



## NOTICE OF MEETING OF THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION (RTC)

**Day:** Wednesday  
**Date:** January 13, 2021  
**Time:** Begins immediately after the adjournment of the Carson Area Metropolitan Planning Organization meeting that begins at 4:30 p.m.  
**Location:** Community Center, **Bob Boldrick Theater**, 851 East William Street, Carson City, Nevada

### AGENDA

**NOTICE TO PUBLIC:** The State of Nevada and Carson City are currently in a declared State of Emergency in response to the global pandemic caused by the coronavirus (COVID-19) infectious disease outbreak. In accordance with the Governor's Declaration of Emergency Directive 006, which has suspended the provisions of NRS 241.020 requiring the designation of a physical location for meetings of public bodies where members of the public are permitted to attend and participate, public meetings of Carson City will NOT have a physical location open to the public until such time this Directive is removed.

Members of the public who wish only to view the meeting but do NOT plan to make public comment may watch the livestream of the RTC meeting at:

<https://www.carson.org/transparency/meeting-agendas-minutes-and-recordings>

The public may provide public comment in advance of a meeting by written submission to the following email address: [lmaloney@carson.org](mailto:lmaloney@carson.org). For inclusion or reference in the minutes of the meeting, your public comment must include your full name and be submitted via email by not later than 3:00 p.m. the day before the meeting.

Members of the public who wish to provide live public comment may do so during the designated public comment periods, indicated on the agenda, via telephonic appearance by dialing the numbers listed below. Please do NOT join by phone if you do not wish to make public comment.

To join by telephone, you must dial the following number: +1-408-418-9388 (Meeting ID: 146-734-7980).

To videoconference, you must have access to an Internet connection and a computer equipped with a camera and microphone with which you can join a meeting at the following link:

<https://carsoncity.webex.com/carsoncity/onstage/g.php?MTID=e1a6b7ba3cc2c0ee1d74bedd5eb994b73>

AGENDA NOTES: The Carson City Regional Transportation Commission (RTC) is pleased to make reasonable accommodations for members of the public who are disabled and wish to attend the meeting via video conference or telephonic appearance, or who wish to make written submissions to RTC. If special arrangements are necessary, please notify RTC staff in writing at 3505 Butti Way, Carson City, Nevada, 89701, or [LMaloney@carson.org](mailto:LMaloney@carson.org), or call Lucia Maloney at (775) 887-2355 at least 24 hours in advance of the meeting.

For more information or for copies of the supporting material regarding any of the items listed on the agenda, please contact Lucia Maloney, Transportation Manager, at (775) 887-2355. Additionally, the agenda with all supporting material is posted under the RTC at [www.carson.org/agendas](http://www.carson.org/agendas), or is available upon request at 3505 Butti Way, Carson City, Nevada, 89701.

## **1. ROLL CALL AND DETERMINATION OF A QUORUM**

**2. AGENDA MANAGEMENT NOTICE:** The Chair may take items on the agenda out of order; combine two or more agenda items for consideration; and/or remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

**3. DISCLOSURES:** Any member of the RTC Board may inform the Chair of his or her intent to make a disclosure of a conflict of interest on any item appearing on the agenda or on any matter relating to the RTC's official business. Such disclosures must also be made at such time the specific agenda item is introduced.

**4. PUBLIC COMMENT\*\*:** The public is invited at this time to comment on and discuss any topic that is relevant to, or within the authority of this public body. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future RTC meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

## **5. APPROVAL OF MINUTES:**

**5-A For Possible Action** – Discussion and possible approval of the December 9, 2020 draft minutes.

## **6. PUBLIC MEETING ITEM(S):**

**6-A For Possible Action** – Discussion and possible action to nominate and elect a Chairperson and Vice-Chairperson for the Carson City RTC.

**Staff Summary:** The RTC will consider the nomination and election of a Chairperson and Vice-Chairperson to serve for a 2-year term (calendar years 2021 and 2022), commencing immediately. Under NRS 277A.180(3), the Chairperson must be one of the two members of the Board of Supervisors appointed to RTC.

**6-B For Possible Action** – Discussion and possible action regarding support for the planned Historic Virginia & Truckee Trail route throughout Carson City.

**Staff Summary:** The Carson City Public Works Department is soliciting support from RTC for the planned Historic Virginia & Truckee Trail (V&T) main route through Carson City.

**6-C For Possible Action** – Discussion and possible action regarding a Surface Transportation Block Grant (STBG) application by the Public Works Department to the Carson Area Metropolitan Planning Organization (CAMPO) seeking \$1.2 million for the District 3 E. 5<sup>th</sup> Street Reconstruction Project from Fairview Drive to Marsh Road.

**Staff Summary:** Staff seeks approval to submit an application for a Surface Transportation Block Grant for the Federal Fiscal Year (FFY) 2021 and 2022 CAMPO Call for Projects in the amount of \$1.2 million to reconstruct roadway pavement, perform pavement preservation, complete sidewalk and crosswalk enhancements, replace utilities, and complete Americans with Disabilities Act (ADA) upgrades along E. 5<sup>th</sup> Street between Fairview Drive and Marsh Road.

**6-D For Possible Action** – Discussion and possible action regarding options to modify traffic impact study requirements to address transportation related impacts associated with development.

**Staff Summary:** The Carson City Public Works Department is investigating ways to address existing issues with traffic impact studies with the goal of implementing new or alternative traffic impact study processes to better address and account for transportation related impacts resulting from development projects. Available tools listed by Carson City Municipal Code (CCMC) for responding to development impacts on the transportation system are limited. Staff will present potential options that have been developed and analyzed to address these issues and will also present a work plan for obtaining broad-reaching input from the Planning Commission, transportation stakeholders, and other community organizations.

## **7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - Non-Action Items:**

7-A Transportation Manager's Report

7-B Street Operations Activity Report

7-C Transportation Projects Status Report

**8. BOARD COMMENTS: For Information Only** – Status reports and comments from the members of the RTC Board.

**9. The Next Meeting is Tentatively Scheduled** – 4:30 p.m., Wednesday, February 10, 2021, at the **Robert “Bob” Crowell Board Room (previously called the Sierra Room)** - Community Center, 851 East William Street, immediately after the meeting of the Carson Area Metropolitan Planning Organization.

**10. PUBLIC COMMENT\*\*:** The public is invited at this time to comment on any matter that is not specifically included on the agenda as an action item. No action may be taken on a matter raised under this item of the agenda. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future RTC meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

## 11. ADJOURNMENT: For Possible Action

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**\*\*PUBLIC COMMENT LIMITATIONS - Although the RTC often provides an opportunity for additional public comment during each specific item designated for possible action on the agenda, public comment will be temporarily limited to the beginning of the agenda before any action is taken and again at the end before adjournment. This policy will remain effective during the period of time the State of Nevada is under a State of Emergency as declared by the Governor due to the COVID-19 pandemic, and is intended to achieve the efficient conduct of meetings while facilitating public participation via videoconference and telephonic means.**

**NOTICE TO PUBLIC: In accordance with the Governor's Emergency Declaration Directive 006 suspending state law provisions requiring the posting of public meeting agendas at physical locations, this agenda was posted electronically at the following Internet websites:**

This notice has been posted at the following locations:

[www.carson.org/agendas](http://www.carson.org/agendas)  
<http://notice.nv.gov>

**CARSON CITY REGIONAL TRANSPORTATION COMMISSION**  
**Minutes of the December 9, 2020 Meeting**  
**Page 1**

**DRAFT**

A regular meeting of the Carson City Regional Transportation Commission (RTC) was scheduled to begin following adjournment of the Carson Area Metropolitan Planning Organization (CAMPO) meeting on Wednesday, December 9, 2020, in the Community Center Bob Boldrick Theater, 851 East William Street, Carson City, Nevada.

**PRESENT:** Chairperson Brad Bonkowski  
 Vice Chairperson Mark Kimbrough  
 Commissioner Lori Bagwell  
 Commissioner Chas Macquarie (via WebEx)  
 Commissioner Greg Stedfield

**STAFF:** Lucia Maloney, Transportation Manager  
 Todd Reese, Deputy District Attorney (via WebEx)  
 Dirk Goering, Senior Transportation Planner (via WebEx)  
 Chris Martinovich, Transportation/Traffic Engineer (via WebEx)  
 Kelly Norman, Transportation Planner/Analyst (via WebEx)  
 Alex Cruz, Transit Coordinator (via WebEx)  
 Tamar Warren, Senior Public Meetings Clerk

**NOTE:** A recording of these proceedings, the commission's agenda materials, and any written comments or documentation provided to the Clerk, during the meeting, are part of the public record. These materials are available for review, in the Clerk's Office, during regular business hours. All approved meeting minutes are available on [carson.org/minutes](http://carson.org/minutes).

**1. CALL TO ORDER AND DETERMINATION OF A QUORUM**

(5:29:26) – Chairperson Bonkowski called the meeting to order at 5:29 p.m. Roll was called, and a quorum was present.

**2. AGENDA MANAGEMENT NOTICE**

(5:30:09) – Ms. Maloney and the Commissioners indicated that they had no modifications to the agenda.

**3. DISCLOSURES**

(5:30:23) – Chairperson Bonkowski entertained Commissioner disclosures; however, none were forthcoming.

**4. PUBLIC COMMENT**

(5:30:34) – Chairperson Bonkowski introduced the item and read into the record the *Notice to the Public*, incorporated into the agenda, outlining the temporary public comment guidelines established during the Governor's COVID-19 Emergency Directive, incorporated into the agenda, and entertained public comments; however, none were forthcoming.

**CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

**Minutes of the December 9, 2020 Meeting**

**Page 2**

**DRAFT**

**5. APPROVAL OF MINUTES**

**5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE APPROVAL OF THE NOVEMBER 18, 2020 DRAFT MINUTES.**

(5:31:30) – Chairperson Bonkowski introduced the item.

(5:31:34) – Vice Chair Kimbrough moved to approve the minutes of the November 18, 2020 meeting as presented. The motion was seconded by Commissioner Stedfield and carried 5-0-0.

**6. PUBLIC MEETING ITEMS**

**6-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING A DETERMINATION THAT A&K EARTHMOVERS INC., IS THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER PURSUANT TO N.R.S. CHAPTER 338 AND TO AWARD CONTRACT NO. 20300194, DISTRICT 2 - NORTHRIDGE DRIVE RECONSTRUCTION PROJECT, TO A&K EARTHMOVERS INC. FOR A TOTAL NOT TO EXCEED AMOUNT OF \$843,700 TO BE FUNDED WITH SURFACE TRANSPORTATION BLOCK GRANT (STBG) FUNDS WITH THE REQUIRED MATCH FROM THE REGIONAL TRANSPORTATION FUND.**

(5:31:51) – Chairperson Bonkowski introduced the item. Mr. Martinovich presented the agenda materials, incorporated into the record, and responded to clarifying questions. Chairperson Bonkowski entertained a motion.

(5:37:51) – Commissioner Bagwell moved to award Contract No. 20300194 as presented. The Motion was seconded by Vice Chair Kimbrough and carried 5-0-0.

**7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - NON-ACTION ITEMS:**

**7-A TRANSPORTATION MANAGER’S REPORT**

(5:38:24) – Ms. Maloney cited “a handful of crashes on Northridge [Drive] over the last couple of years” and explained that cost-effective improvements were planned as a response, adding that they had been in contact with the affected property owners. She also announced being awarded a Transportation Alternatives Program (TAP) grant for over \$566,000 over two years, for the continuation of the Western Nevada Safe Routes to School Program which would utilize an in-kind match, adding that Staff were working with the Nevada Department of Transportation (NDOT) for the draft agreement. Ms. Maloney explained that the TAP grant award for the rehabilitation of Carson City’s multiuse paths and the extension of the Linear Ditch multiuse path from Roop Street to South Carson Street had been placed on hold until the funding of the Federal Transportation Bill. She also noted that the Federal Transit Administration grant request was still pending.

**CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

**Minutes of the December 9, 2020 Meeting**

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**DRAFT**

**7-B STREET OPERATIONS ACTIVITY REPORT**

(5:42:10) – Ms. Maloney reviewed the Street Operations Activity Report as of October 2020, incorporated into the record, and responded to clarifying questions.

**8. BOARD COMMENTS: FOR INFORMATION ONLY – STATUS REPORTS AND COMMENTS FROM THE MEMBERS OF THE RTC BOARD.**

(5:44:38) – Chairperson Bonkowski entertained comments from the Commissioners. Vice Chair Kimbrough cited anecdotal data on the frequency of accidents at roundabouts, noting that he was an advocate of roundabouts. He also was informed that issues regarding the South Carson Street Multiuse Path should be discussed with Ms. Maloney, Mr. Martinovich, or Deputy Public Works Director Dan Stucky. Commissioner Macquarie wished to be included in the aforementioned discussion and thanked Chairperson Bonkowski.

**9. THE NEXT MEETING IS TENTATIVELY SCHEDULED – 4:30 P.M., WEDNESDAY, JANUARY 13, 2021, AT THE SIERRA ROOM - COMMUNITY CENTER, 851 EAST WILLIAM STREET, IMMEDIATELY AFTER THE MEETING OF THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION.**

(5:49:08) – Chairperson Bonkowski read the agenda item into the record and clarified that the RTC meeting will immediately follow the Carson Area Metropolitan Planning Organization meeting which starts at 4:30 p.m. in the Robert “Bob” Crowell Boardroom (formerly known as the Sierra Room).

**10. PUBLIC COMMENT**

(5:49:33) – Chairperson Bonkowski entertained public comments; however, none were forthcoming.

**11. ADJOURNMENT: FOR POSSIBLE ACTION**

(5:49:42) – Chairperson Bonkowski adjourned the meeting at 5:49 p.m.

The Minutes of the December 9, 2020 Carson City Regional Transportation Commission meeting are so approved this 13<sup>th</sup> day of January, 2021.

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## STAFF REPORT

**Report To:** The Carson City Regional Transportation Commission (RTC)

**Meeting Date:** January 13, 2021

**Staff Contact:** Lucia Maloney, Transportation Manager

**Agenda Title: For Possible Action** – Discussion and possible action to nominate and elect a Chairperson and Vice-Chairperson for the Carson City RTC.

**Staff Summary:** The RTC will consider the nomination and election of a Chairperson and Vice-Chairperson to serve for a 2-year term (calendar years 2021 and 2022), commencing immediately. Under NRS 277A.180(3), the Chairperson must be one of the two members of the Board of Supervisors appointed to RTC.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 5 Minutes

### **Proposed Motion**

I move to appoint \_\_\_\_\_ as Chairperson and \_\_\_\_\_ as Vice-Chairperson for 2-year terms.

### **Background/Issues & Analysis**

Per NRS 277A.180, the commission must be composed of representatives selected by the Carson City Board of Supervisors as follows:

- (a) Two members of the Board of Supervisors, one of whom must be designated by the commission to serve as chairman of the commission.
- (b) Three representatives of the City at large.

Though the Chairperson must be a member of the Board of Supervisors, any RTC Commissioner may serve as the Vice-Chairperson. Terms of the newly elected Chairperson and Vice-Chairperson will be effective immediately.

An aspirational goal within the City's Policies and Procedures for Boards, Committees, and Commissions encourages leadership to rotate regularly among members and that a chair should serve for two years. Additionally, nomination of a previous chairperson should be considered only after two years has passed since he/she last served. Staff recommends two-year terms for the newly elected Chairperson and Vice-Chairperson (calendar years 2021 and 2021), commencing immediately.

**Applicable Statute, Code, Policy, Rule or Regulation**

NRS 277A.180

Carson City, Nevada Policies and Procedures for Boards, Committees, and Commissions

**Financial Information**

Is there a fiscal impact?  Yes  No

If yes, Fund Name, Account Name / Account Number:

Is it currently budgeted?  Yes  No

Financial Explanation:

**Alternatives**

Do not appoint a Chairperson and Vice-Chairperson and provide alternative direction to staff.

**Board Action Taken:**

Motion: \_\_\_\_\_

1) \_\_\_\_\_

Aye/Nay

2) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)



## STAFF REPORT

**Report To:** The Carson City Regional Transportation Commission (RTC)

**Meeting Date:** January 13, 2021

**Staff Contact:** Kelly Norman, Transportation Planner/Analyst

**Agenda Title: For Possible Action** – Discussion and possible action regarding support for the planned Historic Virginia & Truckee Trail route throughout Carson City.

**Staff Summary:** The Carson City Public Works Department is soliciting support from RTC for the planned Historic Virginia & Truckee Trail (V&T) main route through Carson City.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 15 minutes

### **Proposed Motion**

I move to support the Planned Historic Virginia & Truckee Trail route throughout Carson City as presented.

### **Background/Issues & Analysis**

The Virginia and Truckee Railroad was built by the Bank of California to carry ore from the Comstock silver mines of Virginia City to the processing mills along the Carson River. The railroad was later extended to Carson City to channel lumber from the Lake Tahoe basin to Virginia City to build mine tunnels. In 1872, the railroad track was extended north to connect with the transcontinental Central Pacific Railroad in Reno, and then south to Minden in 1906, resulting in an unusual three-legged configuration for the 66-mile railroad.

The railroad stopped operation in 1950, and the route was returned to previous landowners—a mixture of private, city and county owners—as well as the United States Bureau of Land Management.

Renewed interest in the V&T since 2015 has led to the rail corridor's new life as the Historic Virginia and Truckee Trail. The completed trail will connect five counties, five cities and six museums. Portions of the trail have already been constructed; Carson City, the state capital, has several miles of the V&T on the ground. And bicyclists ride along much of the old route, without even realizing it, through Washoe and Pleasant Valleys in Washoe County.

