

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 10, 2010 Meeting

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A regular meeting of the Carson City Regional Transportation Commission was scheduled to begin following adjournment of the Carson Area Metropolitan Planning Organization meeting on Wednesday, February 10, 2010 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Shelly Aldean
Vice Chairperson Russell Carpenter
Commissioner Robert Crowell
Commissioner Charles Des Jardins
Commissioner James Mallery

STAFF: Andrew Burnham, Public Works Department Director
Patrick Pittenger, Transportation Manager
Dan Doenges, Senior Transportation Planner
Jeff Sharp, City Engineer
Kim Belt, Capital Projects Manager
Joel Benton, Senior Deputy District Attorney
Kathleen King, Recording Secretary

NOTE: A recording of these proceedings, the commission's agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are part of the public record. These materials are available for review, in the Clerk's Office, during regular business hours.

A. CALL TO ORDER AND DETERMINATION OF A QUORUM (5:55:52) - Chairperson Aldean called the meeting to order at 5:55 p.m. Roll was called; a quorum was present.

B. ACTION ON APPROVAL OF MINUTES - January 13, 2010 (5:56:35) - Vice Chairperson Carpenter moved to approve the minutes, as submitted. Commissioner Crowell seconded the motion. Motion carried 5-0.

C. MODIFICATION OF AGENDA (5:57:03) - None.

D. PUBLIC COMMENT (5:57:08) - Chairperson Aldean entertained public comment. (5:57:27) Dan Allison requested the commission to consider snow removal policies. He commended plowing of snow routes during the last major storm. He expressed concern that "several days later, the plows went back and plowed snow out of the parking lanes and onto the sidewalks in a number of places, specifically ... Mountain Street." He expressed the opinion "that sends a message that pedestrians are less important than cars ..." He requested the commission to consider changing the snow removal policy such "that snow be stored in parking lanes, where they're available, on snow routes." Chairperson Aldean requested Mr. Allison to provide specific recommendations to Public Works Department staff. Mr. Allison agreed to do so, and advised of Muscle Powered's interest in continuing discussions about snow removal policies "in general to better fit the needs of bicyclists and pedestrians ..." Mr. Burnham advised of "a number of complaints almost identical to this over the course of that same storm all over town." He acknowledged the need to revisit the snow removal policies and procedures. In response to a further question, he explained that the Public Works Department is allowed to tow vehicles from snow routes only after the City Manager or the Board of Supervisors declares a snow emergency. Chairperson Aldean entertained additional public comment; however, none was forthcoming.

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E. DISCLOSURES (6:01:20; 6:02:11) - Vice Chairperson Carpenter advised of having attended the open house for the freeway landscape project. Chairperson Aldean also advised of having attended.

F. CONSENT AGENDA (6:01:31) - Chairperson Aldean entertained requests to hear items separate from the consent agenda. When none were forthcoming, **Commissioner Des Jardins moved to approve the consent agenda, consisting of items F-1 and F-2. Commissioner Mallery seconded the motion. Motion carried 5-0.**

F-1. ACTION TO APPROVE AND AUTHORIZE THE CHAIR TO SIGN AN AGREEMENT, BY AND BETWEEN GEORGE ANASTASSATOS, AS TRUSTEE OF THE GEORGE ANASTASSATOS 1987 TRUST, AND CARSON CITY, WHEREBY GEORGE ANASTASSATOS, AS TRUSTEE OF THE GEORGE ANASTASSATOS 1987 TRUST, AGREES TO: (1) GRANT PERMISSION TO CONSTRUCT UPON, OVER, AND ACROSS CERTAIN REAL PROPERTY, DESCRIBED AS ASSESSOR'S PARCEL NUMBER 002-122-11; AND (2) CONVEY A UTILITY AND SITE EASEMENT UPON, OVER, AND ACROSS CERTAIN REAL PROPERTY, DESCRIBED AS ASSESSOR'S PARCEL NUMBER 002-122-11, FOR THE PURPOSE OF ROADWAY CONSTRUCTION RELATED TO THE ROOP STREET WIDENING PROJECT

