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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, November 19, 1997, at the Capitol Conference Room, 201 North Carson Street, Carson City, Nevada, beginning at 3 p.m.

PRESENT: Chairperson Greg Smith and Commissioners Tom Tatro and Marie Wolf

STAFF PRESENT: Public Works and Utilities Director Dorothy Timian-Palmer, Deputy Public Works Director Tim Homann, Chief Deputy Sheriff Jerry Mathers, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC 11/19/97 Tape 1-0001.5)

CALL TO ORDER AND ROLL CALL - Chairperson Smith convened the meeting at approximately 3 p.m. Roll call was taken. A quorum was present although Commissioner Tatro had not yet arrived.

1. APPROVAL OF MINUTES (1-0008.5) - None.

2. CITIZEN COMMENTS (1-0010.5) - John Bullis suggested some of the meetings be held in the evenings. Chairperson Smith indicated an intent to hold quarterly meetings and special informational meetings on major projects in the evenings. Additional comments were solicited but none given.

3. STATUS REPORT ON PROJECTS (1-0031.5) - Mr. Brotzman and Mr. Homann reviewed the report. Chairperson Smith asked Mr. Brotzman to respond to Mrs. Murphy's concerns at the Board meeting tomorrow on the type of temporary provisions which will be provided between the time when her fence is removed and the sound wall is installed. Discussion between Chief Deputy Sheriff Mathers and Chairperson Smith indicated the traffic situation at Hot Springs and College Parkway is improving. The signals at Roop and College Parkway and Goni and College Parkway have improved the traffic flow. Chairperson Smith explained modifications proposed for Airport Road at College Parkway which may provide additional mitigation. Chairperson Smith encouraged staff to develop dates for informational meetings on the Graves Lane extension before the design is finalized and modifications cannot be considered. Mr. Homann recommended having the meeting in December. Chairperson Smith elaborated on the style and number of meetings he envisioned. Discussion ensued on the overlay project which is funded with gas tax monies. Mr. Brotzman indicated Roop, College Parkway, and Goni had been stripped and now have bike lanes.

7. STAFF'S COMMENTS (1-0234.5) - None.

4. COMMISSIONER COMMENTS (1-0235.5) - Community Development Director Walter Sullivan indicated that the Schultz family had expressed an interest in conducting a logging operation. A special use permit is required, however, they did not follow through and apply for one. The proposal was to widen and use a mountain road. This would mandate following the hillside ordinance to mitigate erosion issues, provide road stabilization, etc. Concerns were also expressed about the streets which the trucks would have to use. Noticing which would have been provided was explained. He had observed several logging trucks in the Ormsby House parking lot and asked his Compliance Officer to check into the situation. He was unsure where the origination point was for the logging trucks currently going through the City. The Schultz family could have used a helicopter instead of the road. Public Works and Utilities Director Dorothy Timian-Palmer felt that these logging trucks would still have to use Carson City streets. (Commissioner Tatro arrived at 3:23 p.m. The entire Commission was present constituting a quorum.)

8. ACTION ON FUTURE MEETING DATE(S) AND TIME(S) (1-0307.5) - The next regular meeting date is December 17. Discussion noted the need to establish a regular meeting time with special evening sessions or have quarterly meetings in the evening. Chairperson Smith explained his conflict with another meeting if the evening session is held on the third Wednesday of each month. Mr. Bullis suggested the meetings all be scheduled and published. Chairperson Smith indicated this was staff's intent. Discussion indicated that the Graves Lane extension public information meeting should be scheduled for January. The need to meet with the Airport

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Authority about the Graves Lane extension and on the Arrowhead-Graves Lane connector road was discussed. The Airport Authority's next meeting is scheduled for December 11. As the Commission did not have any other business for consideration, it was decided to use this joint meeting as the Commission's regular December meeting. This meeting was scheduled for 7 p.m. in the Sierra Room. A published schedule with at least four evening sessions will be considered at the January meeting. The evening sessions are to be scheduled for the Sierra Room and they are to be televised.

5. DISCUSSION AND REVIEW OF THE DUTIES OF THE TRANSPORTATION ADVISORY BOARD COMMITTEE AND ITS ROLE ON THE UPDATE OF THE TRANSPORTATION MASTER PLAN (1-0428.5) - DKF Associates had been selected to be the consultant for the new Transportation Master Plan. There are to be 17 members on the Committee. Its composition, purpose, and the elements of the Transportation Master Plan were explained. Chairperson Smith stressed the need for citizen input as being the main motivation behind having the Committee, particularly in light of the growth which had been occurring in the City. Commissioner Wolf suggested that the Committee members be given a copy of the ordinances and that the Commission be given a list of the Committee members and a copy of all of the Committee Minutes. Commissioner Tatro explained the need for a diversity of opinions and perspectives on transportation which the Committee would provide. His difficulty in attempting to find a person to serve on the Committee was explained. He felt that the diversity of members had been provided and it was no longer important for him to continue this quest. Discussion noted the original May time limit which had been driven by the budget and supported adhering to this deadline as much as possible on the high priority items. Chairperson Smith encouraged the Committee to resolve the Ormsby Boulevard priority issue as one of its first items. Reasons for this recommendation were provided. No formal action was required or taken.