As illustrated in Exhibit 1, within Carson City, the planned Historic Virginia & Truckee Trail (V&T) main route begins in northwest Carson City, travels south along Murphy Drive then south along Longview Way. The Historic V&T route then travels east from Longview Way along Ash Canyon Road to North Ormsby Boulevard, east along West Washington Street to Carson Street. From Carson Street, the Historic V&T route splits east and south. The route travels east along Williams Street and Highway 50 to Lyon County. The route also extends south along South Carson Street to Clear Creek to Bigelow south into Douglas County. An alternative southern route would lead from South Carson Street to Snyder Avenue to Bigelow south into Douglas County.

Once complete, the trail will also link together a handful of regionally and nationally significant trails such as the Pony Express Trail, the American Discovery Trail and the Tahoe Pyramid Trail. Through connections to those trails and others in Carson City and Douglas and Washoe counties, travelers can also reach the Tahoe Rim Trail and the Pacific Crest Trail.

**Applicable Statute, Code, Policy, Rule or Regulation**

-NRS Chapter 338

**Financial Information**

Is there a fiscal impact?  Yes  No

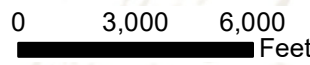
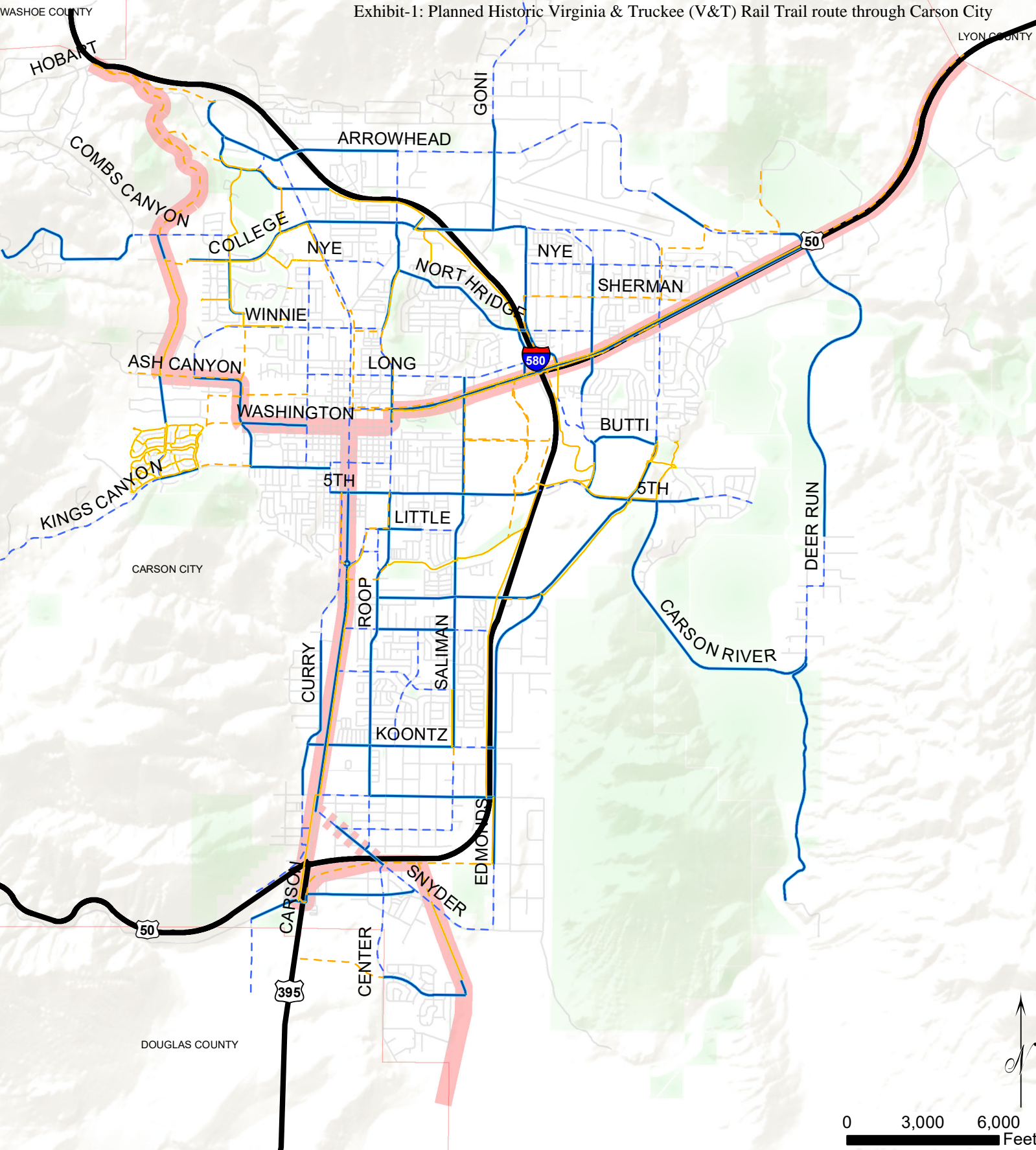
If yes, account name/number:

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact:

**Supporting Material**

-Exhibit-1: Planned Historic Virginia & Truckee (V&T) Rail Trail route through Carson City



**Planned Historic V&T Route**

- V&T Main
- V&T Alternate
- On-Street Bike Facilities
- Proposed On-Street Bike Facilities
- Multi-Use Paths or Wide Sidewalk
- Proposed MUP or Wide Sidewalk

- Parks & Open Space
- Carson City Streets

**CAMPO Highways**

- 395
- 580
- 50



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## STAFF REPORT

**Report To:** The Carson City Regional Transportation Commission (RTC)

**Meeting Date:** January 13, 2021

**Staff Contact:** Chris Martinovich, Transportation / Traffic Engineer

**Agenda Title: For Possible Action** – Discussion and possible action regarding a Surface Transportation Block Grant (STBG) application by the Public Works Department to the Carson Area Metropolitan Planning Organization (CAMPO) seeking \$1.2 million for the District 3 E. 5<sup>th</sup> Street Reconstruction Project from Fairview Drive to Marsh Road.

**Staff Summary:** Staff seeks approval to submit an application for a Surface Transportation Block Grant for the Federal Fiscal Year (FFY) 2021 and 2022 CAMPO Call for Projects in the amount of \$1.2 million to reconstruct roadway pavement, perform pavement preservation, complete sidewalk and crosswalk enhancements, replace utilities, and complete Americans with Disabilities Act (ADA) upgrades along E. 5<sup>th</sup> Street between Fairview Drive and Marsh Road.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 10 minutes

### Proposed Motion

I move to approve the submission of the grant application as presented.

### Background/Issues & Analysis

In November 2020, the CAMPO Board approved a distribution method for Federal Fiscal Years 2021 and 2022 STBG funds through a Call for Projects. CAMPO staff released the official Call for Projects on December 28<sup>th</sup>. Applications may be submitted until January 24, 2021. As described in the Call for Projects, member agencies can submit projects to be compiled by CAMPO staff and presented to the CAMPO board for evaluation and funding award. This grant application is in response to the Call for Projects by requesting \$1.2 million in STBG funds for roadway and utility improvements along E. 5<sup>th</sup> Street from Fairview Drive to Marsh Road.

The project improvements include:

- Pavement reconstruction between Hells Bells Road and Hidden Meadow Drive
- Pavement patching and preservation between Fairview Drive and Hells Bells Road and between Hidden Meadow Drive and Marsh Road
- Modifications to the intersection of E. 5<sup>th</sup> Street / Hells Bells Road / Carson River Road
- Replacement of the existing waterline between Hells Bells Road / Carson River Road and Hidden Meadow Drive
- Construction of a new, right-hand turn pocket on E. 5<sup>th</sup> Street at Carson River Road
- Replacement of substandard sidewalks
- Construction of new ADA-compliant pedestrian curb ramps

- Enhanced crosswalk safety at intersections near Eagle Valley Middle School and other school zone signal and signing upgrades

Project funding will be for project management, design, and construction.

The E. 5<sup>th</sup> Street corridor was identified by staff as a successful project for the following reasons:

- The project was identified as one of five transportation infrastructure projects for Pavement Performance District 3. It was identified as being a Major Rehabilitation/Reconstruction Project due to the deteriorating pavement condition and included a combination of rehabilitation and pavement preservation treatments. The project was approved as a District 3 project at the September 9, 2020 RTC Board Meeting.
- Proposed improvements along E. 5<sup>th</sup> Street would improve pedestrian safety for children and families walking to and from Eagle Valley Middle school. Several projects aimed at enhancing safety and connectivity for students along this corridor were recommended by the 2020 Safe Routes to School Master Plan. Some of those recommended projects will be implemented with this roadway project.
- The Water Utility Division has identified the need to replace the waterline along E. 5<sup>th</sup> Street. This replacement will be included as a component of the project. The Water Utility Division is providing approximately \$354,000 toward the project.
- The Carson City School District is proposing an expansion Eagle Valley Middle School to increase the student capacity. A traffic impact study for the school expansion identified roadway improvements needed to enhance circulation of student pick-up and drop-off traffic. Carson City Public Works is working closely with the School District to coordinate efforts to provide this enhanced circulation which may include modifications to the driveway approaches and constructing a right-turn lane at Carson River Road.

Surface Transportation Block Grant funds require a 5% local match. The City's grant application is requesting \$1.2 million, with a 5% local match (\$60,000), to construct the project. Funding for the required local match will come from the Water Utility Fund, Capital Projects. The total estimated cost of the project is \$1,550,000. If approved, Carson City Staff will complete and submit the application for CAMPO's Call for Projects in advance of the deadline.

**Applicable Statute, Code, Policy, Rule or Regulation**

NRS Chapter 277A

**Financial Information**

Is there a fiscal impact?  Yes  No

If yes, account name/number:

For revenues - STBG Funding / 2503082-431010.

For expenses Regional Transportation Fund, Capital Projects account / 2503035-507010 and the Water Utility fund, Capital Projects – Construction account / 5203505-507010, transfer of available funding from Waterline Replace/Rehab.

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact: The grant application is 95% reimbursable with 5% local match. If approved, the total estimated local match would be approximately \$60,000 for the District 3 E. 5<sup>th</sup> Street Reconstruction Project. This local match would come from the Water Utility fund, Capital Projects. If approved and awarded, the revenue and expense will be augmented by \$1,200,000 and \$1,260,000, respectively.

**Alternatives**

Do not approve pursuit of the grant and provide alternate direction to staff.

**Supporting Material**

- Exhibit-1: Map of Project Area
- Exhibit-2: CAMPO Call for Projects

**Board Action Taken:**

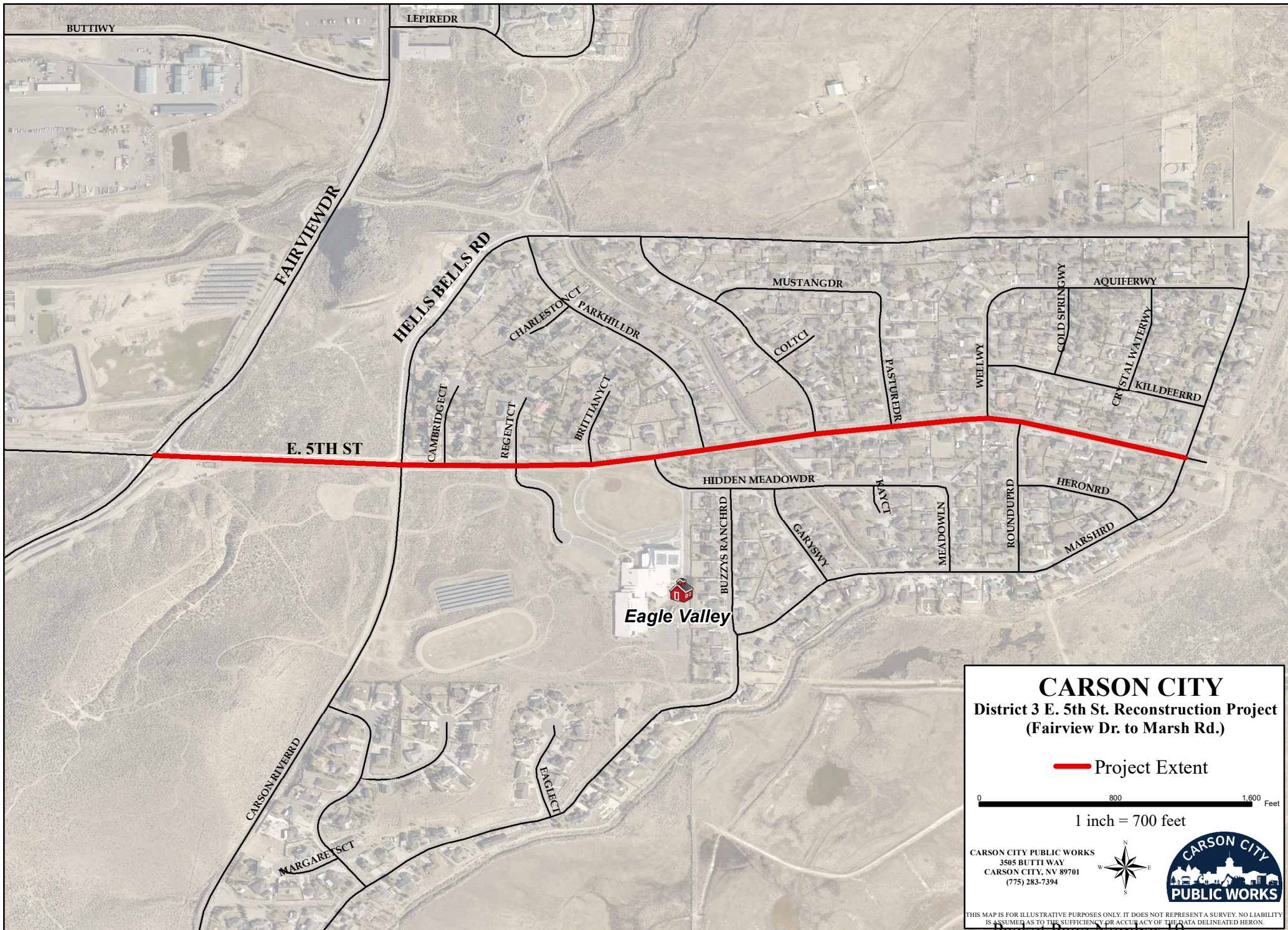
Motion: \_\_\_\_\_

1) _____	Aye/Nay
2) _____	_____
	_____
	_____

\_\_\_\_\_  
(Vote Recorded By)

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# Exhibit 1: Map of Project Area



**CARSON CITY**  
District 3 E. 5th St. Reconstruction Project  
(Fairview Dr. to Marsh Rd.)

— Project Extent

0 800 1,600 Feet  
1 inch = 700 feet

CARSON CITY PUBLIC WORKS  
3505 BUTTI WAY  
CARSON CITY, NV 89701  
(775) 283-7394

THIS MAP IS FOR ILLUSTRATIVE PURPOSES ONLY. IT DOES NOT REPRESENT A SURVEY. NO LIABILITY IS ASSUMED AS TO THE SUFFICIENCY OR ACCURACY OF THE DATA DELINEATED HEREON.

Packet Page Number 19

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**CALL FOR PROJECTS: FEDERAL FISCAL YEAR(S) 2021 & 2022  
SURFACE TRANSPORTATION BLOCK GRANT FUNDING**

**Information and Project Submittal Form**

**Information**

The Carson Area Metropolitan Planning Organization (CAMPO) invites partner agencies to submit projects for the allocation of Federal Fiscal Year (FFY) 2021 and 2022 Federal Highway Administration (FHWA) Surface Transportation Block Grant Funding for areas with population 5-200k; 23 U.S.C. 133(d)(1)(A)(iii).

Approximately \$1,200,000 is available for each Federal Fiscal Year, 2021 and 2022, to eligible entities for surface transportation projects on the Federal-aid highway system (Attachment A, *Federal-aid Highway System*) within CAMPO's metropolitan planning area. STBG funds are annually allocated to CAMPO and must be programmed within CAMPO's Regional Transportation Plan and Transportation Improvement Program. The funds can be used for a wide range of transportation purposes (Attachment B, *STBG Funding Eligible Uses*). A minimum five percent (5%) local match is required. Projects which are allocated funding will require a Local Public Agency (LPA) agreement with the Nevada Department of Transportation (NDOT) for obligation of the funds.

**\*\*Projects must be able to receive a Notice to Proceed by NDOT by the following Deadlines\*\***

- **October 1, 2023: FFY 2021 Funding**
- **October 1, 2024: FFY 2022 Funding**

Eligible projects will be compiled by CAMPO staff and submitted to the CAMPO Board to evaluate, select, and award projects. Partner agencies are encouraged to provide details within their application and attached, supporting materials as to whether/how each submitted project will support successful achievement of the Transportation Goals and Planning Strategies contained within CAMPO's 2050 Regional Transportation Plan, provided on page 4 and available at [www.CarsonAreaMPO.com](http://www.CarsonAreaMPO.com).

**Requests for the allocation of STBG funding are now being accepted.** The project submittal form, on the following page, must be submitted electronically by 11:59 p.m. January 24, 2021 for consideration at the February 10, 2021, CAMPO Board Meeting. Action may be taken to allocate all or a portion of the FFY 2021 and 2022 STBG funding. Any remaining funding will be allocated by the CAMPO Board on an as needed basis.