F-2. ACTION TO ACCEPT THE WORK AS COMPLETED, TO ACCEPT THE CONTRACT SUMMARY AS PRESENTED, AND TO APPROVE THE RELEASE OF FINAL PAYMENT, IN THE AMOUNT OF \$36,040.49, FOR CONTRACT NO. 0809-099, TITLED FAIRVIEW DRIVE INTERSECTION WITH SOUTH CARSON STREET WIDENING PROJECT, TO SIERRA NEVADA CONSTRUCTION

G. PUBLIC MEETING ITEMS:

G-1. ACTION TO DETERMINE THAT CONTRACT NO. 0910-149 IS A CONTRACT FOR THE SERVICES OF A PROFESSIONAL ARCHITECT; THAT THE SELECTION WAS MADE ON THE BASIS OF THE COMPETENCE AND QUALIFICATIONS OF THE ENGINEER, LAND SURVEYOR, OR ARCHITECT FOR THE TYPE OF SERVICES TO BE PERFORMED AND NOT ON THE BASIS OF COMPETITIVE FEES; AND, THEREFORE, NOT SUITABLE FOR PUBLIC BIDDING, PURSUANT TO NRS 625.530; AND TO APPROVE CONTRACT NO. 0910-149 WITH WINSTON ASSOCIATES, INC. TO PROVIDE DESIGN SERVICES FOR THE CARSON CITY GATEWAY SIGNAGE PROJECT THROUGH APRIL 30, 2011, FOR A NOT-TO-EXCEED COST OF \$48,242.00, TO BE FUNDED FROM THE RTC CARSON CITY GATEWAY SIGNAGE PROJECT ACCOUNT, AS PROVIDED IN FY 2009 / 2010 (6:02:50) - Chairperson Aldean introduced this item, and Mr. Sharp provided an overview of the agenda report. Mr. Burnham acknowledged that unit costs and hourly fees are periodically reviewed to ensure competitiveness "especially in this market." He advised that staff also conducts a process for general selection of consultants from which a list is established. Consultants are then selected from the list or the firms compete for various projects. "In addition, as we do each contract, we review their rates and their charges to make sure they're consistent with the norm that we're seeing at the time." Mr. Burnham further acknowledged satisfaction that the hourly fees are consistent with other, similar consultant fees.

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Chairperson Aldean inquired as to the process by which the commission will be involved in site selection. Mr. Sharp advised of the intention to schedule a design charrette in order to solicit input from various interested parties. He suggested that less than a quorum of the commission could participate in the charrette, and offered to receive input from the individual commissioners as well. He committed to providing regular informational status reports to the commission as the design process moves forward. Vice Chairperson Carpenter expressed the opinion that the commission should be directly involved in the decision-making process. Commissioner Des Jardins agreed. Chairperson Aldean requested volunteers to participate in the charrette process to serve as a conduit to the commission. Vice Chairperson Carpenter reiterated the importance of the commissioners participating in the decision-making process, “not just add[ing] input.” Mr. Burnham suggested that the charrette could be noticed in such a way as to accommodate a quorum of the commission or, as an alternative, final decision on the design could be submitted to the commission as part of the project. Chairperson Aldean expressed the opinion that the commission should be involved in the decision regarding site selection and final design for the gateway signage. Mr. Burnham advised that NDOT will “have a great deal to do with site selection as well since it’s likely to be in their right-of-way.” Mr. Pittenger advised that since the gateway signage will be partially funded by NDOT, “it actually has to be in NDOT right-of-way.” He further advised that staff has always planned to return to the commission for final approval on the subject project. In response to a question, Mr. Sharp advised that Paul Kuhn, of Winston Associates, Inc., had expressed a willingness to provide a presentation to the commission as part of the contract scope of work. Chairperson Aldean volunteered to participate in the charrette process, and invited an additional interested commissioner to contact Mr. Sharp. Chairperson Aldean requested staff to agendize presentations regarding site selection and final design.

