



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

Day: Wednesday
Date: March 10, 2021
Time: 4:30 p.m.
Location: Community Center, Robert “Bob” Crowell Board Room (previously called the Sierra Room), 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. 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: 187-686-8091).

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, 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, 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 action regarding approval of the February 10, 2021 draft minutes.

6. PUBLIC MEETING ITEM(S):

6-A For Possible Action – Discussion and possible action regarding (1) approval of Modification 002 to Federal Lands Access Program (FLAP) Project Reimbursement Agreement No. 6982AF-18-K-500014 (Modification 002) with Central Federal Lands Highway Division (CFLHD), which extends the period of performance from July 30, 2021, to July 30, 2023, and increases the project cost from \$3,707,000 to \$5,110,000, therefore increasing the City's 5% local funding match obligation from \$185,350 to a not to exceed amount of \$285,500; and (2) authorizing the RTC Chair to execute future amendments to (FLAP) Project Reimbursement Agreement No. 6982AF-18-K-500014 that change the period of performance and/or increase the City's funding obligation by 10% or less.

Staff Summary: Modification 002 amends the project scope, schedule, and budget for the Kings Canyon Road and Trailhead Project (Project). The Project's overall, estimated cost has increased from \$3,707,000 to \$5,110,000. Federal funds will cover 95% of these costs, but the City is responsible for a 5% local funding match, plus \$30,000 in necessary costs for the project that are not eligible for federal funding. Therefore, Modification 002 increases the City's 5% local funding match from \$185,350 to a not to exceed amount of \$285,500 as reimbursement to CFLHD. The City's obligation will be paid from the Regional Transportation Fund, the Open Space Quality of Life Fund, and stormwater management funding, as well as through in-kind services. Modification 002 also revises the period of performance from July 30, 2021 to July 30, 2023.

6-B For Possible Action – Discussion and possible action regarding certification under NRS 365.550(8) of the mileage of improved roads or streets maintained by the City within a public right-of-way as of December 31, 2020, for submittal to the Nevada Department of Transportation (NDOT).

Staff Summary: NRS 365.550(8) requires the City to annually submit a list to NDOT with each road and street maintained by the City and the total mileage of those roads and streets for the purpose of calculating annual Motor Fuel Tax revenue.

6-C For Possible Action – Discussion and possible action regarding school zones and school zone speed limit signage, including a possible grant of authority to expend \$300,000 from the general fund to improve school zone speed limit signage at Fritsch Elementary, Carson Middle, Bordewich Bray Elementary, Eagle Valley Middle, and other schools in Carson City; a possible recommendation to the Board of Supervisors to modify the designated locations of school zones; a possible modification of the speed limit policy as it relates to school zones; and other possible action relating to school zones or school zone speed limit signage.

Staff Summary: The Board of Supervisors budgeted \$300,000 from the General Fund for use by the RTC for a review and refinement of school speed limit zones, including possible changes to school speed limit zone sign locations, installation of new flashing beacons, and revisions to the school speed limit zone time restrictions. Staff has completed a study of improvements to school zone speed limit signage for Fritsch Elementary, Carson Middle, Bordewich Bray Elementary, and Eagle Valley Middle, and staff is prepared to begin implementing those improvements once approved by the RTC. To the extent any changes to the designated locations of school zones require approval from the Board of Supervisors, RTC may recommend approval of those changes to the Board of Supervisors.

6-D For Possible Action – Discussion and possible action regarding authorization to conduct a preliminary feasibility study of a Downtown Transit Center for the City’s Jump Around Carson (JAC) bus service, at a total not to exceed cost of \$70,000, of which 50% will be paid through secured and available federal funding, and 50% will be paid with available local match funding from the City.

Staff Summary: The JAC bus system currently provides a centralized transfer hub on N. Plaza Street between Washington Street and Robinson Street that allows riders to transfer between JAC routes and other regional and statewide bus transit providers. The preliminary feasibility study would evaluate potential locations for a Downtown Transit Center, identify long-term funding needs, and provide further planning documentation that may be necessary to apply for competitive federal grant funds. The preliminary feasibility study is anticipated to cost approximately \$60,000, which would be funded by approximately \$30,000 from a Fiscal Year 2021 general fund transfer, plus matching funds from the Federal Transit Administration (FTA). Due to uncertainty surrounding the exact cost, staff requests authorization for a not to exceed amount of \$70,000 for the total project, and a not to exceed amount of \$35,000 for the City’s required local match.

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

7-A Transportation Manager’s Report

7-B Street Operations Activity Reports for December 2020 and January 2021

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, April 14, 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

****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://notice.nv.gov>

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the February 10, 2021 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, February 10, 2021, in the Community Center Robert “Bob” Crowell Boardroom, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Lori Bagwell
 Vice Chair Lisa Schuette
 Commissioner Chas Macquarie (via WebEx)
 Commissioner Greg Stedfield
 Commissioner John Terry (via WebEx)

STAFF: Darren Schulz, Public Works Director (via WebEx)
 Lucia Maloney, Transportation Manager
 Todd Reese, Deputy District Attorney
 Dirk Goering, Senior Transportation Planner
 Chris Martinovich, Transportation/Traffic Engineer
 Kelly Norman, Transportation Planner/Analyst (via WebEx)
 Alex Cruz, Transit Coordinator
 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.