Please contact Dirk Goering, Senior Transportation Planner, with the Carson Area Metropolitan Planning Organization with any questions or to discuss a potential project.

- Telephone: 775-283-7431
- E-mail: [dgoering@carson.org](mailto:dgoering@carson.org)



**STBG Funding Project Submittal Form**

Project Information	
Project Name	
Organization	
Contact Information (Primary)	Name: Telephone: E-mail:
Project Location (Facility Name & Extent / Address)	
Roadway Functional Classification	
Project Description	



Project Questionnaire	
Is the project in CAMPO's 2050 Regional Transportation Plan?	___ Yes      ___ No
Is the project in CAMPO's Transportation Improvement Program?	___ Yes      ___ No
Is the required 5% Local Match Secured?	___ Yes      ___ No Explanation (include source of match):
Is the project scalable?	___ Yes      ___ No Explanation:
Can the project meet the Notice to Proceed Deadline(s) included on page one?	
What is the anticipated project schedule?	

**Project Funding Table (to be completed by applicant)**

Project Phase	STBG Request	Other Match Funds	Total Cost	Match Ratio
<b>Design</b>	\$ _____	\$ _____	\$ _____	__%
<b>Right-of-Way</b>	\$ _____	\$ _____	\$ _____	__%
<b>Construction</b>	\$ _____	\$ _____	\$ _____	__%
<b>Totals</b>	\$ _____	\$ _____	\$ _____	__%

**\*\*Additional supporting information may be attached, as needed.**

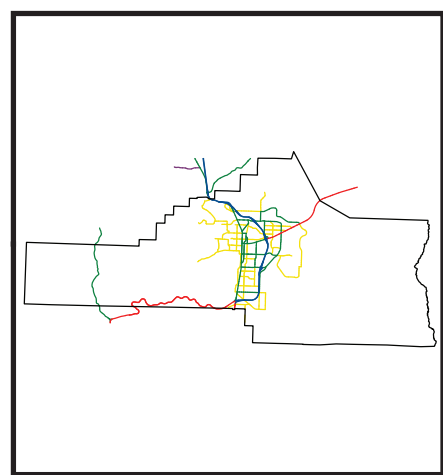
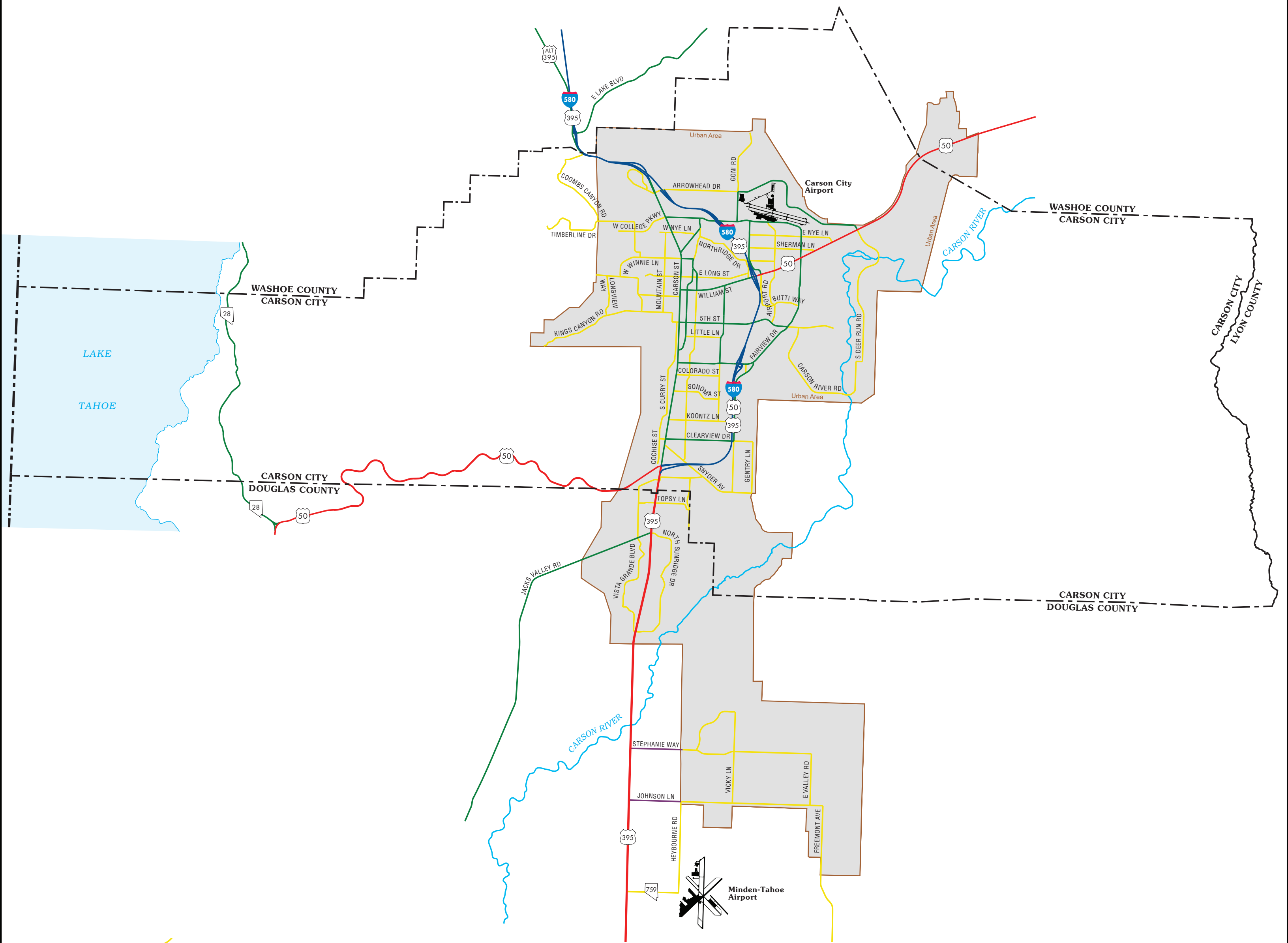
**Application Submitted By:** \_\_\_\_\_  
Full Name (Printed) Title

\_\_\_\_\_ Date  
Signature



## 2050 Regional Transportation Plan Investment Goals and Strategies Matrix

Transportation Goals	Criteria
Increase the safety of the transportation system for all users	<ul style="list-style-type: none"> <li>•The investment is anticipated to reduce crashes or crash severity</li> <li>•The investment will incorporate Proven Safety Countermeasures</li> </ul>
Maintain a sustainable regional transportation system	<ul style="list-style-type: none"> <li>•The investment extends the useful life of the existing infrastructure</li> <li>•The infrastructure being replaced is nearing the end of its useful life</li> <li>•The investment reduces greenhouse gas emissions</li> <li>•The investment provides redundancy to the transportation network</li> </ul>
Increase the mobility and reliability of the transportation system for all users	<ul style="list-style-type: none"> <li>•The investment is located near high- to medium-density residential or commercial uses that generate a high number of trips</li> <li>•The investment is for a high-use transportation facility</li> <li>•The investment improves travel time for system users</li> </ul>
Maintain and develop a multi-modal transportation system that supports economic vitality	<ul style="list-style-type: none"> <li>•The investment enhances multiple modes of transportation or underserved modes of travel</li> <li>•The investment improves business accessibility</li> </ul>
Provide an integrated transportation system	<ul style="list-style-type: none"> <li>•The investment creates a more seamless transition between modes of transportation</li> <li>•The investment integrates multiple modes of transportation</li> </ul>
Planning Strategies	Investments are prioritized when more strategies are accomplished
Mutually Beneficial	<ul style="list-style-type: none"> <li>•The investment accomplishes a “dig once” approach, incorporating improvements for utilities in the roadway or ensuring future betterment needs are reduced</li> <li>•The investment accomplishes projects or actions contained within other Master Plan documents</li> <li>•The investment is located on a transit route</li> </ul>
Improves Access to Essential Services	<ul style="list-style-type: none"> <li>•The investment improves access to community institutions, schools, grocery stores, hardware stores, or similar uses</li> </ul>
Benefits the Most Vulnerable Users	<ul style="list-style-type: none"> <li>•The investment reduces ADA barriers</li> <li>•The investment improves safety around schools</li> </ul>

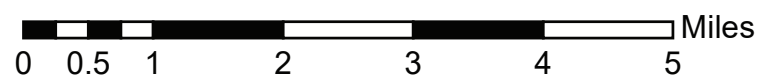


NEVADA

2020

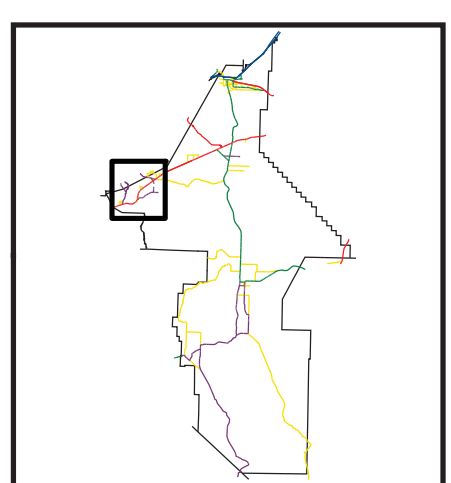
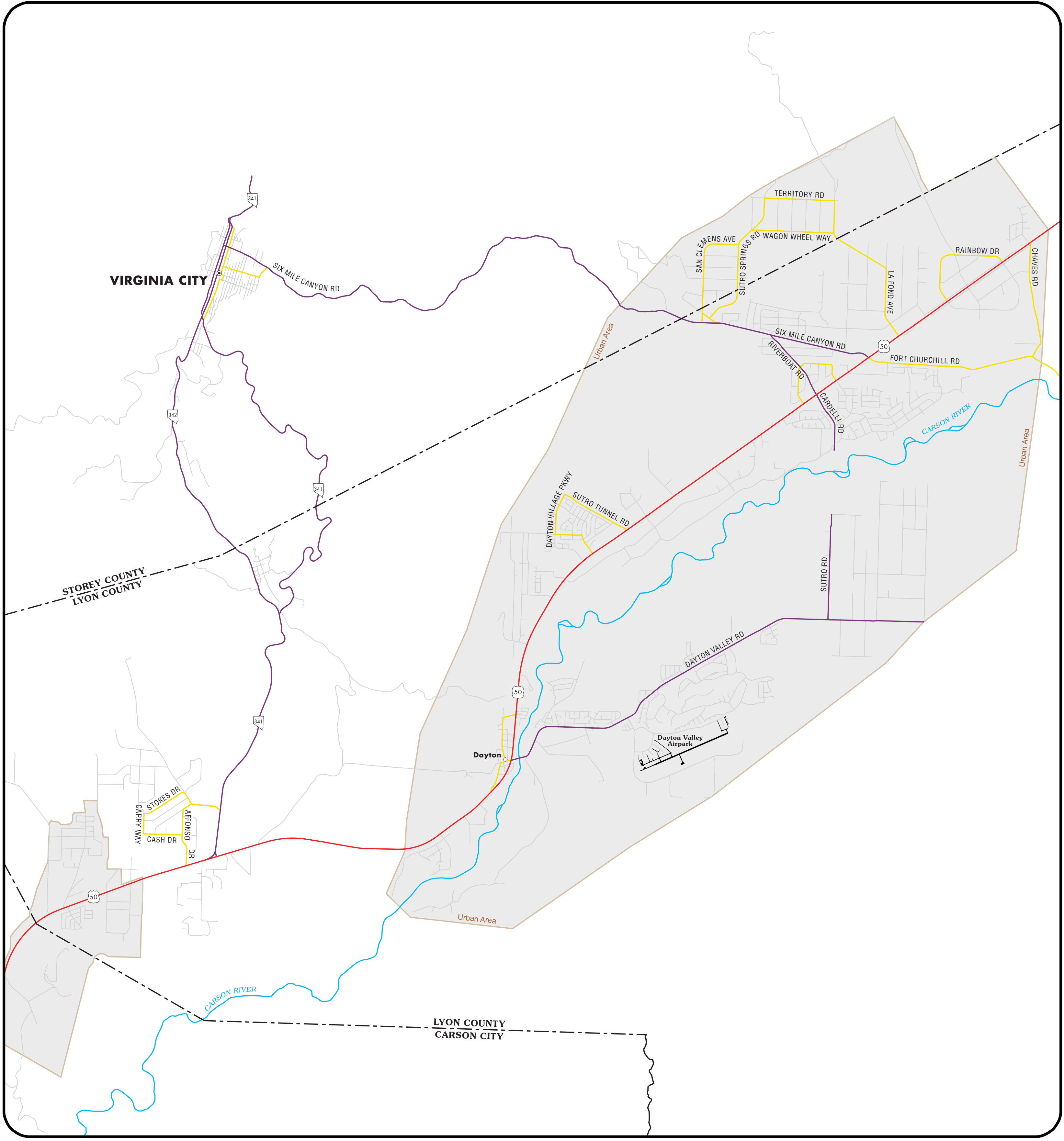
PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

- | Existing | Proposed |                                  |
|----------|----------|----------------------------------|
|          |          | 1 Interstates                    |
|          |          | 2 Other Freeways and Expressways |
|          |          | 3 Other Principal Arterials      |
|          |          | 4 Minor Arterials                |
|          |          | 5 Major Collectors               |
|          |          | 6 Minor Collectors               |
|          |          | 7 Local Roads                    |
|          |          | Urban Limits                     |
|          |          | State Line                       |
|          |          | County Lines                     |



## ROADWAY FUNCTIONAL CLASSIFICATION

## CARSON CITY, NEVADA

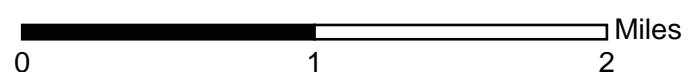


NEVADA

2017

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

- | Existing | Proposed Unbuilt |                                  |
|----------|------------------|----------------------------------|
|          |                  | 1 Interstates                    |
|          |                  | 2 Other Freeways and Expressways |
|          |                  | 3 Other Principal Arterials      |
|          |                  | 4 Minor Arterials                |
|          |                  | 5 Major Collectors               |
|          |                  | 6 Minor Collectors               |
|          |                  | 7 Local Roads                    |
|          |                  | Urban Limits                     |
|          |                  | State Line                       |
|          |                  | County Lines                     |



## ROADWAY FUNCTIONAL CLASSIFICATION

DAYTON

# LYON COUNTY, NEVADA

## Surface Transportation Block Grant Funding Eligible Uses

23 U.S. Code § 133 (b) - Surface Transportation Block Grant Program Eligible Projects—Funds apportioned to a [State](#) under [section 104\(b\)\(2\)](#) for the surface transportation block grant program may be obligated for the following:

(1) [Construction](#) of—

(A) [highways](#), bridges, tunnels, including designated routes of the Appalachian development [highway](#) system and local access roads under [section 14501 of title 40](#);

(B) ferry boats and terminal facilities eligible for funding under section 129(c);

(C) transit capital [projects](#) eligible for assistance under chapter 53 of title 49;

(D) infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;

(E) truck parking facilities eligible for funding under section 1401 of MAP-21 ([23 U.S.C. 137](#) note); and

(F) border infrastructure [projects](#) eligible for funding under section 1303 of SAFETEA-LU ([23 U.S.C. 101](#) note).

(2) [Operational improvements](#) and capital and [operating costs for traffic monitoring, management, and control](#) facilities and programs.

(3) Environmental measures eligible under sections 119(g), 328, and 329 and transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi) of that section) of the [Clean Air Act](#) ([42 U.S.C. 7408\(f\)\(1\)\(A\)](#)).

(4) [Highway](#) and transit safety infrastructure improvements and programs, including railway-[highway](#) grade crossings.

(5) Fringe and corridor parking facilities and programs in accordance with section 137 and [carpool projects](#) in accordance with section 146.

(6) Recreational trails [projects](#) eligible for funding under section 206, pedestrian and bicycle [projects](#) in accordance with [section 217](#) (including modifications to comply with accessibility requirements under the [Americans with Disabilities Act of 1990](#) ([42 U.S.C. 12101](#) et seq.)), and the safe routes to school program under section 1404 of SAFETEA-LU ([23 U.S.C. 402](#) note).

(7) Planning, design, or [construction](#) of boulevards and other roadways largely in the right-of-way of former [Interstate System](#) routes or other divided [highways](#).

(8) Development and implementation of a [State asset management](#) plan for the [National Highway System](#) and a performance-based management program for other [public roads](#).

(9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on [public roads](#), and inspection and evaluation of bridges and tunnels and other [highway](#) assets.

(10) Surface transportation planning programs, [highway](#) and transit research and development and technology transfer programs, and workforce development, training, and education under [chapter 5 of this title](#).

(11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.

(12) [Projects](#) and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

(13) At the request of a [State](#), and upon Secretarial approval of credit assistance under chapter 6, subsidy and administrative costs necessary to provide an [eligible entity](#) Federal credit assistance under chapter 6 with respect to a [project](#) eligible for assistance under this section.

(14) The creation and operation by a [State](#) of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under this title and chapter 53 of title 49, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

(15) Any type of [project](#) eligible under this section as in effect on the day before the date of enactment of the FAST Act, including [projects](#) described under [section 101\(a\)\(29\)](#) as in effect on such day.