Chairperson Aldean entertained public comment and, when none was forthcoming, a motion. **Vice Chairperson Carpenter moved to determine that Contract No. 0910-149 is a contract for the services of a professional architect, that the selection was made on the basis of the competence and qualifications of the architect, for the type of services to be performed and not on the basis of competitive fees and, therefore, not suitable for public bidding, pursuant to NRS 625.350; and to approve Contract No. 0910-149 with Winston Associates, Inc. to provide design services for Carson City gateway signage project through April 30, 2011, for a not-to-exceed cost of \$48,242.00, to be funded from the RTC Carson City Gateway Signage Project account, as provided in fiscal year 2009 / 2010; fiscal impact not to exceed \$48,242.00. Commissioner Des Jardins seconded the motion. Motion carried 5-0.**

G-2. ACTION TO APPROVE THE CONCEPTUAL LANDSCAPE DESIGN AND DESIGN THEME, “CARSON CITY’S HISTORY IN MOTION,” FOR THREE INTERCHANGES AND THREE GRADE SEPARATIONS ON PHASE 1 (NORTHERN LEG) OF THE CARSON CITY FREEWAY (6:13:15) - Chairperson Aldean introduced this item, and Mr. Pittenger provided an overview of the agenda report. (6:13:50) Paul Kuhn, of Winston Associates, Inc., provided background information on the project, introduced members of the design team, and narrated a SlideShow presentation of the project, copies of which were included in the agenda materials.

(6:20:29) Landscape Architect Sandra Wendel narrated a portion of of the SlideShow presentation relative to “this rich history” and “concepts for each of these locations ... to celebrate the people and events that were really meaningful to the people of Carson City and Carson City’s history.” She discussed the importance of “designing for low maintenance,” including simplicity, vandal resistance, and use of materials with a long life span. She discussed the importance of using drought-resistant, tough plant

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materials; and the importance of safety in consideration of NDOT-required setbacks and height restrictions and structural stability. She advised that NDOT representatives are following the process very closely. She described the design elements, as displayed in the presentation, including boulders, scattered plantings which “will help to soften some of that landscape that’s already out there without getting into ... a high-maintenance, high cost situation.” She described “really exciting aesthetic elements ... that we consider hard scape. ... We’ve tried to focus the plantings to really support those things ...” Ms. Wendel discussed the intent to “use the landscape and the hard scape in the most focal places where there’s the greatest benefit to the public and where it will be the most meaningful.” In consideration of landscape, she noted that the sound walls established the primary landscape theme, i.e., the Great Basin and the Sierra Nevada range. She described proposed landscape for the “hot west and south facing slopes ... and ... the cool, shady, protected north and east facing slopes.” She discussed difficulties associated with establishing plant material along a freeway corridor, and advised that wind, reflected heat, snow plows, steep south-facing slopes “with lots of exposure” will all be considered. She noted that these elements will be “worked with rather than ... overcome. We don’t want to get too far away from what’s possible and practical.” She advised that approximately six to eight acres of native and naturalized, low-water demand landscape is being considered, and described possible plant materials.

Mr. Kuhn narrated that portion of the SlideShow presentation pertinent to the conceptual design themes and revisions to the original concepts since the January 19th public meeting. He reviewed the project budget, and advised there will be changes “from this point to final design.” He reviewed available funding, and emphasized that it is specially designated for the subject project. He advised that the first year of maintenance is included in the \$2.2 million construction contract. “After that, the gas tax fund will do ongoing maintenance.” Mr. Kuhn advised of a projection of \$100,000 to \$150,000 per year which will be further clarified “as those landscape plans become more defined.” He further advised of “other, smaller ... ongoing costs for electrical for the controllers and some lighting and ..., obviously ... water costs, but that’s going to be ... absorbed by the water fund.”

