

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the May 9, 2001, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, May 9, 2001, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chairperson Jon Plank; Vice Chairperson Steve Reynolds, and Commissioners Bob Kennedy, Richard S. Staub, and Marv Teixeira

STAFF PRESENT: Development Services Director Andrew Burnham, Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 5/9/01 Tape 1-0001)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Plank convened the meeting at 5:30 p.m. Roll call was taken. A quorum of the Commission was present although Commissioner Reynolds had not yet arrived.

B. APPROVAL OF MINUTES (1-0009) - None.

C. AGENDA MODIFICATIONS (1-0012) - None.

D. PUBLIC COMMENTS (1-0014) - None.

E. DISCLOSURES (1-0021) - None. (Commissioner Reynolds arrived during Chairperson Plank's introduction of the item--5:33 p.m. The entire Commission was present at this point, constituting a quorum.)

F. PUBLIC MEETING ITEMS

F-1. PRESENTATION BY NEVADA DEPARTMENT OF TRANSPORTATION ON STATUS OF FREEWAY PROJECT (1-0026) - NDOT Project Manager Jim Gallegos displayed a map of the freeway and described its status. Construction is occurring on Phase 1A. It is a \$14 million project and is 75 percent complete. It is on schedule. Phase 1B is under design and its design is 60 percent completed. It is to be advertised in May 2002. The time scheduled developed during the Statewide Transportation Board meeting in November has not been changed. Design of Phase 1B should be completed by the end of the year and ready to go to bid. The status of the 10 remaining land acquisitions was described. The large acquisition south of Highway 50, i.e., the Lompa property, was also limned. It cannot be formalized until the final design is completed. It is a critical element to Phase 1B and will delay going out to bid until May of next year. Consultants will be solicited for Phase 2 in the fall of next year. The full 30 percent design of the remaining portion of the freeway will then be undertaken. The conceptual design for Phase 2A bridges was described. Seventy-five to 80 percent of the land needed for Phase 2 has been acquired. The next conceptual stage is between Highway 50 and Fairview. This stretch of the freeway may eliminate some of the downtown congestion problems. The final section of the freeway is scheduled for completion between 2008 and 2010. Comments clarified that the conceptual plan indicates the portion of the freeway between Highway 50 and Fairview may be opened in 2006. Funding and acquisition could delay this opening.

Discussion between Mr. Gallegos and the Commission reiterated that Phase 1A is moving along within its scheduled timeframe. It should be completed by the end of 2001. The College Parkway bridge should be able to accommodate trucks that are 16 feet or less in height which is the same height as the other bridges in Phases 1A and 1B. The drainage improvements in Phase 1A have been completed to the south side of College Parkway. These improvements were described by Mr. Flansberg. Mr. Gallegos then described the water collection program and agreed that the Lompa area will be flooded until the complete drainage plan is constructed. Phase 1B will carry the water to Carmine and put it into a box culvert that carries it under Highway 50 to the drainage improvement on the south side and eventually into the River. The Lompa property is critical to Phase 1B. NDOT has discussed the needs with the Lompas and is attempting to mitigate the impacts on their property. The use of eminent domain should not slow the project down. There is a 90 day

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bid award period for Phase 1B. The projected completion date for Phase 1B is February 2005. Discussion then explained the excavation requirements for Phase 2, its funding, and its present design status. It may be possible to have three different design teams work on Phase 1A, 1B, and 2A. Revenue may delay the construction schedule. Funding for Phase 1A is available. The total amount of funding available for all of the freeway projects to keep them on schedule is unknown at this time. Comments reiterated the need to acquire ten parcels for Phase 1B. Eminent domain will be used if necessary to obtain these parcels. Mr. Gallegos also indicated that he was not aware of any problems with the quality of the concrete used for the Arrowhead overpass. He acknowledged that there are always minor problems with any project but that the project must meet the established criteria or it will not be accepted. He would be aware of any significant problems with the project. There had not been any significant problems.

Commissioner Staub questioned the elevation of the freeway between Fairview and Colorado. Mr. Gallegos indicated that his research indicated that the original project had been at ground level in that area. He then indicated that putting that section underground would create an impact on the community. There will be an opportunity to evaluate this segment during the next few months. If it is changed, the changes could create a impact on Phase 1B. If lowering the freeway in this area does not create an impact on Phase 1B, it may be lowered. Commissioner Staub encouraged him to evaluate lowering the freeway. Mr. Gallegos committed to responding to the Commission regarding this matter.