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# STAFF REPORT

**Report To:** The Carson City Regional Transportation Commission (RTC)

**Meeting Date:** January 13, 2021

**Staff Contact:** Chris Martinovich, Transportation/Traffic Engineer

**Agenda Title: For Possible Action** – Discussion and possible action regarding options to modify traffic impact study requirements to address transportation related impacts associated with development.

**Staff Summary:** The Carson City Public Works Department is investigating ways to address existing issues with traffic impact studies with the goal of implementing new or alternative traffic impact study processes to better address and account for transportation related impacts resulting from development projects. Available tools listed by Carson City Municipal Code (CCMC) for responding to development impacts on the transportation system are limited. Staff will present potential options that have been developed and analyzed to address these issues and will also present a work plan for obtaining broad-reaching input from the Planning Commission, transportation stakeholders, and other community organizations.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 20 minutes

## **Proposed Motion**

I move to direct staff to continue investigation of the traffic impact study options and to proceed with the proposed work plan as discussed on the record.

## **Background/Issues & Analysis**

The Public Works Department is reviewing Carson City’s “toolbox” for responding to development in Carson City as it relates to traffic and transportation related impacts. Available tools in the CCMC for responding to development impacts on the transportation system are limited by the current Traffic Impact Study (TIS) requirements as listed in Section 12.13 of Division 12 of Title 18 Appendix of the CCMC and the Street Improvement requirements as listed in CCMC Chapter 11.12.

Implementation of the adopted CCMC for responding to development impacts on the transportation system results in a number of challenges, including:

- Inconsistencies in TIS methodologies and results
- Inconsistencies with proposed development improvements to existing roads
- Cost of completing a TIS with sometimes limited use of results
- Limited opportunity to address other types of transportation impacts, including impacts to transit ridership and demand on downtown parking and/or the bicycle and pedestrian network
- A focus mainly on roadway capacity
- Lacks a way to address gaps and inefficiencies in the transportation system

The objective of this project is to identify opportunities to address these challenges and to ultimately implement new or alternative processes to better address and account for transportation related impacts resulting from development projects. The general goals of the potential modifications include: (1) providing potential development projects a clearer picture of how and when they participate in transportation system improvements; (2) ensuring consistency in the methodology of how impacts are measured and assessed; (3) providing a consistent framework to offset and mitigate transportation system impacts, gaps, and deficiencies; and, (4) allowing for flexibility to facilitate transportation improvements that are really needed based on the particular location, land use, and development type of an individual development project.

Five potential options have been developed and analyzed. The five options include:

- Option 1: Modified Existing Process
- Option 2: Qualified Consultant List
- Option 3: TIS Completed by City
- Option 4: Fee Collection
- Option 5: Impact Mitigation Program

Staff will present a summary of each of these options (Exhibit-1) and seek a recommendation from the RTC on which options to eliminate and which options to continue to pursue. Staff has developed a work plan for obtaining broad-reaching input and working through details of the selected options. Following the recommendation of options by the RTC, staff will present these options to the Planning Commission for its input and will convene an advisory committee consisting of transportation stakeholders, consultants, and developers to further identify benefits and constraints associated with the selected option(s). Exhibit-2 contains a high-level overview of the proposed work plan and schedule.

**Applicable Statute, Code, Policy, Rule or Regulation**

NRS Chapter 338

CCMC Chapter 11.12

Section 12.13 of Division 12 of Title 18 Appendix of the CCMC

**Financial Information**

Is there a fiscal impact?  Yes  No

If yes, account name/number:

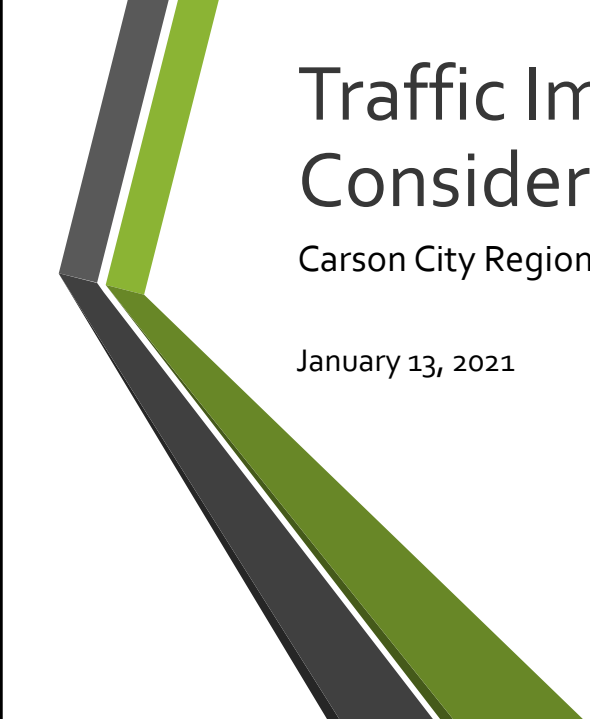
Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact: There is no fiscal impact associated with this agenda item.

**Supporting Material**

-Exhibit-1: Draft Traffic Impact Study Considerations Presentation


-Exhibit-2: Traffic Impact Study Evaluation Work Plan




# Traffic Impact Study Considerations

Carson City Regional Transportation Commission (RTC)

January 13, 2021



1

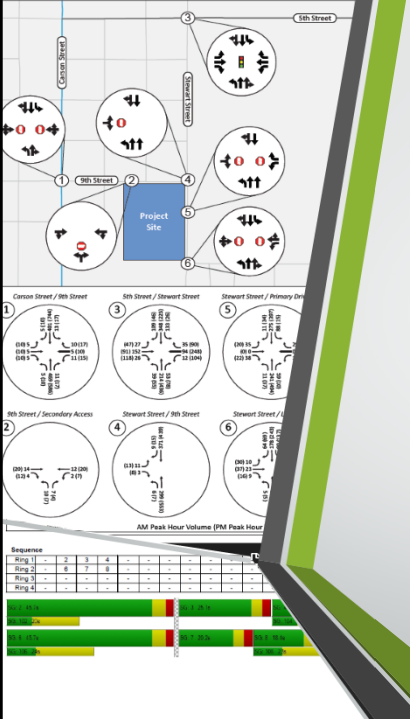


## Summary

- Overview of new or alternative options to how Carson City evaluates Traffic and Transportation Impacts related to development projects
- Agenda:
  - What is a TIS?
  - Why are we reviewing?
  - Current "Toolbox" - Codes and Practices
  - Goals
  - Roles responsibilities of the RTC in this process
  - Options considered
  - Recommendations
  - Work Plan / Next Steps

TIS = Traffic Impact Study

2



## What is a TIS?

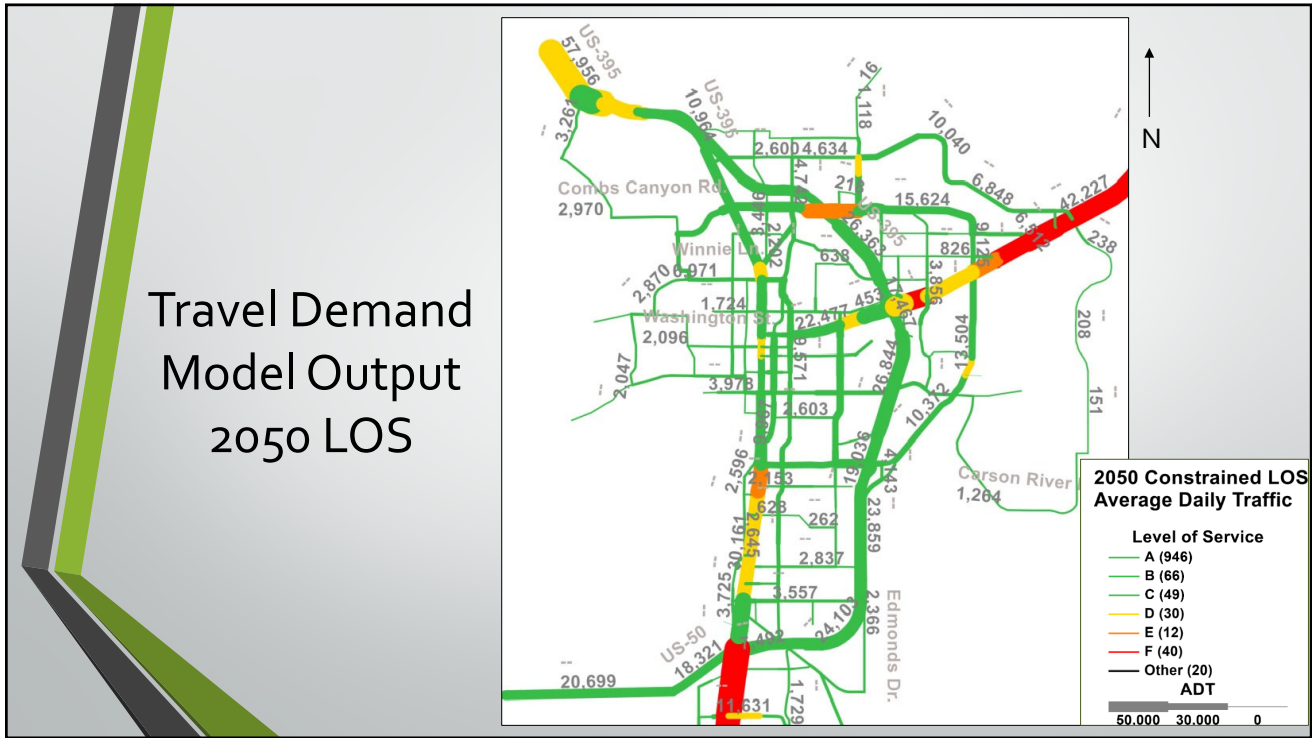
- Traffic impact studies are written reports that are used to analyze the impacts from development or other improvements to the existing transportation system.
- They are prepared by Professional Engineers and submitted to the City.
  - Software
- In Carson City, TIS analyze the roadway network
  - Traffic Delay and Speed

3

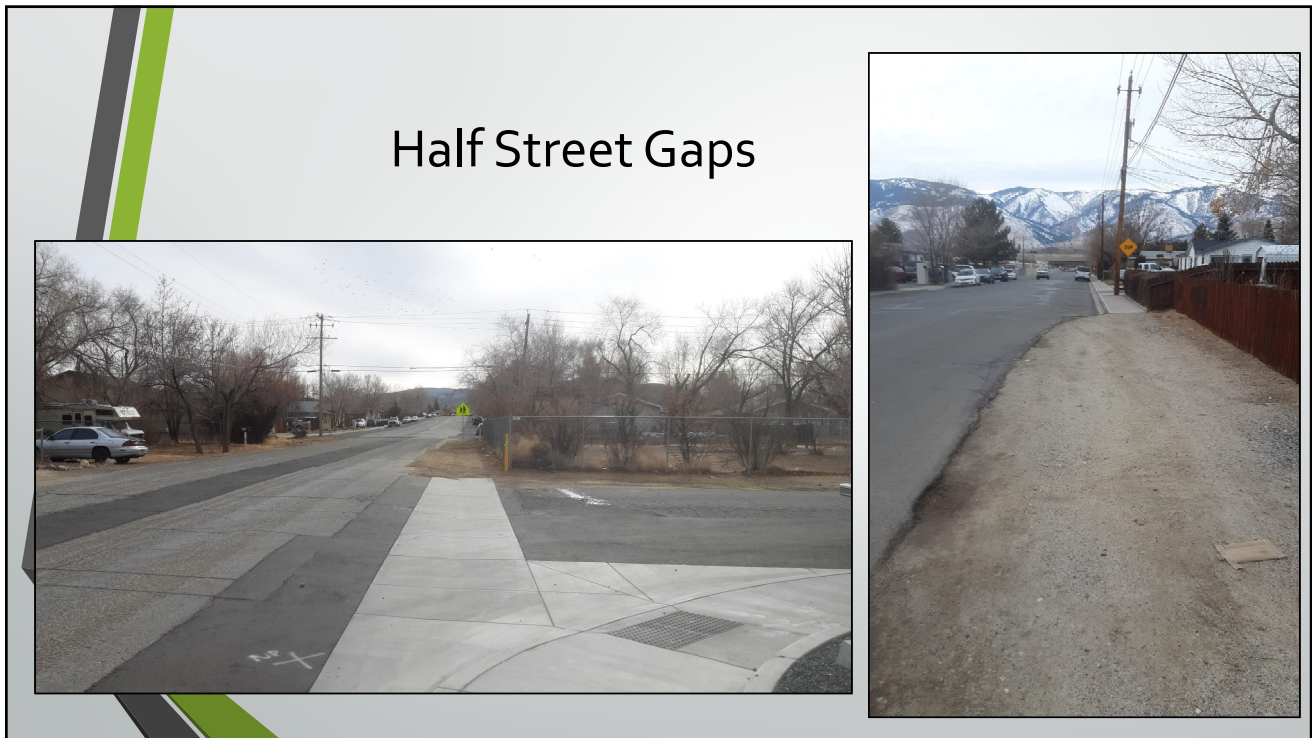
## Why Review TIS Processes?

- Inconsistencies with TIS methodologies and results
- Inconsistencies with proposed development improvements to existing roads
- Cost of TIS with often limited use of results
- Limited opportunity to address other types of impact
- TIS are capacity focused
- Address gaps and inefficiencies in the transportation system

4



5



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## Current Practice

### CCMC Title 18 Appendix, Division 12.13



- A TIS from development if:
  - Project generates 80 or more peak hour trips;
  - Project generates 500 or more daily trips; or,
  - As determined by City Engineer (Transportation)
- Most developments don't meet these thresholds. Staff ask for a Trip Gen Memo (TGM) signed by the engineer to document anticipated traffic generation.
- Developer's Consultant completes the TIS or TGM and sends to City as part of development submittal. City reviews and comments.
- Once complete, a TIS is generally filed away.
- Traffic operates at LOS D or better

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## Other Code Requirements

### CCMC Title 11.12 – Highways and Sidewalks



- Construction or remodels of any building within any commercial, industrial, residential, office building or governmental zone as defined in Title 18 of the Carson City Municipal Code fronting on any dedicated street or other publicly owned street in the city, shall construct curbs, gutters, sidewalks, storm drainage, and one-half street paving in accordance with the city's specifications and standards along all street frontage adjoining the property upon which such building or structure exists.
- The provisions shall not apply where adequate curbs, gutters, sidewalks and paving already exist. Whether adequate curbs, gutters, sidewalks and paving already exist in accordance with the city code of standard specifications shall be determined in each instance by the director of public works.

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## Goals

1. Provide development projects a clearer picture of how they participate in transportation improvements.
2. Ensure consistency in the application of methodology used to assess and measure impacts.
3. Provide a framework to offset transportation related impacts and to mitigate existing gaps and deficiencies resulting from the cumulative effect of development.
4. Allow for flexibility to make improvements that are really needed for a particular location.

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## RTC's Role in TIS Process

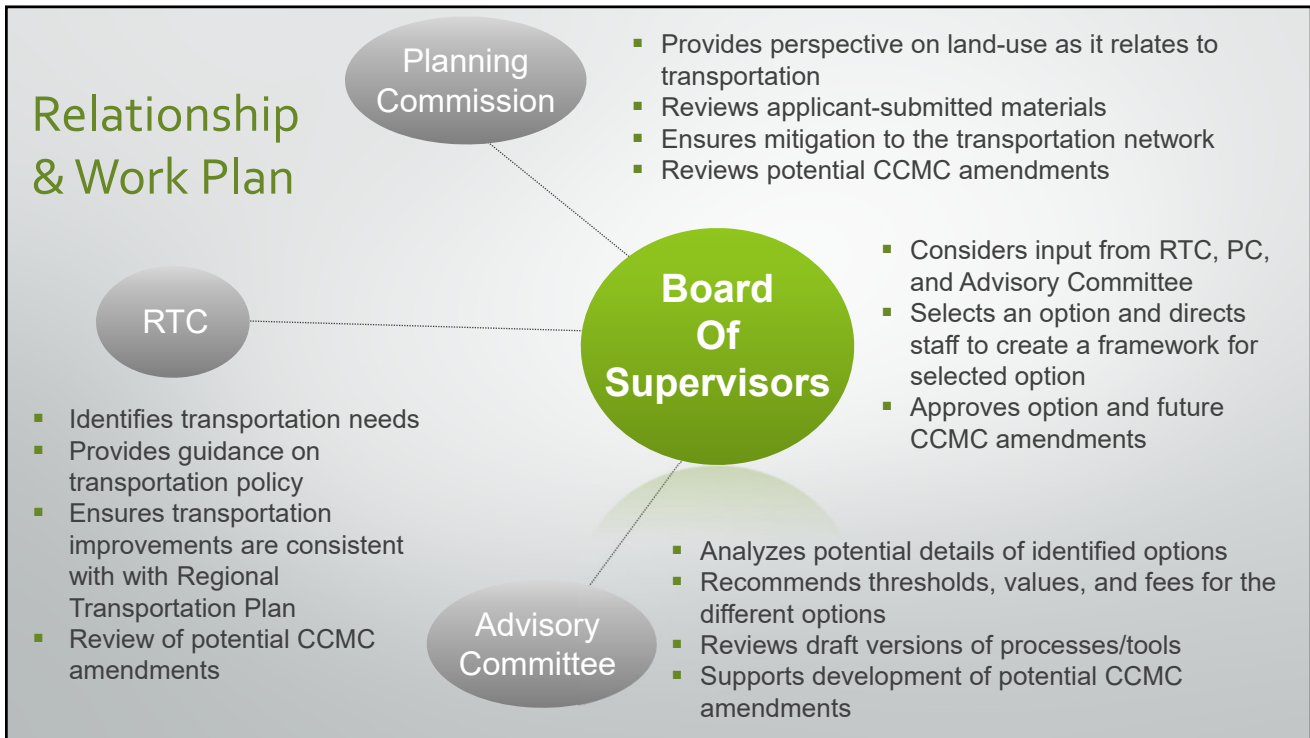
Establishes transportation priorities and recommends appropriate funding for transportation improvement projects within Carson City by:

- Increasing safety of the Transportation System
- Maintaining the transportation system
- Providing mobility and reliability for all users
- Providing a multi-modal transportation system
- Providing an integrated transportation system

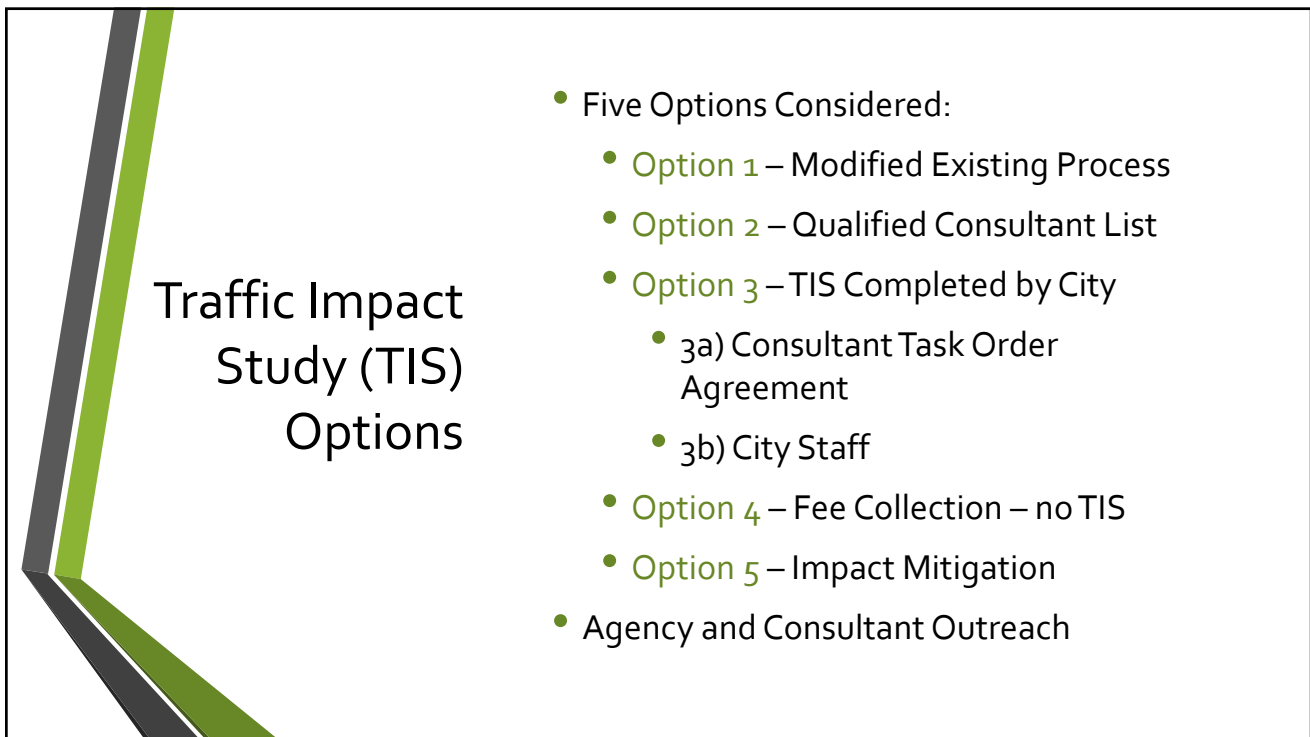
### TIS Process Role:

- Help to identify transportation needs and deficiencies
- Provide guidance on transportation policy
- Ensures transportation improvements comply with adopted standards and the Regional Transportation Plan
- Review process and potential CCMC amendments

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11



12

## Option 1: Modified Existing Process

- Enhancement of existing TIS process
  - City provides additional oversight with a more active role
  - Additional definition of when TIS is needed and level of analysis
  - Some enhancement of impact mitigation



PROS	CONS
<ul style="list-style-type: none"> <li>- Common industry process to assessing traffic related impacts</li> <li>- More defined coordination role with City</li> <li>- Additional definition for TIS requirements could provide for additional mitigations</li> <li>- Developer remains in control of who they want to hire</li> </ul>	<ul style="list-style-type: none"> <li>- Inconsistencies remain in how TIS methodologies are applied</li> <li>- Remains focused on roadway capacity</li> <li>- Developer / Consultant costs</li> <li>- Limited accepted guidance on how to assess multi-modal impacts</li> <li>- Unable to account for improvements outside of development frontage</li> </ul>

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## Option 2: Qualified Consultant List

- City Develops a list of qualified Consultants
  - SOQ Consultant Selection
  - Developers select from that list for their project
  - Option follows much of Option 1



PROS	CONS
<ul style="list-style-type: none"> <li>- City ensures only qualified consultants do the TIS</li> <li>- More consistent and defined coordination with the City</li> <li>- Common industry process to assessing traffic related impacts</li> <li>- Additional definition for TIS requirements</li> </ul>	<ul style="list-style-type: none"> <li>- Limits large national companies to use their consultants.</li> <li>- Potentially some inconsistencies still remain in how TIS methodologies are applied</li> <li>- Remains focused on roadway capacity</li> <li>- Potential for conflict with developer and consultant</li> <li>- Others similar to Option 1</li> </ul>

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## Option 3: TIS Completed by City



- City completes the TIS. Two sub-options:
  - 3a – City Hires Consultant 3b – City Completes in-house
  - Results of TIS and mitigation requirements given to development to construct
  - City charges a fee for this effort

PROS	CONS
<ul style="list-style-type: none"> <li>- City controls process and ensures consistent TIS per City defined requirements</li> <li>- Complete understanding of a project's impact to the transportation network</li> <li>- Better definition of development needed improvements</li> <li>- Potentially lower cost (3b)</li> </ul>	<ul style="list-style-type: none"> <li>- Unusual method</li> <li>- Potential for conflict with the results. A dispute resolution process needed</li> <li>- Would require creation of new fee structure accounting for City of consultant costs</li> <li>- City lacks staff and software need to complete TIS</li> <li>- Unable to account for improvements outside of development frontage</li> </ul>

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## Option 4: Fee Collection



- Implementation a fee for transportation improvements based on a defined schedule or set of defined parameters:
  - Specific Requirements governed by NRS

PROS	CONS
<ul style="list-style-type: none"> <li>- No longer a need to complete a TIS</li> <li>- A new revenue opportunity with impact fees going directly to constructing the roadway network or a specific project instead of to creating a TIS.</li> <li>- Some flexibility for transportation improvements</li> <li>- Developers spend less money on Consultants</li> <li>- Could be a simple, consistent and clearly defined process</li> <li>- Common practice</li> </ul>	<ul style="list-style-type: none"> <li>- A new cost for development on Carson City</li> <li>- Requires creation of new committee to oversee process</li> <li>- City has more responsibility to preform analysis on road network as a result of development projects</li> <li>- Additional data collection needed to be completed by City to understand the scope and cost of a capital project</li> <li>- Additional NRS requirements and limitations</li> </ul>

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<b>REGIONAL ROAD IMPACT FEE SCHEDULE</b>					
Land Use	Unit	North Service Area		South Service Area	
		VMT	Dollars (\$328.34/VMT)	VMT	Dollars (\$320.63/VMT)
<b>Residential</b>					
Single-Family	Dwelling	15.03	\$4934.95	14.22	\$4,559.36
Multi-Family	Dwelling	10.23	\$3,358.92	9.68	\$3,103.70
<b>Industrial</b>					
General Light Industrial	1,000 GFA	5.05	\$1,658.12	4.78	\$1,532.61
Manufacturing	1,000 GFA	4.00	\$1,313.36	3.79	\$1,215.19
Warehouse	1,000 GFA	1.77	\$581.16	1.68	\$538.66
Mini-Warehouse	1,000 GFA	1.54	\$505.64	1.46	\$468.12
<b>Commercial/Retail</b>					
Commercial/Retail	1,000 GFA	22.94	\$7,532.12	21.71	\$6,960.88
Eating/Drinking Places	1,000 GFA	22.94	\$7,532.12	21.71	\$6,960.88
Casino/Gaming	1,000 GFA	46.90	\$15,399.15	44.37	\$14,226.35
<b>Office and Other Services</b>					
Schools	1,000 GFA	13.12	\$4,307.82	12.41	\$3,979.02
Day Care	1,000 GFA	13.12	\$4,307.82	12.41	\$3,979.02
Lodging	Room	3.41	\$1,119.64	3.23	\$1,035.63
Hospital	1,000 GFA	10.92	\$3,585.47	10.33	\$3,312.11
Nursing Home	1,000 GFA	6.76	\$2,219.58	6.40	\$2,052.03
Medical Office	1,000 GFA	35.44	\$11,636.37	33.53	\$10,750.72
Office and Other Services	1,000 GFA	9.92	\$3,257.13	9.39	\$3,010.72
Regional Recreational Facility	Acre	2.32	\$761.75	2.20	\$705.39

**Regional Road Impact Fee (RRIF)**

**6<sup>th</sup> Edition  
Year 1 Indexing**

Effective  
12/01/2020

An informational brochure brought to you by the




**RTC**

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## Option 5: Impact Mitigation

- Mitigate / Offset transportation impacts by choosing from a menu of improvement options
  - Mitigate all trips generated
  - Level of mitigation based on project type / size



PROS	CONS
<ul style="list-style-type: none"> <li>- Limits need to do a TIS</li> <li>- Can be applied to all types of development projects</li> <li>- More flexibility in what options are available to City and to Developer</li> <li>- Ability to enhance the transportation network beyond traffic impacts to address nearby needs</li> <li>- Development projects assist in constructing the RTP projects lessening the costs required by the City</li> </ul>	<ul style="list-style-type: none"> <li>- Depending on type of development, may still need a TIS</li> <li>- Potential for new costs for certain development projects</li> <li>- Might construct features that are not specifically needed</li> <li>- New, unique, concept not widely used in the industry</li> <li>- Lots of details to determine and tools to create</li> </ul>

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Click here to clear all inputs.  
(Note: Macros must be enabled)

= input  
= calculation

**TOTAL NUMBER OF TRIPS MITIGATED: 5**

Category	Sub.	Measure Number	Question	Answer	Points
Sidewalk Condition on Project Frontage		1	Does the project propose a detached sidewalk where an attached sidewalk currently exists? Does the proposed sidewalk and buffer meet standard minimum widths?	No	0
		2	Is the proposed effective sidewalk width greater than the standard minimum width?	No	0
		3	Does the project propose a landscape buffer greater than the standard minimum width?	NA	0
Subtotal					0
Sidewalk Condition on Adjacent Blocks		4	Does the project propose a detached sidewalk on an adjacent block? Does the proposed sidewalk and buffer meet standard minimum widths?	No	0
		5	Is the proposed effective sidewalk width on an adjacent block greater than the standard minimum width?	NA	0
		6	Is the proposed landscape buffer on an adjacent block greater than the standard minimum width?	NA	0
Subtotal					0
Pedestrian Routes		7	Are slopes between back of curb and sidewalk equal to or less than 5%?	Yes	0
		8	Are curbs equal to (or less than) 6 inches?	Yes	0
		9	Is new large-scale landscaping proposed that improves the pedestrian experience? Properties within the Core do not have ample area to provide the level of landscaping required to receive credit in this category.	Yes	5
		10	Does the project propose an improved crosswalk? This measure must get City approval before receiving credit.	No	0
Subtotal					5

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## Theoretical 'Project'

40 Unit Single Family development

- Generates 448 daily trips and 42 Trips in the PM Peak hour
- Located along two streets (collector and local)
  - One has Curb & Gutter (C&G), Sidewalk (SW) and the other does not.
  - Avg. City PCI (67 on collector and 53 on local)
  - Nearby Stop Controlled Intersection
- New access roads proposed
- Not near a City planned project

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## Options Comparison

### Options 1, 2

- TIS not required: only 42 trips
- City requests C&G, SW and half street work along local road
- City asks for internal roads to be private or for payment toward slurry seal

### Option 3

- City does a high level TIS for intersection and gives results to development
- Potential for pro-rata cost sharing if impacts require mitigation
- Similar other improvements as options 1 and 2

### Option 4

- TIS not required.
- Development pays a fee based on number of units or constructs identified RTP improvements based on NRS requirements. (RTC Washoe = \$4,930/unit)

### Option 5

- TIS not required in this case
- Development chooses what improvements to make to mitigate trips
- Mitigation options include getting credit for making C&G and SW upgrades, or private/slurry streets

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## Recommendations

The following recommendations are based on:

- Inconsistencies identified with current TIS process
- limitations of the available tools in the CCMC to address impacts
- Providing a more clear and transparent method
- The goals identified

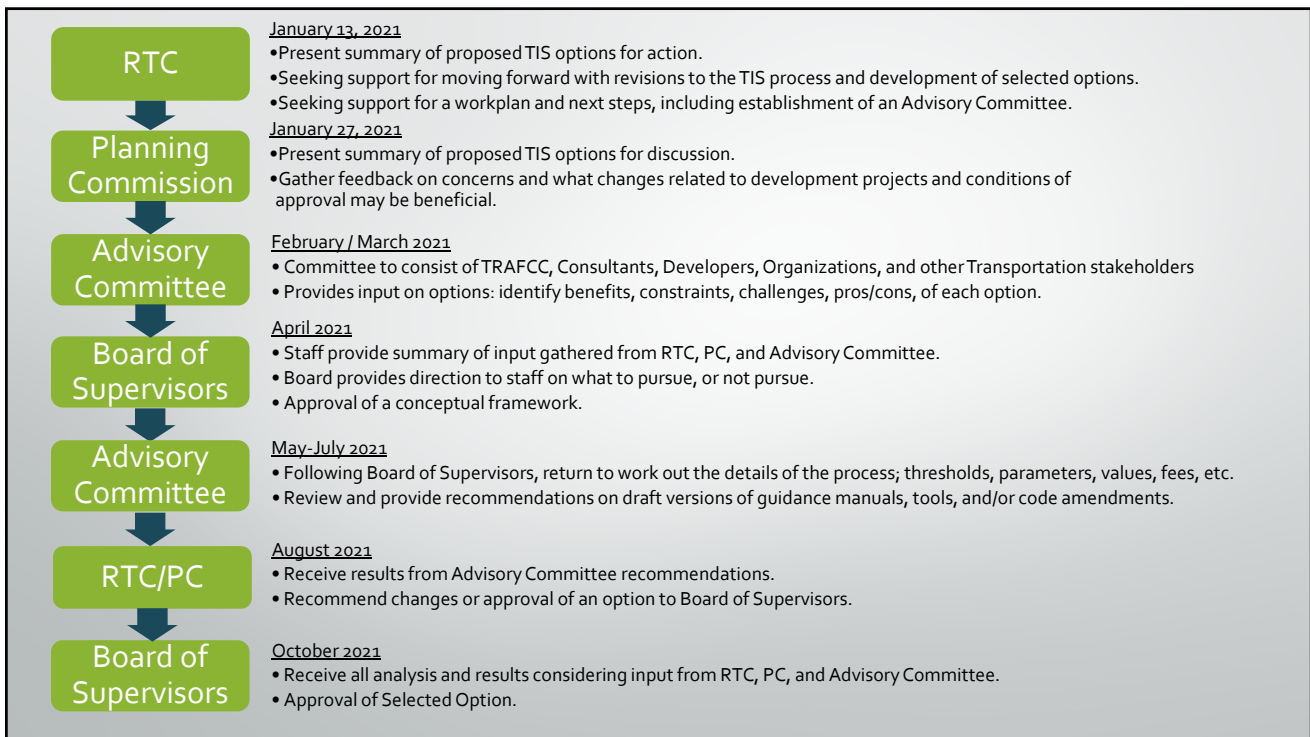
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## Recommendations

Option	Discussion	Recommendation
1 - Modified Existing Process	Option similar to existing process and easier to implement. Continued potential for inconsistencies, focuses on traffic capacity, and limited opportunity to achieve goals and mitigate transportation related impacts and to address existing deficiencies.	Stop Consideration
2 - Qualified Consultant List	Has a better ability to provide consistent results compared to Option 1 , but TIS remain focused on traffic capacity with limited opportunity to fully achieve goals and mitigate transportation related impacts and address existing deficiencies. Potential for conflict with developer and consultant and limits developer options.	Stop Consideration
3 - TIS Completed by City	City does not have the inhouse ability to complete TIS without Consultant support. Potential conflict between Developer and City regarding need for improvements. Some similar concerns about traffic with Options 1 and 2.	Stop Consideration
4 - Fee Collection	Provides new revenue option for City to use on new projects within a specific and defined area. Common in the industry. Specific NRS requirements and limitations related to implementation.	Continue Consideration
5 - Impact Mitigation	Unique. Ability to be applied to all types of development. Developments participate in community enhancement offsetting impacts associated with the development. Ability to address all transportation modes more easily.	Continue Consideration