Chairperson Aldean thanked Mr. Kuhn for his presentation, and called for other members of the design team to comment. (6:46:22) G.R.O.W. President Mary Fischer provided background information on G.R.O.W.’s formation and original vision to “soften the impact upon the neighborhoods that were directly ... disrupted” by the freeway construction. She noted the success of “most of the slopes ..., the rocks and the talus that are on the slopes at present,” and that “it pretty well blends as you look across into the surrounding hillsides.” She noted the benefit of additional grant funding “to be able to improve upon that.” [Commissioner Des Jardins left the meeting at 6:47 p.m.; a quorum was still present.] Ms. Fischer expressed excitement over “using landscape and the hard scape so that ... you see a picture ...” In consideration of Mr. Kuhn’s comments, she reiterated that “these funds are very specific for this category and they cannot be used to ... help balance the City budget or the State budget; they can’t be used for any of the other wonderful projects that do need funds. These funds are very, very specific and can only be used for landscaping and hardscaping and improving the freeway. ... if they weren’t used for this, they’d go back into the federal budget.” Ms. Fischer noted the benefit of “two or three years of growth on all of the slopes of the freeway and we’ve had time to see what is coming back, what has come up.” She advised that certain slopes will be reseeded, “particularly those around Carmine ...” by NDOT. She expressed excitement over the bid alternatives. “We spent a great deal of time making certain that what we had ... would fit within this budget so that we will not ... be coming for more money to complete the project.” Ms. Fischer advised that careful consideration had been given to safety and maintenance funding constraints, “trying to keep it right within a budget that will be something the City can afford.” She noted the

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cooperative effort between the Federal Highway Administration, NDOT, G.R.O.W., the City, local businesses and service clubs. She expressed the opinion that Carson City “when this gets done, should be really proud of themselves because ... this is going to be something that’s going to set a standard on what can be done with a limited amount of funding on a freeway that is in a very historically-rich place and how it can add to the town and not distract from it.” Chairperson Aldean thanked Ms. Fischer and commended her and the G.R.O.W. members for all of their effort.

(6:52:59) NDOT Landscape Architect Supervisor Lucy Joyce commended the “wonderful partnership,” and listed the various NDOT divisions involved in the project. She further commended the “workable plan that will be as maintenance-friendly as possible ...” In consideration of Ms. Wendel’s presentation, she discussed difficulties associated with landscape at highway interchanges, describing them as “some of the most inhospitable, hostile places for plant growth that exist.” She commended the design team on “deciding where would be the least impact to put plantings” and areas that should be avoided. “The last thing that we want to do is put plants in this gateway area that will be a constant struggle to keep alive.”

Vice Chairperson Carpenter expressed concern over vandalism of the hard scape, and inquired as to maintenance responsibility. Public Works Department Project Manager Tom Grundy advised that the hard scape will be maintained by Carson City. He further advised that NDOT has conducted a number of studies which indicate that installation of hard scape results in a decrease in vandalism. Chairperson Aldean expressed a preference to utilize a “pre-eminent muralist” for the paintings, especially at the College Parkway interchange. She noted the importance of realistic rather than “cartoonish” paintings, and inquired as to the selection process. Mr. Kuhn reviewed various methods by which the paintings could be accomplished, and advised that the formal decision has yet to be made after working through details. Chairperson Aldean inquired as to the method by which the historic information will be conveyed to visitors, and suggested the possibility of a recorded message accessible by radio. Mr. Kuhn acknowledged the possibility, and suggested waiting until the freeway corridor is completed to the south leg. “It would be a much more compelling story because, obviously, it doesn’t take too long to go from College Parkway to the north gateway at this point in time.” Chairperson Aldean cited the “talking houses” on the west side of town, as an example. She expressed the opinion that “in order for this to be meaningful to people other than those who live here, we’re going to have to be a little more aggressive about making that information accessible.” She requested the design team to give further consideration to an effective method by which to communicate the historic information. Discussion followed, and Chairperson Aldean noted the intention to “entice people off of the freeway.” Mr. Kuhn noted the multi-modal path adjacent to the freeway in a number of locations. “That would be the best way to experience ... every aspect of that throughout the whole corridor.” Chairperson Aldean thanked Mr. Kuhn. In response to a question, Mr. Burnham explained a transfer of funding for “landscaping and North Carson Street maintenance.” He explained, “We are in the process of building budgets ... for next year and looking at how to incorporate median maintenance as part of the budgets to start relieving some of the costs from Parks and RTC picking up more of those costs.” He acknowledged that gateway maintenance will be included once they are constructed.