6. PRESENTATION BY DKS ASSOCIATES ON THE PROPOSED TRANSPORTATION MASTER PLAN UPDATE (1-0612.5) - Mr. Brotzman introduced DKS Associates Consultant John Long. Mr. Long reviewed the scope of his contract. The Bypass will create an impact on the plan. The plan will include the northern segment and its impact. Other issues which would be considered included the growth rate, the Federal planning and funding issues which different population levels mandate, projected local funding levels, and travel demands. The process for developing the plan and the timeframes were described. He repeatedly stressed that although a majority of the work appeared to consider only roadways, bike and transit plans were also necessary and would be worked on concurrently. He emphasized the need to include the land use forecasts due to the related demands this growth causes on the transportation element. The horizon years are considered to be 15 to 20 years, however, could be any period of time. Chairperson Smith explained the need to include the travel needs from the surrounding counties in the formula due to the impact it creates on the City streets. Mr. Long indicated he would work with the State and its "pass through" traffic figures. Input from other City Departments would be requested in order to develop valid forecasts. He then explained that the State demographer's median population forecast was slower than that which Carson City had experienced during the last ten years. The State demographer's growth rate averaged 1.6 percent. The City's population figures were 3 percent as restricted by the Growth Management Ordinance. As even the State's high population forecast was below this figure, Mr. Long felt that the State figures may not be used as the City's were more valid. The City estimated it would reach a population of 50,000 by the end of 1997. Using this calculation, Mr. Long felt that the City would reach 75,000 by 2012. Current land use projections indicate development will cap out at 69 to 70,000 or at a maximum at 75,000. He agreed that the growth rate could be either faster or slower, however, should average three percent. Therefore, he recommended a timeline of 15 years for a population of 75,000 and seven years for a population of 62,000. He planned to work with Community Development and the land uses to develop geographical zoning impacts. In January the Committee should be able to determine problem areas and begin to establish the priorities. Mr. Long indicated for Kelly Garcia that the plan would assume that the northern leg of the Bypass has been constructed prior to 2005, however, he was unsure whether the southern leg will be constructed by 2012. Forecasts will be developed for both southern scenarios. He agreed that the funding for the southern portion may not be there, however, the City may be experiencing a serious congestion problem without the southern leg. He was unsure about the amount of information which the State had on the "pass through" traffic and whether it would be possible to determine the amount of recreational versus business travel created by the surrounding Counties. He felt that the forecasts should include different growth ratios for the surrounding Counties. The State demographer's figures for the entire State had already been obtained. He then explained for Frank Page that the apartment population

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was being counted and how the land use information is utilized to establish the population figures. (Chairperson Smith stepped from the room at 4:06 p.m. and returned at 4:12 p.m. A quorum was present the entire time.) Mr. Long also indicated that the downtown traffic problem had been included in the RFP and that it must be addressed before 2005.

Discussion ensued between John Bullis, Tom Fronapfel, the Commission and staff on the feasibility of future funding for the Bypass' southern leg including the status of federal funds. Staff also explained the intent to include the Graves Lane-Arrowhead connector with the Graves Lane extension project for Ms. Garcia. Mr. Homann's comments included a brief description of the Airport Authority's concerns about the connector route as FAA funds had been used to acquire the land. Chairperson Smith pointed out that the RTC could include drainage improvements in the project which may make the project more amenable to the Airport Authority. Mr. Brotzman indicated that staff planned to present the project to the Airport Authority on December 11th at its regular meeting. Mr. Brotzman also explained for Ms. Garcia that the Committee's original "shopping list" had been included in the scope of the RFP and the intent during the Committee's workshop, which was to be held after the Commission's meeting, to prioritize these and other projects. Chairperson Smith stressed the desire for the Committee's recommendations to be attainable and realistic. He agreed that some of the priorities may be expensive when rights-of-way are obtained and that the need for those project should be substantiated.

Discussion ensued between Mr. Brotzman and Commissioner Tatro on the timeline for and process for mitigating the Airport Authority and FAA's concerns and obtaining their approvals. The concerns included the retention/detention pond and the drainage problems. Mr. Brotzman agreed to provide the Commission with status reports on this process. Clarification by Mr. Brotzman indicated that the detention/retention basin would only contain water for brief periods and not be an attractive nuisance for water fowl. No formal action was taken or required by the Commission.

9. ADJOURNMENT (1-1302.5) - Commissioner Tatro moved to adjourn. Commissioner Wolf seconded the motion. Motion carried unanimously. Chairperson Smith adjourned the meeting at 4:21 p.m.

A tape recording of these proceedings is on file in the Clerk-Recorder's office. This tape is available for review and inspection during normal business hours.

The Minutes of the November 19, 1997, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON _____, 1998.

Greg Smith, Chairperson