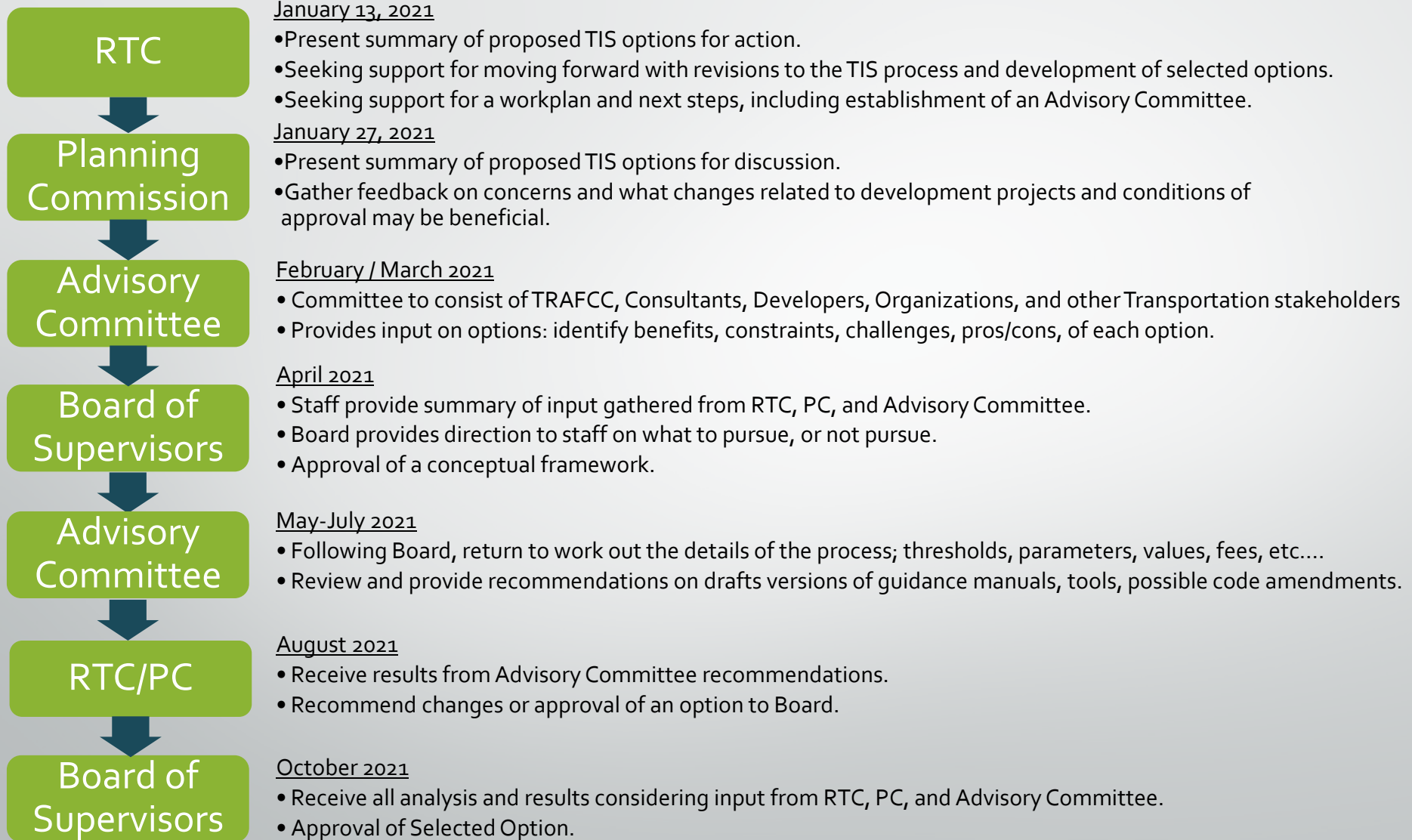
Note: All these options would require various changes to the CCMC. At the completion of the TIS evaluation, staff recommend removing the TIS requirements from the CCMC.

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## Exhibit 2 - Traffic Impact Study Evaluation Work Plan



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Carson City Regional Transportation Commission  
Item for Commission Information

**RTC Meeting Date:** January 13th, 2021  
**To:** Regional Transportation Commission  
**From:** Justin Tiarney, Street Supervisor  
**Date Prepared:** December 23, 2020  
**Subject Title:** Street Operations Activity Report  
**Staff Summary:** Monthly Status Report for the Commission’s Information

**Carson City Public Works, Street Operations Division  
Status Report to RTC: Activities of November 2020**

**Street Repair and Maintenance**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Crack Seal Operation (blocks of sealant used)	290	290
Street Patching Operation (tons of asphalt)	34	386
Pot Holes Repaired	0	13

**Tree Care and Maintenance**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Tree Pruning Operations	39	153
Tree Removal	0	12
Tree Replacement	0	0
Tree Care Chemical Treatment	0	0
Tree Work for Other Departments	2	25
Weed Abatement Chemical Sprayed (gallons applied)	0	6,849

**Concrete Repair and Maintenance**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Concrete Poured (yards)	12	175
Curb & Gutter (linear feet)	32	886
Sidewalk & Flat Work (sq/ft)	383	6,675
Wheel Chair Ramps	0	1
Misc.	Fall Clean up: 3,961 bags and 101 bundles of branches	4,062

**Grading and Shoulder Maintenance**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Dirt Road Work/Misc	0	0
Shoulder Work on Asphalt Roads	0	15,866
Debris Cleaned	0	80

**Storm Water**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Sediment Removed from Ditches (yards)	6	968
Lineal foot of ditch cleared	90	7,796
Pipe Hydro Flushed (linear feet)	0	620

**Sweeper Operations**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Curb Miles Swept	528	3,265
Material Picked Up (yards)	470	1,349
City Parking Lots Swept	0	16

**Trucking Bins**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Bins Hauled for Waste Water Treatment Plant (yards)	40	188
Bins Hauled for Sweeping Operation (yards)	19	142
Equipment Transported for other Departments	0	0

**Banner and Decorations Activities**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Banner Operations Carson Street	4	20
Changed Lamp Post Banners	0	0
Installed Christmas Decorations	0	0
Removed Christmas Decorations	0	0

**Signs and Markings**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Signs Made	11	55
Signs Replaced	2	39
Sign Post Replaced	9	23
Signs Replaced due to Graffiti Damage	6	34
Delineators Replaced	9	25
Cross Walks Painted	26	199
Stop Bars Painted	15	215
Yield Bars Painted	16	89
Right Arrows Painted	6	19
Left Arrows Painted	12	123
Straight Arrows Painted	3	22
Stop (word) Painted	0	33
Only (word) Painted	0	0
Bike Symbol & Arrow	0	3
Install Street, bicycle, and pedestrian counters	0	31
Curb Painted (linear feet)	0	0

**Weather Events**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Snow and Ice Control	1	1
Sand/Salt mixture applied (Yards)	51	51
Brine mixture applied (Gallons)	5,400	5,400
Rain Event/Flood Control	0	1
Drainage Inlets Cleared	0	109
Material removed from S/D system	0	0
Wind	0	0



# Project Status Report

7-C

## Carson City Regional Transportation Commission Capital Project Information

Meeting Date: January 13, 2021

Time Requested: 10 Minutes

To: Regional Transportation Commission

From: Chris Martinovich, Transportation/Traffic Engineer

Subject: Bi-Monthly Capital Project Status Report for the Commission's Information

Project Name	*Project Cost to Date	Page #
P303518001 - South Carson Street Complete Streets Project	\$17,403,690	2
P303518003 - Freeway Multi-Use Path to Colorado Street	\$998,849	3
P303518008 - Freeway Multi-Use Path to Edmonds Sports Complex	\$50,271	4
P303519006 - Kings Canyon Trailhead & Road Reconstruction Project	\$34,905	5
P303519009 - Roop Street Rehabilitation Project	\$23,256	6
P303519010 - Fairview Drive Rehabilitation Project	\$872,939	7
P320118065 - Airport Road Utility Replacement Project	\$2,173,949	8
P303519011 - Airport Road CDBG ADA Project	\$209,785	9
P303519014 - FY 2020 District 2 Northridge Dr. Pavement Reconstruction	\$49,414	10
P303520001 - FY 2020 District 2 Long Street Project	\$24,759	11
P303520002 - FY 2020 District 2 Telegraph Street Project	\$306,928	12
P320121001 - FY 2021 Robinson Area Sewer Rehabilitation Project	\$25,184	13
P303521001 - Colorado Street CDBG Pavement Project	\$381	14
P303521004 - FY 2021 District 3 Deer Run Road Pavement Preservation	\$0	15
P303521005 - FY 2021 District 3 Clear Creek Road Pavement Preservation	\$0	16
	<b>\$22,174,310</b>	

\*As of December 31, 2020; includes design, construction management, and construction costs to date.

**Project Name:** South Carson Street Complete Streets Project  
**Project Number:** P303518001 & P303517037  
**Department Lead:** Public Works

Project Cost to Date	\$17,403,690	As of Date	Grant Funded	Total Budget
		November 9, 2020	Yes	\$21,366,993
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
5053705	507010	Stormwater Fund	19/20	\$3,610,811
5203502	507010	Water Fund	19/20	\$557,000
5103205	507010	Wastewater Fund	19/20	\$231,000
2503035	507010	RT Fund (State/TIGER)	19/20	\$14,188,384
6037510	507010	Redevelopment Fund	19	\$205,000
3100615	507010	Infrastructure Fund	19/20	\$2,574,798

**Project Description**  
**Project Length** 2.5 Miles of roadway reconstruction, sidewalk and utility improvements.

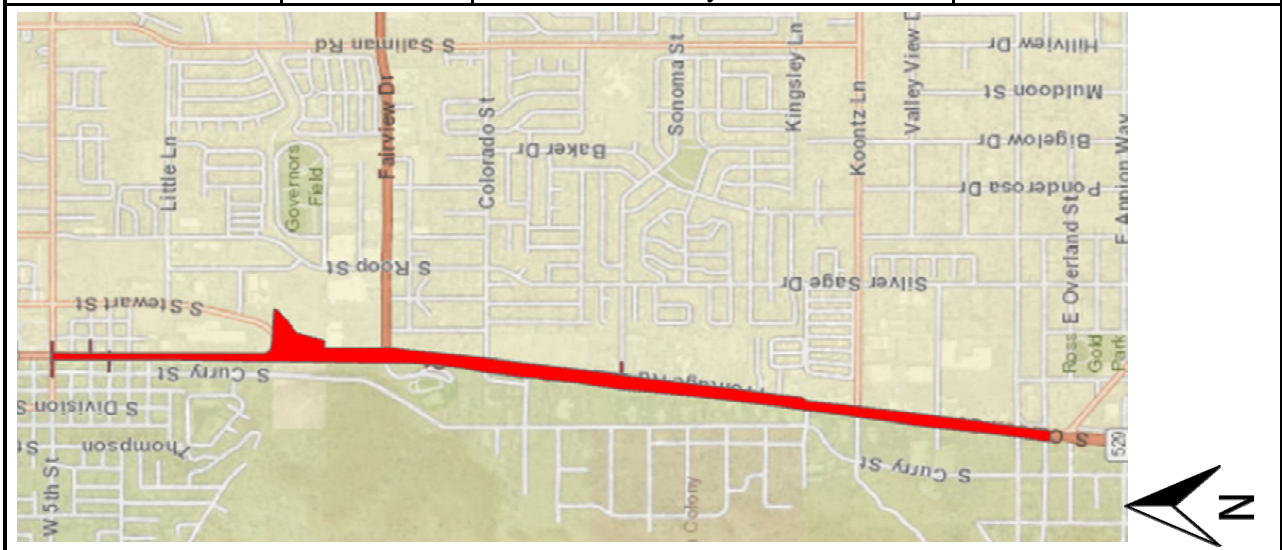
This project includes roadway resurfacing and the addition of Complete Streets improvements on South Carson Street corridor between Fifth Street & Appion Way (includes a portion of the Frontage Road). The contractor building the project is Sierra Nevada Construction (SNC).

**Project Justification**  
 Per an agreement between Carson City and the Nevada Department of Transportation (NDOT), pavement and Complete Street improvements to the corridor are required in exchange for \$5.1 million from NDOT. Competitive grant funds have been awarded, which include a TAP grant in the amount of \$750,000, a TIGER grant in the amount of \$7,570,202, and STBG grant funds in the amount of \$372,372.

**Project Status**  
 Construction by SNC began in March 2020. Both directions of Carson Street have been reopened. Remaining items of work include completion of the landscaping and installation of the last few light poles. Landscaping is dependent on the weather and freezing temperatures and may not get completed until spring. Installation of the lighting has been slowed due to manufacturing and shipping delays related to the ongoing pandemic.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed
Design	Aug-18	Oct-19	N/A
Construction	Mar-20	May-21	12/27/2019



**Project Name:** Freeway Multi-Use Path to Colorado Street  
**Project Number:** P303518003  
**Department Lead:** Public Works

<b>Project Cost to Date</b>	\$998,849	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>
		December 31, 2020	Yes	\$1,141,771
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>
2503035	507010	RT Fund (Federal-TAP)	FY20	\$1,084,682
2503035	507010	RT Fund	FY20	\$57,089

**Project Description**

**Project Length** 0.8 miles (4,200 feet) of multi-use path.  
 Design and construction of a multi-use path and associated improvements. The project is located on the west side of I-580 between the existing linear ditch path and Colorado Street. It also includes construction of new barrier rail along the freeway ramp.

**Project Justification**

This project is in line with the City’s Unified Pathways Master Plan and goals from the CAMPO 2040 Regional Transportation Plan. The project is 95% funded through a competitive TAP grant, awarded by NDOT.

**Project Status**

The Contractor, A & K Earthmovers, has completed all work with the exception of some final hydroseeding. The construction team is moving to closeout the project and pay the final invoice.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Feb-19	Sep-19	18-Feb-19
Construction	May-20	Oct-20	23-Sep-19



**Project Name:** Freeway Multi-Use Path to Edmonds Sports Complex  
**Project Number:** P303518008  
**Department Lead:** Public Works

Project Cost to Date	\$50,271	As of Date	Grant Funded	Total Budget
		December 31, 2020	Yes	\$1,618,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund (Federal-TAP)	FY20	\$1,537,100
2503035	507010	RT Fund	FY20	\$80,900

**Project Description**

**Project Length** 2.3 miles of multi-use path.

This project will construct multi-use path and associated improvements between Colorado Street and the Edmonds Sports Complex. The path will be located along the freeway along the edge of the right-of-way.

**Project Justification**

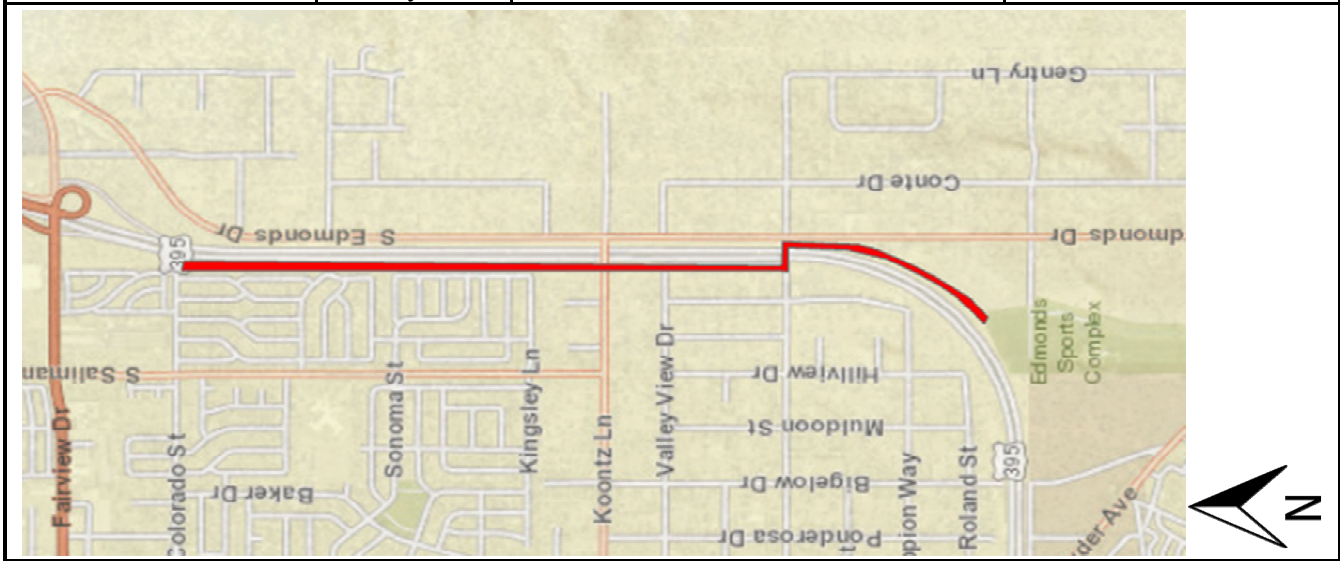
This project is in line with the City’s Unified Pathways Master Plan and goals from the CAMPO 2040 Regional Transportation Plan. The project is 95% funded through a competitive TAP grant, awarded by NDOT.