Commissioner Mallery inquired as to safety concerns associated with “plant[ing] deer in what is essentially the median between the on ramp and the freeway” at North Carson Street and 395. Mr. Kuhn acknowledged that the “startle factor” had been considered and “that’s part of the reason they’re set so far off the highway ... It’s not going to be something you’re immediately aware of and, even if you were to see them, ... you’ve got enough separation here so you know you’re not in immediate danger of having them run across the highway if you don’t recognize them as a steel cutout.” Mr. Kuhn also advised of

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having discussed the concern with NDOT representatives. In consideration of the proposed eagle design at the North Carson Street interchange, Vice Chairperson Carpenter referred the design team to a home near Crystal Bay which has an eagle flying above their roof. "That looks more like a real eagle" than that which is proposed. Vice Chairperson Carpenter expressed the personal opinion that the proposed eagle is "gaudy. But if we're going to have it, can it look like a real bald eagle?" In reference to vandalism concerns, Mr. Kuhn explained that each of the cutouts is envisioned as cor-ten steel, which is self-rusting and "doesn't lend itself well to being vandalized." Vice Chairperson Carpenter expressed even less interest in the eagle in consideration of the tendency of cor-ten steel to rust. Mr. Kuhn advised that none of the design elements are "etched in concrete," and noted the difficulty in accessing many of the locations. In response to a further question, Mr. Kuhn advised that no determination has yet been made as to the proposed thickness of the cor-ten steel. He discussed the importance of considering such things as wind load and vandal resistance. In response to a question, Ms. Joyce advised that NDOT structural engineers will be ensuring that the proposed design elements will withstand high winds and the potential for vandalism. She expressed a willingness to research similar elements in other communities.

Chairperson Aldean entertained public comment. (7:10:23) Tom Henderson acknowledged the "decade-long effort of G.R.O.W. in making this project come about. It wouldn't have happened without them." He extended "profound appreciation for their efforts, persisting over this period of time." He thanked the design team "for the imaginative and creative artistic elements introduced into these schemes for providing visual appeal to the freeway interchanges." He expressed the belief "there is one flaw in these concepts ... that there is no landscaping at College Parkway." "At this early stage of the conceptual design," he expressed the belief "it's appropriate to address this head on and to direct the staff to modify the plan to include landscaping there." He discussed having participated in the work group at the request of Chamber of Commerce Executive Director Ronni Hannaman. He advised of having developed "an understanding of the intent," and emphasized that he was not speaking on behalf of the Chamber of Commerce. He advised that he is a certified arborist, with "expertise on caring for trees" as his business is arboriculture services. Since 2004, his business has "provided tree care for thousands of trees in this community in addition to the Tahoe Basin and surrounding valleys."

Mr. Henderson challenged the "notion ... that the conditions at College Parkway are not suitable for landscaping." "The main concerns are that the snow plows pushing the snow to the side and throwing the snow will kill the trees and shrubs." Mr. Henderson pointed out the median plantings on College Parkway in the Silver Oak development and east of Airport Road which are subjected to these kinds of conditions "and those trees are alive still." He suggested that if the City is responsible for plowing the streets, "they should have some control over how fast the snow plows drive down College Parkway. They could go slower and not throw the snow as far." He advised of the assertion that too much shade or wind exists under the bridge structures for plantings. He acknowledged these are special environments, but pointed out they allow for special plants that can grow in those conditions. He further advised of other assertions, including the soil is saturated, the drainage is not good, the plants will drown. He was unaware of any percolation tests having been conducted in these areas to determine water infiltration. "Plants can survive periodic flooding and that's the kind of water flows you might expect. There'll be ephemeral water flows through that area." Mr. Henderson advised of concerns over the traffic clear zone, sight distance, views, and park maintenance workers in the planter islands. He suggested the unlikelihood that Parks and Recreation Department staff will be performing maintenance, and pointed out "there are regulations and safety guidelines on how to protect workers that are working close to traffic areas." In consideration of the sight distance issue, he referred to the ASHTO green book for guidance. "There certainly are closer and

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tighter spaces on the landscape plantings in the median at Carson Street and College Parkway itself. We have median plantings on East Fifth Street. So there's other tight areas where trees can grow and have grown successfully."

