

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
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A regular session of the Carson City Regional Transportation Commission was held on Wednesday, February 19, 1992, at the Northgate Administrative Complex, 2621 Northgate Lane, Suite #67, beginning at 9:10 A.M.

PRESENT:	Tom Fettic Kay Bennett Nanell Thurman	Chairperson
STAFF PRESENT:	Dan O'Brien Tim Homann Paul Lipparelli Harvey Brotzman Sandy Danforth Katherine McLaughlin Dianne Laird	Public Works Director City Engineer Deputy District Attorney Senior Engineer Associate Planner Recording Secretary Recording Secretary
OTHERS PRESENT:	Garth Dull Mike McFall (RTC 2/19/92 tape 1-001,	Nevada Dept. of Transportation Director Nevada Dept. of Transportation Side A)

Chairperson Fettic called the meeting to order at 9:10 A.M. Roll call was taken and a quorum was present.

1. APPROVAL OF MINUTES - January 15, 1992 (1-005-A) - Commissioner Bennett moved to approve. Commissioner Thurman seconded the motion. Motion carried 3-0.

2. STAFF REPORT ON THE FEASIBILITY OF BEAUTIFICATION OF THE RIGHT-OF-WAY STRIP ALONG SALIMAN ROAD - Mr. Brotzman reviewed the Commissions' previous discussion of this item. He had obtained a proposal from Codega-Fricke, Inc., a licensed landscape architectural firm, whose proposal is \$1,500. The proposal included creating a linear park through the area, eliminating the sidewalk next to the curb and gutter, and installing an asphalt paved pathway which would meander through the strip. He explained the landscaping would be the architect's choice and would include drought tolerant plant material. Mr. Brotzman and Commissioner Bennett explained that Parks and Recreation Director Kastens had reluctantly agreed to maintain the landscaping. Discussion indicated the project could be developed in phases if necessary. Commissioner Bennett moved that RTC proceed with the entering into an agreement with Codega-Fricke, Inc. for landscaping and design services along Saliman Road. Mr. Lipparelli reminded the Commission that the item was not agendized for action. Commissioner Bennett withdrew her motion. Mr. O'Brien, advised that the \$1,500 was in the budget and the Purchasing Agent could enter into an agreement and construction would occur. The status would be brought back to RTC.

2. ACTION ON APPROVAL OF THE FUNCTIONAL CLASSIFICATION SYSTEM MAP FOR CARSON CITY (1-042-A) - Mr. Brotzman iterated the recent update to the Master Plan Street and Highway Element and the utilization of the Federal Aid Urban Funds (FAU) for signal synchronization. NDOT has suggested Carson City update the Functional Classification Map to comply with the Master Plan so that funding could be utilized more efficiently on roads and signals.

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Referring to a chart, Mr. Brotzman pointed out that the map complies with the Master Plan with the exception of a minor revision which was outlined in red. Printing of the document would have no fiscal impact if approved. Commissioner Bennett moved that RTC approve the functional classification map and authorize the Chairman to sign the map. Commissioner Thurman seconded the motion. The motion carried 3-0.

3. REQUEST FROM SIERRA TECHNOLOGY FOR SUPPORT OF A SPECIAL ASSESSMENT DISTRICT AND FINANCIAL PARTICIPATION OF GRAVES LAND BETWEEN HOT SPRINGS ROAD AND LOMPA LANE (1-057-A) - Mr. Brotzman referenced a Lumos & Associate report for Sierra Technology Corporation which requests RTC's support for an Assessment District to construct Graves Lane from Lompa Lane to Hot Springs Road. Mr. Brotzman's concerns regarding RTC's participation are addressed on the last page of his report. Due to the concerns, however, he requested the record also reflect those concerns: (1) Will participation in the manner requested by the developer have city-wide benefit above and beyond the transportation needs developed by staff and will participation open the City to criticism of subsidizing development at the expense of other needs; (2) While participation in the manner requested by the developer would substantially reduce the amount of money the RTC would ultimately pay to get this Graves Lane segment constructed, the City would not have to provide funds in the time period requested if the developer were not creating the need; (3) The request is conceptual at this time. To make a final decision, more information will be necessary. While the overall cost estimates and project options have been outlined by the developer, the assessment formula has not been determined to help the City consider the impact. In addition, other property owner participants, including NDOT, should be identified as well as possible opposition; and (4) Additional decisions would have to be made for project design and administration services. The information presented includes an engineering line item. City RTC staff may or may not be available to design such a project. In the event the City chose or was not able to design the project in the developer's time frame, decisions would have to be made on the consultant selection process. Alluding to the chart he pointed out the portion of Graves Lane to be constructed sometime after 1996. The Graves Lane construction from Highway 395 to Combs Canyon is the main priority. The second priority for the Graves Lane construction would be from Highway 50 to Airport Road. He supported Alternate 6 of the plan submitted by Sierra Technology with some additional revisions.

Mr. Paul Lumos, Lumos & Associates, representing Sierra Technology Corporation, summarized his requests from RTC, as follows: (1) To support the creation of an Assessment District for the construction of Graves Lane extension between Roop Street and Lompa Lane; (2) To submit a formal request to NDOT for construction of that portion of Graves Lane within the NDOT right-of-way; and (3) To participate financially in the extension of Graves Lane. Sierra Technology has a Master Plan that had been approved by the Planning Commission and the Board of Supervisors. Alternative 1 was explained. The large number of parcels and property owners which abut Graves Lane were noted. The development agreements currently existing between the City and the adjoining property owners were noted. These require development of Graves Lane at the time their property is developed. Sierra Technology would be responsible for approximately the entire length

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of the south half of Graves Lane. Mr. Lumos explained the need to create an Assessment District. Carson City had two Assessment Districts in existence. The security for the proposed assessment district would be the participants' properties. He outlined legal parameters of a district. Benefits of a district included expediting Graves Lane extension's construction, cost reduction to property owners, and construction as one complete whole-width, rather "hop-scotching." The bond obligation would run with the land, not with the owner. The assessment formula was based upon frontage property and generated traffic.