**Project Status**

This project is currently in the design phase. 60% Plans will be delivered to NDOT for review in late January. NDOT is requiring additional cultural resource investigation. This additional work and coordination with the State Historic Preservation Office will delay the project's construction at least one season.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Jan-20	Oct-21	23-Sep-19
Construction	May-22	Oct-22	TBD



**Project Name:** Kings Canyon Trailhead Improvements and Roadway Reconstruction Project  
**Project Number:** P303519006  
**Department Lead:** Public Works

Project Cost to Date	\$34,905	As of Date	Grant Funded	Total Budget
		December 31, 2020	Yes	\$3,757,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund (Open Space)	FY19	\$35,350
2503035	507010	RT Fund	FY20	\$118,200
2503035	507010	RT Fund	FY21	\$81,800
2503035	507010	RT Fund (Federal-FLAP)	FY21	\$3,521,650

**Project Description**

**Project Length** 0.82 miles (4,300 feet) of full roadway reconstruction.

This project will reconstruct and widen Kings Canyon Road between Canyon Drive (just east of) and the existing trailhead parking area to the west. The improvements will include wider travel lanes, stormwater enhancements, roadway shoulders, and the incorporation of general safety improvements to the road's geometry. The project includes improvements to the trailhead parking area, which will include restroom facilities and additional capacity.

**Project Justification**

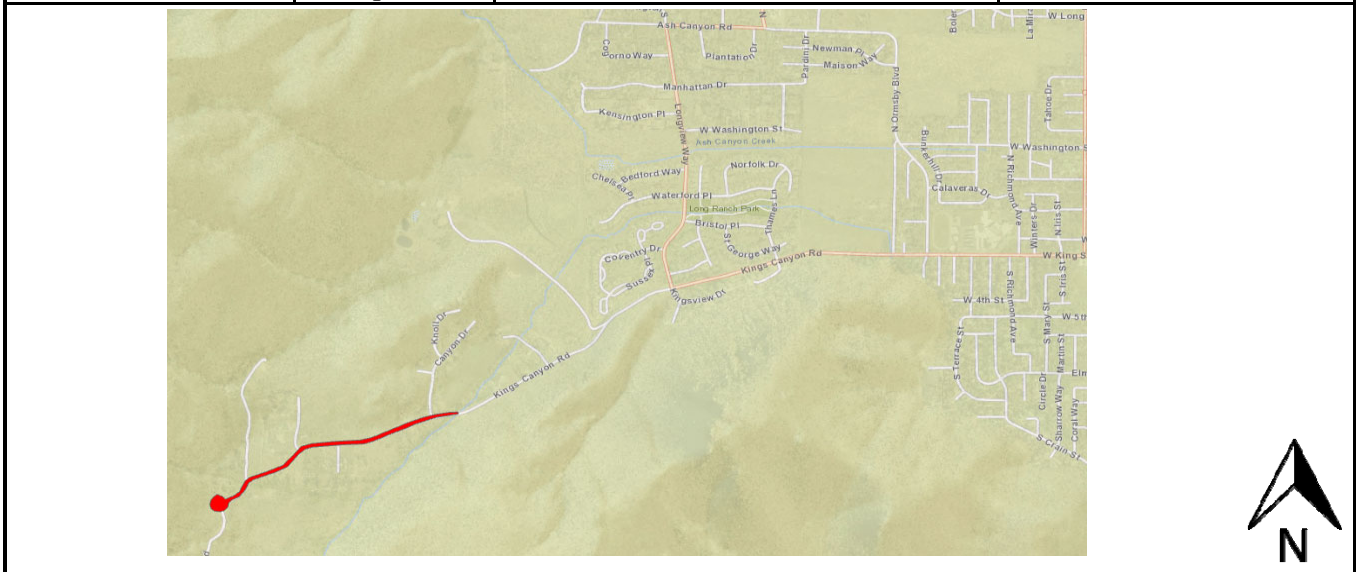
The RTC was awarded a grant through the Federal Lands Access Program (FLAP) from the Federal Highway Administration (FHWA) for a project totaling \$3,707,000. The grant requires a 5% local match. The City's Open Space Division has transferred \$35,350 to the RTC Fund to contribute to the local match. Additional local funding is budgeted to cover project administration costs.

**Project Status**

FHWA is updating the design to reflect City comments. Revised 95% plans are expected January 11th. Staff will review the plans and then distribute to property owners and the public. Staff anticipates presenting the project to the RTC in February. Coordination with adjacent property owners regarding property access and driveway reconstruction is ongoing.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Oct-18	Dec-20	N/A
Construction	Apr-21	Nov-21	N/A



**Project Name:** Roop Street Rehabilitation Project  
**Project Number:** P303519009  
**Department Lead:** Public Works

Project Cost to Date	\$23,256	As of Date	Grant Funded	Total Budget
			December 31, 2020	No
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2535005	507010	V&T Infrastructure Fund	FY19	\$79,000
2535005	507010	V&T Infrastructure Fund	FY20	\$562,000

**Project Description**  
**Project Length** 0.2 miles (1,200 feet) of full roadway reconstruction.

This project includes the reconstruction of Roop Street, between East 5th Street and East Musser Street. The project improvements also include the repair and construction of sidewalk infrastructure to improve connectivity and meet Federal Americans with Disabilities (ADA) standards.

**Project Justification**

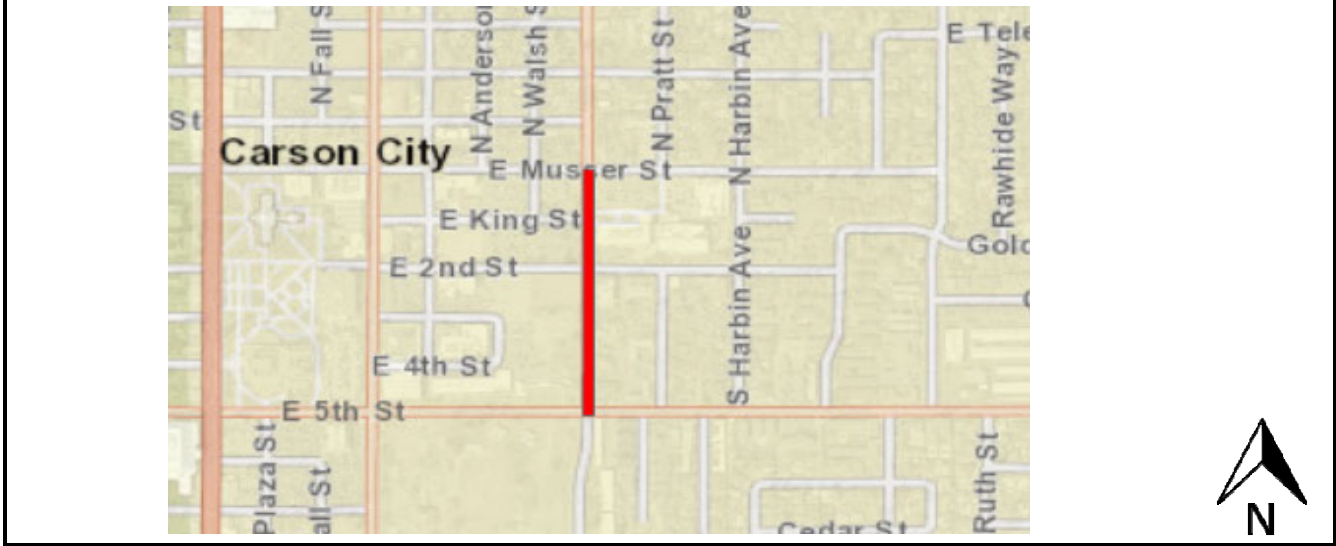
This route provides a critical north-south access connection to the Carson City Public Safety Complex. The pavement is in very poor condition and pedestrian facilities do not meet ADA standards.

**Project Status**

This project is currently in the preliminary design phase; however, design efforts have been paused to allocate design resources to other time sensitive projects. Design will continue in the spring/summer of 2021. Construction has been moved to 2022.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Aug-19	Dec-21	N/A
Construction	Apr-22	Sep-22	N/A



**Project Name:** Fairview Drive Rehabilitation Project  
**Project Number:** P303519010  
**Department Lead:** Public Works

Project Cost to Date	\$872,939	As of Date	Grant Funded	Total Budget
		November 2, 2020	Yes	\$994,256
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund (Federal-STBG)	FY19/20	\$589,278
2503035	507010	RT Fund	FY19/20	\$31,015
5203505	507010	Water Utility Fund	FY20	\$373,963

**Project Description**

**Project Length** 0.25 miles (1,300 feet) of roadway reconstruction.

This project includes the rehabilitation and reconstruction of Fairview Drive between Carson Street and Roop Street. The project includes a partial reconstruction and a partial mill and overlay with patching of the roadway. The project also includes the replacement of 1,300 feet of waterline. Other project improvements include the construction of new sidewalk, repair of existing sidewalk, stormwater

**Project Justification**

Fairview Drive needs reconstruction due to the high amounts of traffic over the years. With the completion of the I-580 bypass, Fairview Drive has seen a significant reduction in traffic. Federal Surface Transportation Block Grant (STBG) funds are being used on this project.

**Project Status**

Construction of the project is complete. SNC has completed the installation of the waterline and has repaved the road. All punchlist items are complete. The construction team is moving to closeout the project and pay the final invoice.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Apr-19	Aug-19	N/A
Construction	Apr-20	Nov-20	21-Aug-19



**Project Name:** Airport Road Utility Replacement Project  
**Project Number:** P320118065  
**Department Lead:** Public Works

Project Cost to Date	\$2,173,949	As of Date	Grant Funded	Total Budget
		December 31, 2020	Yes	\$2,466,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
5103205	507010	Waste Water Fund	FY19	\$1,690,000
2503035	507010	RT Fund (Federal-STBG)	FY19	\$176,000
5203505	507010	Water Fund	FY20	\$600,000

**Project Description**

**Project Length** 0.38 miles (2,000 feet) of roadway, sewer, and waterline replacement.

This project is mainly a utility project and includes the replacement of sewer and water infrastructure as well as the associated reconstruction of Airport Road between Highway 50 and Minonee Lane.

**Project Justification**

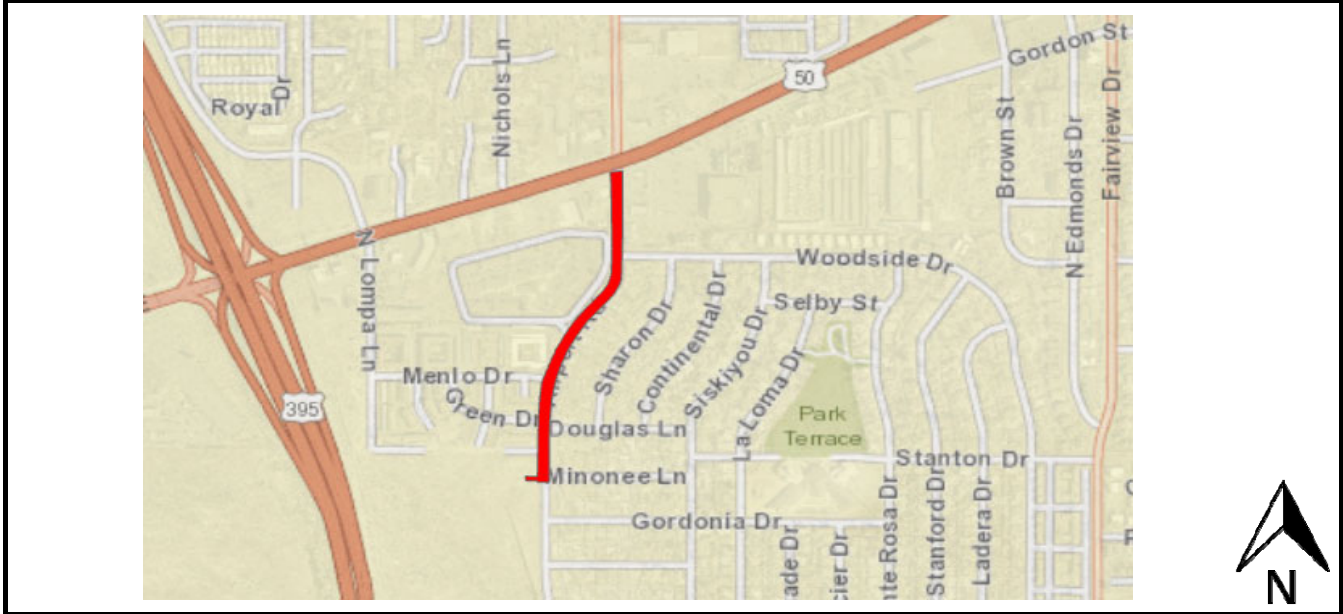
The sewer and water mains located in Airport Road are planned to be replaced due to capacity and condition. Due to poor pavement condition the road is to be reconstructed along with the sewer replacement. Federal Surface Transportation Block Grant (STBG) funds are being used on this project.

**Project Status**

The contractor, A&K Earthmovers, has completed construction. Punchlist striping items remain along US 50, weather permitting.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Dec-18	Aug-19	N/A
Construction	Mar-20	Oct-20	17-Sep-19



**Project Name:** Airport Road CDBG ADA Project  
**Project Number:** P303519011  
**Department Lead:** Public Works

<b>Project Cost to Date</b>	\$209,785	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>
		December 31, 2020	Yes	\$227,979
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>
2750620	507010	RT Fund (Federal-CDBG)	FY20	\$227,979

**Project Description**

**Project Length** 0.15 miles (800 feet) of curb, gutter, and sidewalk improvements.  
 This Project includes installation and replacement of ADA ramps, sidewalk repairs, and a new crosswalk along Airport Road near Champion Street.

**Project Justification**

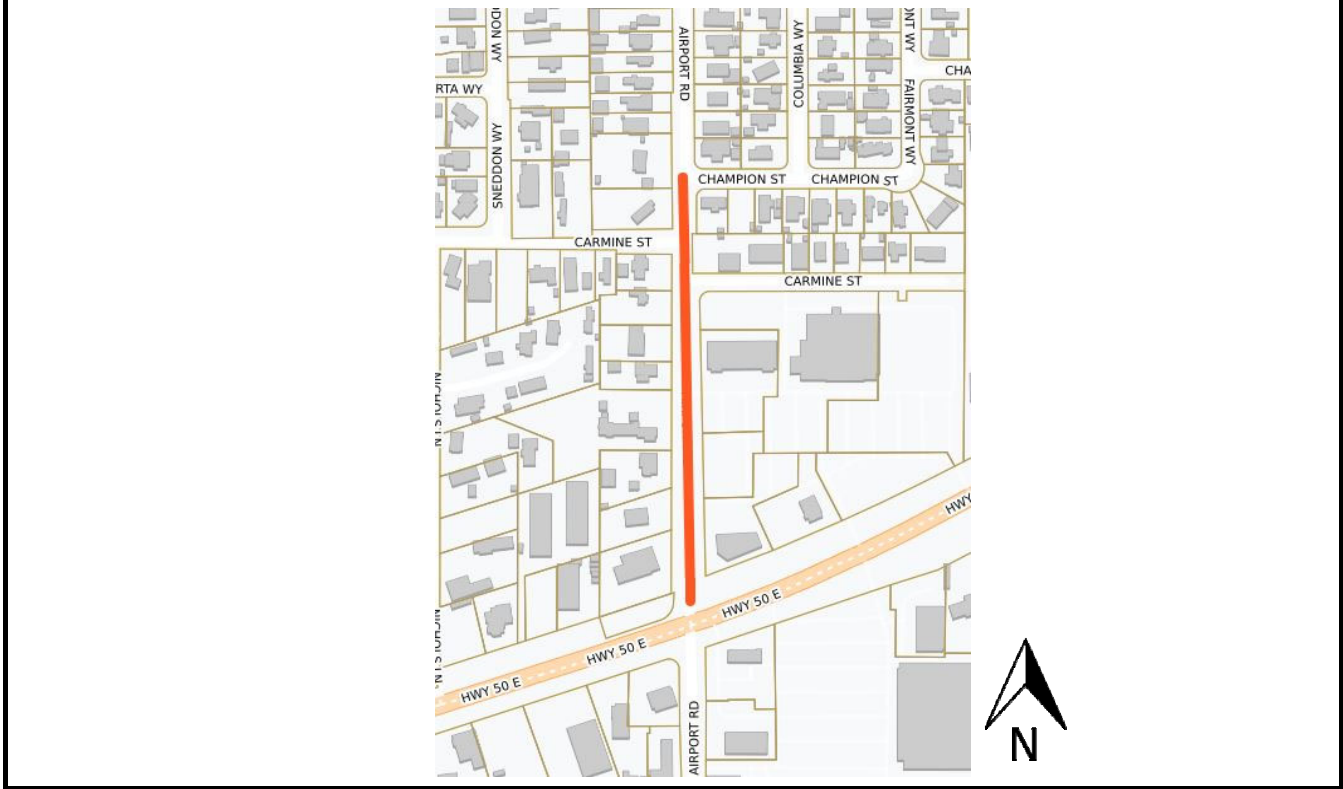
This project is in line with the City’s ADA Transition Plan. The project is 100% funded through a competitive Community Development Block Grant (CDBG), awarded by the Governor's Office of Economic Development.

**Project Status**

All construction work is complete. This project will be removed from the report.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Jan-20	Jun-20	N/A
Construction	Sep-20	Nov-20	N/A



**Project Name:** FY 2020 District 2 - Northridge Drive Pavement Reconstruct  
**Project Number:** P303519014  
**Department Lead:** Public Works

Project Cost to Date	\$49,414	As of Date	Grant Funded	Total Budget
		December 31, 2020	Yes	\$1,135,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund (Federal - STBG)	FY20/21	\$989,660
2503035	507010	RT Fund	FY20/21	\$145,340

**Project Description**

**Project Length** 0.42 miles (2,200 feet) of roadway reconstruction.  
 The project includes full depth pavement reconstruction and ADA upgrades to curb ramps along Northridge Drive between Carriage Crest Drive and Eastridge Lane.