Mr. Henderson acknowledged the long-term maintenance funding concern. He advised that the subject area is approximately 62,000 square feet or 1.4 acres. In consideration of scale, he referred to the landscape on the south end of Saliman Road between Sonoma and Kingsley Streets which is maintained by the City. He pointed out that the City would not be responsible for maintenance until a year after planting trees and shrubs. The landscape contractor is anticipated to provide that maintenance for the first year. Mr. Henderson was unconvinced that the current budget crisis will necessarily be as severe in 2012 as it is now. He noted the \$2.2 million available "to expend appropriately." He expressed the opinion "there's plenty of room in the allocation of funds between hard scape and soft scape to make adjustments to include College Parkway in the landscaping." He advised of having been involved in development of the landscape ordinance, as a Shade Tree Council member, in the 1990s. Said ordinance requires all commercial developments to include trees and shrubs in areas as small as 400 square feet. Mr. Henderson expressed the opinion "it is almost a double standard to say that the City could exempt itself from landscaping a major interchange that is a gateway to our community." He referred to the Shaheen properties to the east on College Parkway "or to even some of the churches to the west of the interchange," and noted "they've taken great care to provide a green and attractive landscape." He expressed the opinion "the City could do the same and has a responsibility to do so." He noted the cooperative agreement between NDOT and the City "anticipates an allocation approximately of 77 percent for soft scape and 23 percent for hard scape. The preliminary costs are coming in a little higher on the hard scape and a little lower on the landscaping from what was anticipated ..." He suggested "there is certainly room for movement either direction." He advised that traffic counts on College Parkway are "on the order of 15,000 vehicles per day that are ... through traffic ..." Arrowhead Drive, by comparison, is between 2,300 and 3,000 vehicles per day. He expressed the opinion that "to get the biggest bang for our buck, we should focus on the most visited and traveled roadways." He read into the record a portion of Carson City Municipal Code Section 13.04. He admonished the commission to not approve the design, as presented, because it does not include landscaping at College Parkway, and to direct staff to return with a plan that does include a "consistent and uniform landscape theme along this Parkway." He noted the definition of a parkway is "a tree-lined street."

Chairperson Aldean entertained comments from the design team. Mr. Kuhn acknowledged the "number of good points" raised by Mr. Henderson. He expressed a willingness to "prioritize or adjust the design to address his concerns." He explained that sight distance issues are the "biggest concern ... and biggest constraint" at College Parkway. He referred to a displayed slide, and explained that "the only area that's unconstrained from a sight visibility standpoint is the grey area in the center of the islands." He noted the areas beneath the bridges and around the sidewalks would be available for landscape with careful plant selection. He clarified that, even with careful plant selection, there would be no guarantee "that everything's going to survive. There's just something about ... missing that little bit of natural moisture that you get that does make a difference." Mr. Kuhn advised that sight distance constraints are non-negotiable, but that landscaping could be added at the direction of the commission. In response to a question, he advised that irrigation sleeves are in place. In response to a further question, he advised that the sight distance constraints include a requirement to stay below 24 inches. "We can do shrubs ... perennials, ... but it's a vertical element that you have to stay clear of."

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Chairperson Aldean advised of no intent to “slow down this process,” but noted the commission’s option to direct staff to consider the feasibility of incorporating live plant material into this intersection. She read into the record e-mail correspondence received from Ms. Hannaman, which was also sent to Commissioner Crowell and Park Planner Vern Krahn.

(7:26:13) DeeDee Foremaster commended Chairperson Aldean’s suggestion to make recorded information on Carson City’s History in Motion accessible to visitors by radio. She expressed concern over utilizing junipers in the landscape design. She suggested posting signs along the highway directing visitors to dog parks in the community.