Mr. Flansberg explained his reasons for including a financial summary in the packet. The City had paid \$6,733,945. NDOT had spent \$5,671,122.91. This is approximately 33 percent of the City's total commitment on the project. Public comments were solicited but none given. No formal action was required or taken on this item.

F-2. PRESENTATION BY NEVADA DEPARTMENT OF TRANSPORTATION ON 3R PROJECT SCHEDULED FOR COLLEGE PARKWAY FROM HOT SPRINGS ROAD TO LOMPA LANE (1-0531) - NDOT Principal Road Design Engineer and Project Manager Frank Csiga used design displays to explain the project. The project has been completely designed and will be advertised tomorrow. Construction should commence the middle of July and be completed by the end of September or beginning of October. The cost estimate is \$1.7 million. The purpose of the project and the paving were limned and compared with other projects. Clarification indicated that the ultimate goal is to have NDOT take over College Parkway from 395 to 50. Commissioner Teixeira suggested that they take over the entire length between Fifth Street and 395. Mr. Csiga agreed to consider the offer. Mr. Droles continued his explanation of the project by indicating that the "hump" at Hot Springs Road would be eliminated. The "worm" will remain. A signal may be installed at that intersection in the future. The conduit for this signal will be installed as part of the paving project. The signal conduit, the irrigation and water taps for the freeway at College Parkway will also be done. Research Way may warrant a signal at a future date. Conduit for it will be installed. Video detectors will be installed at Goni. The median island for Sonic will be reconstructed. Conduit for the future signal at Lompa will be installed. A five foot bike lane had been incorporated between Hot Springs and Lompa. This bicycle lane is part of the City's bicycle master plan element. Discussion pointed out that there would be an intersection at Challenger Way and College Parkway. Mr. Flansberg did not feel that a signal would be warranted for this intersection. Work on the project should commence the middle or end of July. Completion should occur sometime between the middle of September and the first of October. One lane will be kept open in each direction for traffic flow. Either Goni or Research Way will be kept open to allow traffic access to the businesses. Commissioner Teixeira encouraged NDOT to work with the businesses as much as possible. Mr. Csiga explained the meetings with the Chamber of Commerce and businesses and the signage which will be used to inform the public that the businesses are open. The contractor will work between 6 a.m. and 9 p.m. and be encouraged to complete the project as quickly as possible. Commissioner Reynolds felt that the businesses owners felt the project would be done at night and urged Mr. Csiga to correct this perception. Mr. Flansberg indicated that this project ties into the Graves Lane project and that the two projects will be blended together for a smooth transition. The projects should eliminate some of the complaints about the truck/traffic noise being voiced by the Comstock Mobile Home residents. College Parkway will remain open for one lane of travel in both directions. Commissioner Kennedy encouraged the State to require a flagger at Goni and Hot Springs if College Parkway is closed to through traffic. Mr. Csiga described the flagging requirements contained in the contract. Commissioner Reynolds thanked Mr. Csiga for attending the Chamber and RTC meetings. He also encouraged Mr. Csiga to maintain the lines of communication and keep both entities informed regarding any changes to the project. Mr. Csiga indicated that he would advise Assistant Director of Engineering Susan Martinovich. No formal action was required or taken.

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F-3. DISCUSSION AND POSSIBLE ACTION ON APPROVAL OF MEMORANDUM OF UNDERSTANDING WITH TAHOE METROPOLITAN PLANNING ORGANIZATION AND CARSON CITY RTC AND OF A MEMORANDUM OF UNDERSTANDING WITH WASHOE COUNTY AND CARSON CITY RTC (1-0937) - Mr. Flansberg described the purpose of the agreements. The NDOT agreement will be considered at the next RTC meeting. Chairperson Plank explained his knowledge of a TRPA Memorandum of Understanding and his reasons for wanting a simple understandable agreement. He also disclosed his consideration of the TRPA agreement with Carson City as a member of the TRPA Governing Board. There is no conflict of interest. Commissioner Teixeira moved to approve the memorandum of Understanding with Tahoe Metropolitan Planning Organization and Carson City RTC and the Memorandum of Understanding with Washoe County and Carson City. Commissioner Reynolds seconded the motion. Discussion indicated that the TRPA agreement contained a date of the 28th day of "2001, 2001" and directed staff to correct same. Commissioner Teixeira amended his motion to include the date correction. Commissioner Reynolds concurred with the amendment. The motion was voted and carried 5-0.

