comments being made. The majority of the comments were from the FTA and NDOT on the UPWP. The preliminary drafts of the RTP and the TIP will be presented at the next meeting. They will then be subject to a public comment period. Final approval will be requested at the July meeting. Additional comments were solicited but none were given. No formal action was required or taken on any of these items.

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I. ADJOURNMENT (6:53:03) - Member Staub moved to adjourn. Member Hastings seconded the motion. Motion carried 6-0. Chair Aldean adjourned the meeting at 6:54 p.m.

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ARE SO APPROVED ON June 11, 2008.

/s/
Shelly Aldean, Chair