NDOT requirements were discussed among Mr. Dull, Mr. Lumos, Staff and Commission. NDOT would not be a part of the Assessment District. Federal funds cannot be used for an area twice - Graves Lane and the proposed at-grade bypass.

Mr. Lumos then outlined the alternatives included in the staff report. Messrs Lumos and Brotzman supported Alternative 6. The cost of Alternatives 1, 3A and 6, as well as safety design features of Alternative 6 were discussed.

Mr. Dull explained the Urban System Fund program, that if Graves Lane is built, it would be to Urban standards. He supported Alternative 6. Urban System Funding has changed considerably under the new Highway Bill which was detailed. Methods that the Urban System Funds could be used were noted. He cautioned Urban System Funds were no longer assigned as had been done previously. Mr. Brotzman and Commission discussed the Graves Lane construction plan and the expressway overpass. Mr. Dull pointed out, again, there may be a problem with the at-grade freeway because federal participation would not occur twice. Mr. Dull discussed the possibility of the State taking over Graves Lane and giving Hot Springs Road to Carson City. If Graves Lane carries more traffic than Hot Springs Road, this would relieve the City of a tremendous maintenance responsibility.

Mr. Homann believed the at-grade expressway intersection with Graves Lane would be a signalized intersection. He felt, if planned properly, federal participation would need not occur twice. This may increase the cost to design Graves Lane when the expressway design is included.

Mr. Lumos said the figures are very preliminary and based on the set of plans provided. The design of the freeway had not been decided. Graves Lane may be built as a through street. He responded to other concerns specified in the report, e.g. that NDOT was not considered opposition and that NDO would be kept involved. A request was being made through RTC for NDOT's involvement. Opposition would be identified through the process of public hearings on the Assessment District. A burden was not anticipated for City staff to design this project.

Mr. O'Brien justified his recommendation that the City participate in the amount of \$174,000 for Alternative No. 6. He recommended the \$174,000 be a fixed amount.

Chairperson Fettic suggested RTC recommend to the Board of Supervisors the need for a Special Assessment District and the financial participation of Graves Lane between Hot Springs Road and Lompa Lane in an amount not to

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exceed \$174,000. Mr. Lipparelli reminded the Commission the item was agendized as a request for support. Mr. O'Brien asked for direction to return to the regular RTC meeting with a development agreement to be recommended to the Board of Supervisors. Chairperson Fettic directed staff to consider the request from Sierra Technology for support of the Special Assessment District for Graves Lane and the financial participation of Graves Lane between Hot Springs Road and Lompa Lane to be scheduled for the next regular meeting.

Chairperson Fettic asked for public comment with no response. No formal action was taken.

5. DISCUSSION AND POSSIBLE ACTION FOR ADOPTING THE REGIONAL TRANSPORTATION COMMISSION BUDGET FOR FISCAL YEAR 1992/1993 - Mr. Brotzman reviewed the Program Data sheet provided the Commissioners as well as the Priority List attached to the agendized items. The 1991/1992 items were out for contract. He reviewed the five projects specified on the Priority List which were in priority order. Chairperson Fettic expressed concern about approving the Priority List for 1992/1993 due to the fact that the Commission had not had the opportunity to study the budget. He suggested a meeting date be chosen for a Special RTC meeting. A special RTC Meeting was scheduled for Thursday, February 27, 1992 at 4:00 p.m. No formal action was taken.

6. CITIZENS COMMENTS - None.

7. COMMISSIONERS' COMMENTS (NON-ACTION ITEMS) - Commissioner Bennett requested an item be agendized for RTC consideration of the City's need for public transportation.

8. STAFF COMMENTS (NON-ACTION ITEMS) - Mr. O'Brien updated the Commission on the Graves Lane extension to the west. He updated the status of the Harootunian property. The trust has a new Trustee, Attorney Farmer from San Luis Obispo. He will meet with Mr. Farmer and attempt to determine what is in the best interest of the trust. The condemnation procedures were explained. Chairperson Fettic recommended the City proceed with condemnation procedures if something does not happen within the next 30 to 45 days. Chairperson Fettic directed this item be agendized for the special meeting scheduled on February 27, 1992.

Mr. Brotzman updated the Commission on the left turn signals at Winnie Lane and Carson Street. Harker and Harker has subcontracted to Granite Construction and would begin construction at the end of March. The delay was explained. NDOT will have their bid documents out for the traffic signalization next month. Mr. O'Brien added once the bids come in a contract would have to acquire some specialized equipment which will delay the construction date.

9. ACTION ON FUTURE MEETING DATE(S) AND TIME(S) - A special meeting was previously set for Wednesday, February 27, 1992, at 4:00 p.m. The next regular meeting will be the third Wednesday of the month.

10. ADJOURNMENT - Commissioner Bennett moved to adjourn the meeting. Commissioner Thurman seconded the motion. A vote was taken and the motion

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carried 3-0. Chairperson Fettic adjourned the meeting at 10:30 a.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 the normal business hours.

The minutes of the February 19, 1992, Carson City Regional Transportation Commission Meeting

ARE SO APPROVED ON _____, 1992.

BY: _____
TOM FETTIC, Chairman