Chairperson Aldean called for additional public comment and, when none was forthcoming, entertained a motion. **Commissioner Crowell moved to proceed with the conceptual design.** He expressed appreciation for the expertise represented by the design team, support for landscaping, and reluctance to plant it “where it’s going to create a problem.” He included in his motion **direction to staff to take a second look at the landscaping but with the idea that “we need to know that people are comfortable with it.”** He requested the experts to “hash this out and see if you can get back to us and come to a resolution.” **Commissioner Mallery seconded the motion with the request that staff arrange to meet with Mr. Henderson. Commissioner Crowell accepted the amendment. Commissioner Mallery continued his second. Motion carried 4-0.**

Vice Chairperson Carpenter commended the design concepts and the work of the design team. Chairperson Aldean thanked the design team for their attendance and presentation. Mr. Pittenger advised of additional, pending state and federal funds which are expected to become available for an additional portion of the freeway.

G-3. ACTION TO DETERMINE THAT PEAVINE CONSTRUCTION, INC. IS THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER, PURSUANT TO NRS CHAPTER 338, AND TO AWARD CONTRACT NO. 0910-131, ROOP STREET WIDENING - PHASE II PROJECT, TO PEAVINE CONSTRUCTION, INC. FOR A BID AMOUNT OF \$3,685,752.45, PLUS A CONTINGENCY AMOUNT NOT TO EXCEED \$368,600.00, TO BE FUNDED FROM THE ROOP STREET WIDENING FUND, AS PROVIDED IN FY 2009 / 2010 (7:32:27) - Chairperson Aldean introduced this item, and Ms. Belt reviewed the agenda materials. Mr. Burnham reviewed the bid process and costs for the RTC portion of the project. In response to a question, he explained that the commission is authorized by the Board of Supervisors to award the entire project. In response to a further question, he advised that the utilities “are moving forward to acquire the money for the costs ... through bonding.”

Chairperson Aldean entertained questions of the commissioners and the public. When none were forthcoming, she entertained a motion. **Commissioner Crowell moved to determine that Peavine Construction, Inc. is the lowest responsive and responsible bidder, pursuant to NRS Chapter 338, and to award Contract No. 0910-131, Roop Street Widening Phase II Project, to Peavine Construction, Inc. for a bid amount of \$3,685,752.45, plus a contingency amount not to exceed \$368,600.00, to be funded from the Roop Street Widening Fund, as provided in FY 2009 / 2010.** Vice Chairperson Carpenter seconded the motion. **Motion carried 4-0.**

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G-4. ACTION TO DETERMINE THAT CONTRACT NO. 0910-150 IS A CONTRACT FOR THE SERVICES OF A PROFESSIONAL ENGINEER, PROFESSIONAL LAND SURVEYOR, OR REGISTERED ARCHITECT; THAT THE SELECTION WAS MADE ON THE BASIS OF THE COMPETENCE AND QUALIFICATIONS OF THE ENGINEER, LAND SURVEYOR, OR ARCHITECT FOR THE TYPE OF SERVICES TO BE PERFORMED AND NOT ON THE BASIS OF COMPETITIVE FEES; AND THEREFORE, NOT SUITABLE FOR PUBLIC BIDDING, PURSUANT TO NRS 625.530; AND TO APPROVE CONTRACT NO. 0910-150 WITH BOWLING MAMOLA GROUP TO PROVIDE ROOP STREET - PHASE 2 CONSTRUCTION MANAGEMENT SERVICES, THROUGH NOVEMBER 26, 2010 FOR A NOT-TO-EXCEED COST OF \$623,244.00, TO BE FUNDED FROM THE RTC ROOP STREET PHASE 2 FUND, AS PROVIDED IN FY 2009 / 2010 (7:36:22) - Ms. Belt introduced this item, reviewed the agenda materials, and responded to questions of clarification regarding the request for proposals process. Mr. Burnham advised that the costs for this consultant “are considerably below what we have been seeing for consultants in past years.” Chairperson Aldean commended Randy Bowling, who was present in the meeting room. Ms. Belt noted that the indemnification clause, at Section 11 of the contract, had been revised to comply with the pertinent statute.