**Project Justification**

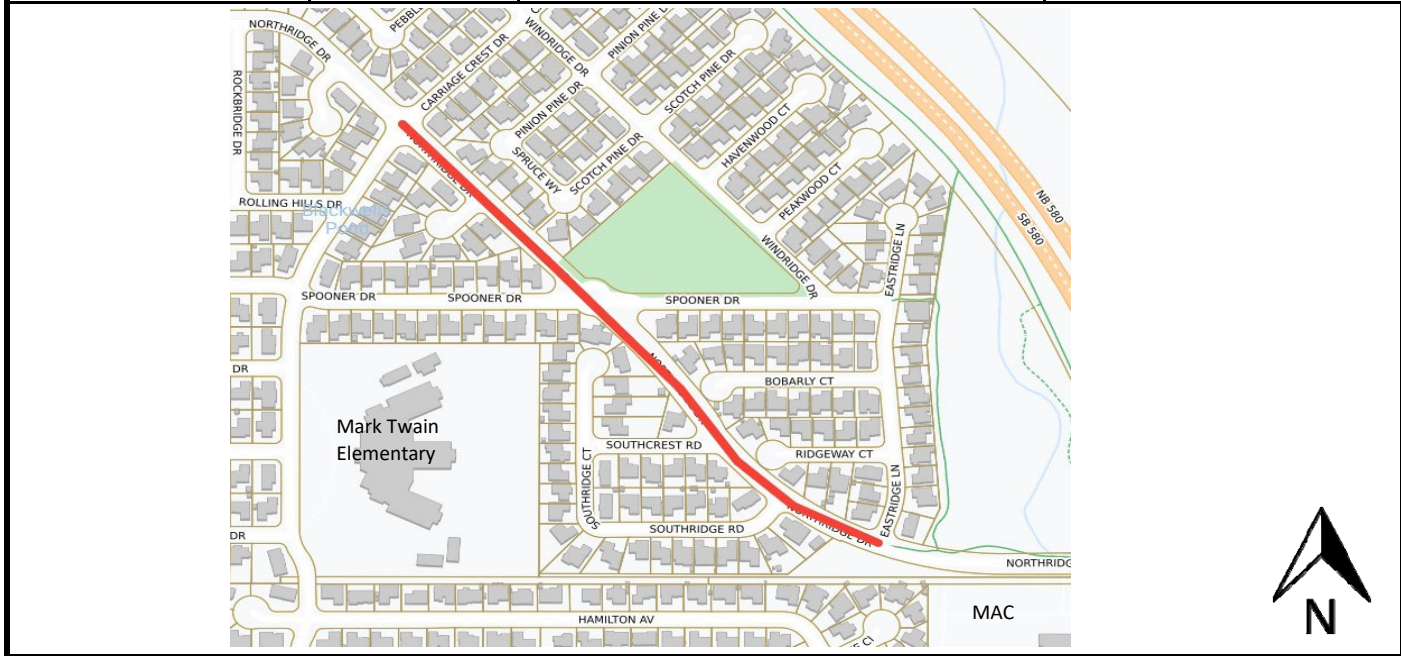
The pavement condition along this segment necessitated reconstruction. There are ADA deficient curb ramps along the road. Federal Surface Transportation Block Grant (STBG) funds are being used on this project through an LPA agreement with NDOT.

**Project Status**

The construction contract was awarded to A&K Earthmovers Inc. at the December RTC Board Meeting. Construction is anticipated to begin in June 2021.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Mar-20	Sep-20	NA
Construction	Jun-21	Sep-21	Sep-20



**Project Name:** FY 2020 District 2 Long Street Project  
**Project Number:** P303520001  
**Department Lead:** Public Works

Project Cost to Date	\$24,759	As of Date	Grant Funded	Total Budget
		December 31, 2020	No	\$1,797,507
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY20	\$226,000
2535005	507010	V&T Infrastructure Fund	FY20	\$465,662
5203505	507010	Water Fund	FY20	\$898,305
5103205	507010	Wastewater Utility Fund	FY20	\$207,540

**Project Description**

**Project Length** 0.55 miles (2,900 feet) of sewer, water, and roadway replacement.

The project includes the installation of 8” waterlines and roadway reconstruction between Roop Street and Saliman Road, sewer replacement between Marian Avenue and Molly Drive, and storm drainage improvements along Camille Drive and Rand Ave.

**Project Justification**

The existing water main from Roop Street to Saliman Road has been determined to be high risk and is in need of replacement. The sewer main between Marian Avenue and Molly Drive is also in need of replacement. There are existing stormwater issues at the intersection of Rand Ave. Since the project includes trenching for both the water and sewer, a full depth reconstruct of the road for the full length of the project is proposed.

**Project Status**

Design is underway. It is currently at about a 60% level of design.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Feb-20	Nov-20	NA
Construction	Apr-21	Jul-21	TBD



**Project Name:** FY 2020 District 2 - Telegraph Pavement Reconstruct  
**Project Number:** P303520002  
**Department Lead:** Public Works

Project Cost to Date	\$306,928	As of Date	Grant Funded	Total Budget
		December 31, 2020	No	\$591,872
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY20	\$132,179
5203505	507010	Water Utility Fund	FY20	\$92,074
5103205	507010	Wastewater Utility Fund	FY20	\$107,619
6037510	507010	Redevelopment Fund	FY20	\$260,000

**Project Description**

**Project Length** 250 feet of waterline, sewer pipe, sidewalk replacement, and roadway reconstruction. Roadway and sidewalk reconstruction of Telegraph St between Carson and Plaza. This project includes replacement of water and sewer in Telegraph St between Carson and Plaza.

**Project Justification**

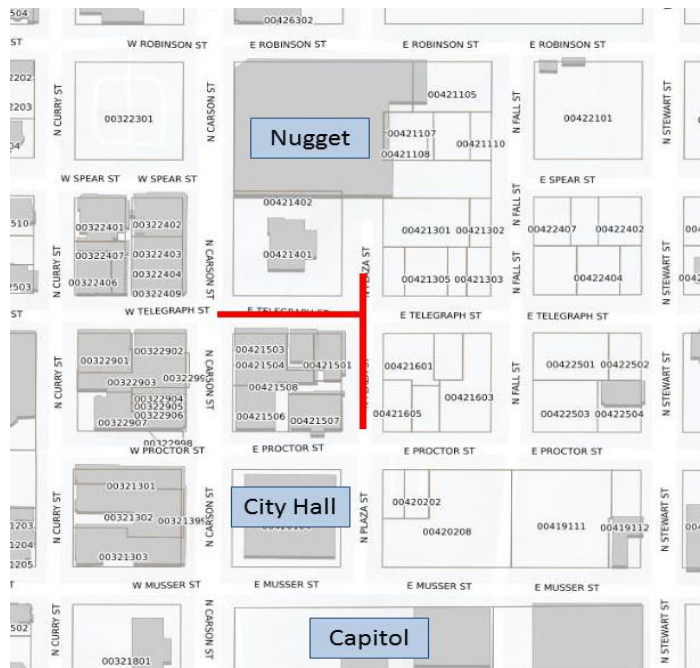
The existing pavement and utility conditions necessitate reconstruction. There are also ADA deficiencies along the sidewalk and a lack of curb ramps at crosswalk locations. This project will tie into the Downtown Carson Street Improvements.

**Project Status**

The contractor, Aspen Developers Corp. has completed all roadway and utility work along Telegraph. The installation of the RRFB for Carson Street is pending.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Feb-20	Jun-20	NA
Construction	Aug-20	Nov-20	NA



**Project Name:** Robinson Area Sewer Replacement Project  
**Project Number:** P320121001  
**Department Lead:** Public Works

<b>Project Cost to Date</b>	\$25,184	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>
		December 31, 2020	No	\$2,923,409
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>
2503035	507010	RT Fund	FY21	\$75,000
5103205	507010	Wastewater Utility Fund	FY21	\$2,210,504
5203505	507010	Waterline Replace/Rehab	FY21	\$637,905

**Project Description**

**Project Length** 5,000 feet of sewer line replacement, 1,300 feet of roadway reconstruction.

The project consists of replacing sewer mains and manholes and pavement patching along Caroline Street, Robinson Street, Spear Street, and Telegraph Street in the area generally bounded by Mountain Street and Nevada Street. The project also include the pavement reconstruction of Robinson between Mountain Street and Nevada Street.

**Project Justification**

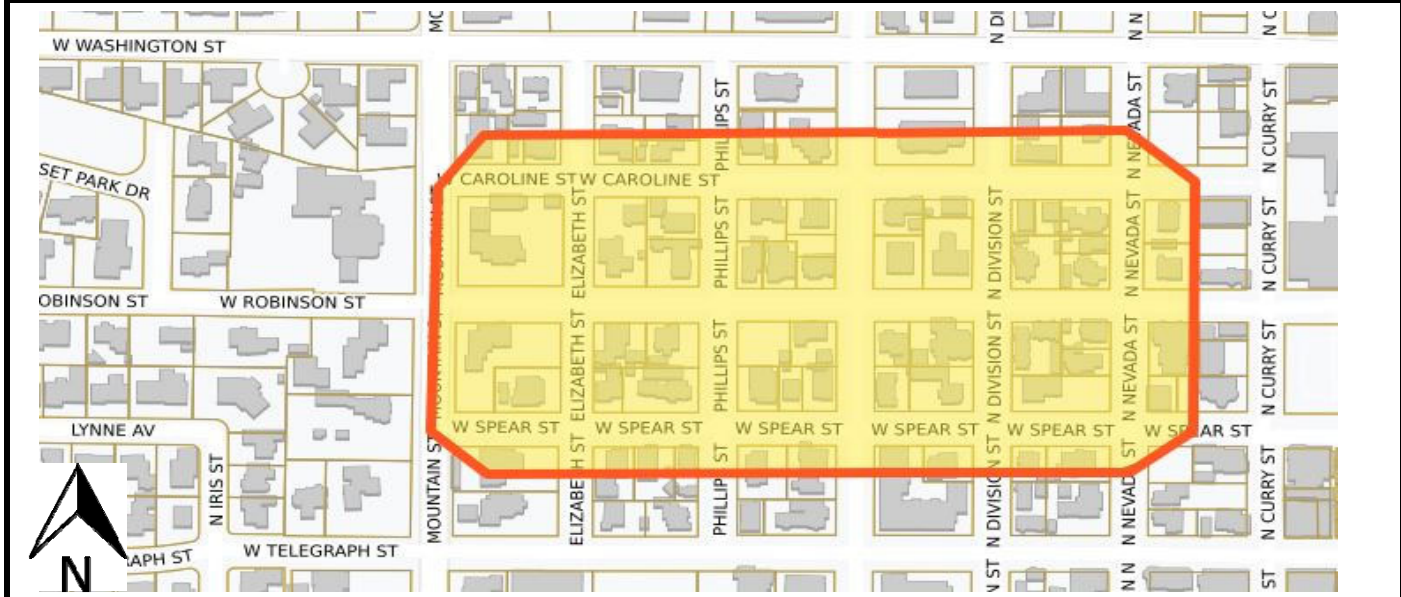
The existing sewer mains in the project limits were constructed in the 1950s and are at the end of their useful service life. They are undersized and are in need of replacement. Regional Transportation funds are being used to assist with the roadway reconstruction.

**Project Status**

Design has reached 70% and is anticipated to be completed by the end of March or early April. The project will be bid following the completion of design with construction anticipated to begin in July, 2021. Water funds have been added to the project.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	May-20	Mar-21	NA
Construction	Jul-21	Nov-21	NA



**Project Name:** Colorado Street CDBG Pavement Project  
**Project Number:** P303521001  
**Department Lead:** Public Works

Project Cost to Date	\$381	As of Date	Grant Funded	Total Budget
		December 31, 2020	Yes	\$1,439,477
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2750620	507010	RT Fund (Federal-CDBG)	FY 21	\$340,868
2503035	507010	RT Fund (Federal-STBG)	FY 20	\$741,292
2535005	507010	V&T Infrastructure Fund	FY 21	\$357,317

**Project Description**

**Project Length** 0.83 miles (4,400 feet) of roadway rehabilitation and ADA improvements.  
This project is for ADA and roadway improvements along Colorado Street between S. Carson Street and Saliman Road. It includes pavement rehabilitation and reduction, ADA upgrades, and construction of missing sidewalk links near California and Idaho Streets.

**Project Justification**

There are missing and incomplete sections of sidewalk along Colorado Street as well as ADA deficiencies in the corridor. The existing pavement condition is poor and in need of rehabilitation. There are known concerns along Colorado Street including speeding, difficulty backing out of driveways, and high maintenance costs associated with the wide pavement area. This project was awarded a CDBG grant for ADA improvements. Project costs are being supplemented with Federal STBG and V&T Infrastructure funding.

**Project Status**

We are conducting public outreach and gathering input on design alternatives. A geotechnical analysis is also underway, and staff are confirming the project's right-of-way. Design will begin in February.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Oct-20	Sep-21	TBD
Construction	Apr-22	Sep-22	TBD



**Project Name:** FY 2021 District 3 - Deer Run Road Pavement Preservation  
**Project Number:** P303521004  
**Department Lead:** Public Works

<b>Project Cost to Date</b>	\$0	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>
		December 31, 2020	No	\$250,000
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>
2503035	507010	RT Fund	FY21	\$250,000

**Project Description**

**Project Length** | 2.6 miles of slurry seal.

This is a pavement preservation project (Type 3 Modified Slurry Seal) of Deer Run Road between US 50 and Sedge Road. Includes pavement patching, shoulder work, and signing and striping upgrades.

**Project Justification**

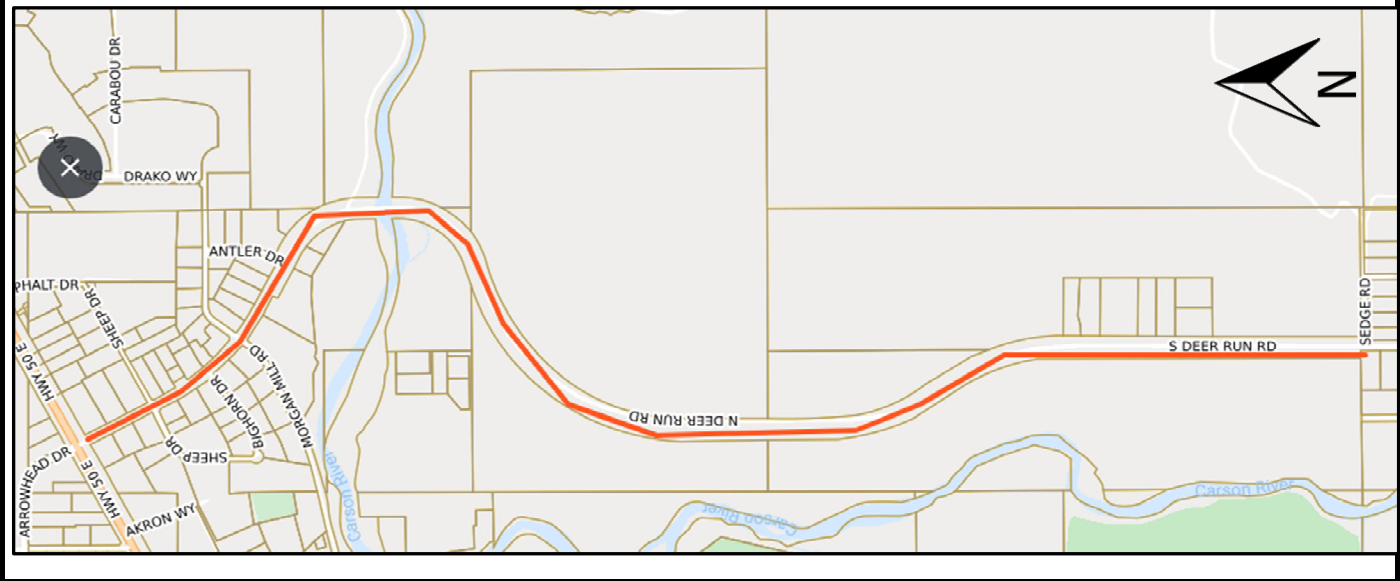
Deer Run Road provides access to industrial, residential, and recreational areas and provides access to the southeastern side of Carson City. Completing a pavement preservation treatment will maintain existing pavement life and avoid rapid deterioration of this rural roadway.

**Project Status**

Design has begun. Staff anticipate completing design in March.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Nov-20	Mar-21	NA
Construction	Jun-21	Aug-21	NA



**Project Name:** FY 2021 District 3 - Clear Creek Road Pavement Preservation  
**Project Number:** P303521005  
**Department Lead:** Public Works

<b>Project Cost to Date</b>	\$0	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>
		December 31, 2020	No	\$148,000
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>
2503035	507010	RT Fund	FY21	\$148,000

**Project Description**

**Project Length** 0.46 miles (2,450 feet) of slurry seal.

This is a pavement preservation project (Type 3 Modified Slurry Seal) of Clear Creek Road between US 395 and Vista Grande Boulevard. It also includes sealing of Vista Grande Boulevard between Clear Creek Road and the Douglas County Line. Other items of work include pavement patching and striping.

**Project Justification**

This high volume route provides access to commercial, residential, and recreational areas. Completing a pavement preservation treatment will maintain existing pavement life and avoid rapid deterioration.

**Project Status**

Design has begun. Staff anticipate completing design in March.

**Project Schedule**

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Nov-20	Mar-21	NA
Construction	Jun-21	Aug-21	NA