F-4. PRESENTATION ON CARSON CITY ASPHALT MAINTENANCE PROGRAM FOR SUMMER 2001 (1-1023) - Mr. Flansberg explained his reasons for bringing the matter to the Commission, the funding used for this program, the criteria used to develop the roadways which will be included in the program and listed the streets which will be overlaid as well as the streets which will receive grindings. Discussion explained the work being done by Southwest Gas' contractor in the vicinity of Marian and indicated that the patches would be reworked. Mr. Flansberg must sign off of the work before the contractor is released. Discussion also indicated that grindings will not be added to Curry Street at this time but could be in the future when an adequate amount is available for this project. Major arterial projects scheduled for next spring were also described. Commissioner Teixeira complimented Mr. Flansberg on his work ethic and dedication and restated his belief that his salary should reflect this effort and the new job assignment of the landfill operation. Commissioner Staub supported his recommendation and explained the Board of Supervisors request that Mr. Flansberg indicate "when his plate is full" and that it is "time to stop". Chairperson Plank explained Supervisor Williamson and his request of City Manager Berkich regarding this matter which would give Mr. Flansberg a compensation reward. He encouraged Commissioner Staub, as a Supervisor, to support this direction when talking to Mr. Berkich. No formal action was taken or required on this item.

F-5. PRESENTATION OF STATUS REPORTS (1-1228) - Mr. Flansberg reported on the status of the Curry Street project. He was hopeful that an agreement could be reached with the Forest Service. This project may be agendized for the next meeting. Discussion between Chairperson Plank and Commissioner Staub explained the Board of Supervisors discussion and action to table the request to declare the white house a historical site until after this issue is resolved. Mr. Flansberg then discussed with the Commission the status of the Northridge/Roop Intersection; the replacement of landscaping along Graves Lane; the MPO agreements and the area which is considered in Carson City's MPO; the Transportation Master Plan Bicycle Element; and the College Parkway soundwall, the concrete strip which was placed between the wall and sidewalk to eliminate the "Devil's acre", and the property owner's maintenance responsibility for the sidewalk. Commissioner Kennedy felt that the City should be responsible for maintaining the sidewalks along the College Parkway soundwall as the property owners would not. Chairperson Plank directed staff to look into this matter and report back at the next meeting. Commissioner Teixeira described his personal knowledge of how the soundwall became a RTC project and expressed his feeling that the homeowners should be responsible for maintenance of the soundwall and sidewalk. Commissioner Staub felt that if the City assumes the responsibility, it would be assuming the liability if it is not done. He also felt that it should be the homeowners' responsibility to keep the sidewalks clean as is required of all of the residents and businesses in the community. He suggested that a written notice be given advising the homeowners of their responsibility. Mr. Flansberg agreed to send the letter. He then discussed the status of the Roop Street widening project. Discussion ensued between Commission and Mr. Brotzman on the video detection signal program on 395/Carson Street, the time allocated to pedestrians who use the crossings, and the need to reconsider the time allocations beginning at Carson and William and going north. Comments suggested that if the pedestrian buttons are not required, they be removed. The pedestrians have the right-of-way. The traffic delays are causing a great deal of congestion in this area. There are no buttons at pedestrian crossings which do not have signals. Traffic congestion on Fridays was noted. Commissioner Teixeira felt that this problem is now occurring throughout the week.

(1-1745) Discussion ensued on the status of the Albertsons' project at North Carson and College Parkway and the

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needed left turn lane.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS) - FUTURE AGENDA ITEMS (1-1689) - Chairperson Plank requested the South Carson Street bicycle element be agendized for discussion and action as there had been a grant application submitted for improvements between Fairview and Colorado. Commissioner Teixeira then indicated that his agenda item requests could be delayed for one or two months.

H. ADJOURNMENT (1-1770) - Commissioner Kennedy moved to adjourn. Commissioner Reynolds seconded the motion. Motion carried unanimously. Chairperson Plank adjourned the meeting at 7:15 p.m.

The Minutes of the May 9, 2001, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON June 13,
2001.

/s/ _____

Jon Plank, Chairperson