Chairperson Aldean entertained commissioner and public comments or questions. When none were forthcoming, she entertained a motion. **Vice Chairperson Carpenter moved to determine that Contract No. 0910-150 is a contract for the services of a professional engineer, that the selection was made on the basis of the competence and qualifications of the engineer for the type of services to be performed and not on the basis of competitive fees and, therefore, not suitable for public bidding, pursuant to NRS 625.530, and to approve Contract No. 0910-150 with Bowling Mamola Group to provide Roop Street Phase 2 Construction Management Services through November 26, 2010, for a not-to-exceed cost of \$623,244.00, to be funded from the RTC Roop Street Phase 2 Project account, as provided in FY 2009 / 2010; with a fiscal impact not exceeding \$623,244.00. Commissioner Mallery seconded the motion.** Mr. Burnham advised that approximately \$180,000 of this contract will be allocated toward testing. He explained that the last several construction management contracts have included the testing group as a subconsultant. “It just provides a lot more continuity for the project.” He further explained that costs for this project are also apportioned to the water and sewer funds as well as the RTC. In response to a question, Ms. Belt advised that the District Attorney’s staff had reviewed and approved the indemnity clause in the previous contract with Bowling Mamola Group. Bowling Mamola Group made the recommendation to revise the indemnity clause. Chairperson Aldean called for a vote on the pending motion; **motion carried 4-0.**

G-5. INFORMATION REGARDING THE PLANNED CLOSURE OF OLD CLEAR CREEK ROAD IN CARSON CITY AND DOUGLAS COUNTY (7:40:33) - Chairperson Aldean introduced this item. Mr. Pittenger provided background information, and reviewed the agenda report. He advised of having been informed, earlier in the day, that “there is not complete agreement among the property owners as to whether or not there should be any gate at all.” He advised that, pursuant to the District Attorney’s opinion, Carson City does not have a direct interest in this matter. The property owners have, therefore, been encouraged to “discuss further amongst themselves and with the Washoe Tribe as to whether or not they would proceed with the gate.” Mr. Pittenger noted the good news regarding the proposed one gate “which is much preferable to the two that would have prohibited access to Tribal land and for non-motorized recreational users.” He acknowledged the time line is a little vague.

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Commissioner Mallery commended Mr. Pittenger's presentation, and suggested that "time will iron out any wrinkles and we'll work through that as we have to." In response to a comment, Mr. Pittenger advised of having informed the property owners "we are depending upon them to indicate when they will be actually installing any gate before we conduct a traffic count ... or install any signs ..." Chairperson Aldean entertained public comment and, when none was forthcoming, thanked Commissioner Mallery and Mr. Pittenger for helping to facilitate the discussions and the Old Clear Creek Road property owners for their cooperation.

G-6. INFORMATIONAL UPDATE ON THE INTERSECTION OF FAIRVIEW DRIVE AND THE SOUTHBOUND OFF-RAMP AT THE SOUTH TERMINUS OF THE CARSON CITY FREEWAY (7:44:08) - Chairperson Aldean introduced this item, and Mr. Pittenger reviewed the agenda materials. Vice Chairperson Carpenter commended staff on the "good work." A brief discussion took place with regard to recent traffic revisions on Stewart Street. Chairperson Aldean entertained public comment; however, none was forthcoming.

H. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS

H-1. STREET OPERATIONS REPORT - JANUARY 2010 (7:48:02) - Chairperson Aldean introduced this item and entertained questions; however, none were forthcoming.

H-2. FUTURE AGENDA ITEMS (7:48:19) - Mr. Pittenger reviewed the tentative agenda for the March commission meeting. In response to a question, he advised that TIGER grants are scheduled to be released on or about February 20th. He provided a brief explanation of TIGER grants. Chairperson Aldean entertained requests for future agenda items; however, none were forthcoming.

I. ACTION ON ADJOURNMENT (7:50:02) - Commissioner Crowell moved to adjourn the meeting at 7:50 p.m. Vice Chairperson Carpenter seconded the motion. Motion carried 4-0.

The Minutes of the February 10, 2010 Carson City Regional Transportation Commission meeting are so approved this 10th day of March, 2010.

SHELLY ALDEAN, Chair