1. CALL TO ORDER AND DETERMINATION OF A QUORUM

(5:26:28) – Chairperson Bagwell called the meeting to order at 5:26 p.m. Roll was called, and a quorum was present.

2. AGENDA MANAGEMENT NOTICE

(5:27:01) – Ms. Maloney indicated that there were no modifications to the agenda.

3. DISCLOSURES

(5:27:06) – Chairperson Bagwell entertained disclosures; however, none were forthcoming.

4. PUBLIC COMMENT

(5:27:15) – Chairperson Bagwell entertained public comments; however, none were forthcoming.

5. APPROVAL OF MINUTES

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 10, 2021 Meeting

Page 2

DRAFT

5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE APPROVAL OF THE JANUARY 13, 2021 DRAFT MINUTES.

(5:27:22) – Chairperson Bagwell introduced the item and entertained comments and/or corrections.

(5:27:33) – Commissioner Stedfield moved to approve the minutes of the January 13, 2021 meeting as presented. The motion was seconded by Vice Chair Schuette and carried 5-0-0.

6. PUBLIC MEETING ITEMS

6-A FOR DISCUSSION ONLY - DISCUSSION AND PRESENTATION OF A STATUS UPDATE ON THE KINGS CANYON ROAD AND TRAILHEAD PROJECT.

(5:28:12) – Chairperson Bagwell introduced the item. Mr. Martinovich gave background and reviewed the Staff Report with supporting exhibits, incorporated into the record. He also updated the Commission on the status of the project, referenced the public comments which were received during the 70 percent review and incorporated into the plan, reviewed the next steps, and responded to clarifying questions. Chairperson Bagwell was informed that the increase in design, the incorporation of the public comments, and the additional excavation costs had contributed to the cost increases. Mr. Martinovich explained to Commissioner Terry that Central Federal Lands would administer the construction via two full-time staff members. He, along with Chairperson Bagwell, thanked the property owners for their cooperation. This item was not agendized for action.

6-B FOR DISCUSSION ONLY - DISCUSSION AND PRESENTATION REGARDING PUBLIC OUTREACH EFFORTS FOR THE COLORADO STREET CORRIDOR PROJECT, BETWEEN S. CARSON STREET AND SALIMAN ROAD AND THE DESIGN OF FUTURE IMPROVEMENTS TO THE CORRIDOR.

(5:41:35) – Chairperson Bagwell introduced the item. Mr. Goering gave background and presented the Staff Report which is incorporated into the record. He also highlighted the results of the second public outreach efforts, incorporated into the record, which were conducted by Staff, and responded to clarifying questions. Vice Chair Schuette thanked Staff for reaching out and providing the public the opportunity to be heard. Commissioner Stedfield did not believe that a center median was “practical;” however, he acknowledged the issue of speeding and was in favor of the reduced lane widths. Commissioner Macquarie recommended painting the bulb outs for further safety. Commissioner Terry noted that he had been successful with the bulb outs for pedestrian protection. Chairperson Bagwell indicated the calls she received were mostly regarding speed and truck traffic on Colorado Street and believed the lane width reduction or bulb outs may help mitigate the speed issue. Vice Chair Schuette suggested bringing the two discussed options to the residents for comments. Ms. Maloney thanked the residents for their participation and recommended a public hearing at the next design phase. This item was not agendized for action.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 10, 2021 Meeting

Page 3

DRAFT

6-C FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION TO RECOMMEND A MORATORIUM ON BICYCLE AND SCOOTER SHARE PROGRAMS IN CARSON CITY TO THE CARSON CITY BOARD OF SUPERVISORS.

(5:58:00) – Chairperson Bagwell introduced the item. Ms. Maloney gave background and reviewed the Staff Report with supporting documentation, all of which are incorporated into the record. She also summarized the discussion and the proposed recommendation of the Carson City 2020 E-Bicycle/E-Scooter Working Group. The group had concluded that no new regulations (especially regarding speed limits) was needed as that might be unenforceable. Instead, the group had recommended encouraging safe use through an educational campaign. Ms. Maloney also noted that the recommendations had been presented to the Parks and Recreation Commission and the Open Space Advisory Committee joint meeting on December 1, 2020 where e-scooter and e-bicycle sharing sustainability benefits had been discussed, in addition to safety, abandonment, infrastructure concerns, and parking availability in areas such as downtown.

(6:01:39) – Ms. Maloney also provided highlights from the 2019 Nevada Legislature which allowed local authorities to adopt an ordinance to protect the safety and health of the public. She recommended an ordinance prohibiting e-bicycle/e-scooter share programs for the time being to be presented to the Board of Supervisors for enactment until successful implementation in other parts of Nevada. Ms. Maloney also responded to clarifying questions. Commissioner Stedfield provided anecdotal data from his observations of how the vehicles were discarded after use in the South Lake Tahoe area. Commissioner Macquarie wished to add the following to the recommended motion for a moratorium: *until an ordinance is adopted with the framework for permitting such a program*. Commissioner Terry was also in favor of the motion because he believed the program was not appropriate for Carson City. Commissioner Schuette was in agreement with the moratorium for safety reasons. Chairperson Bagwell noted that Commissioner Macquarie’s addition to the proposed motion would mean directing Staff to work on an ordinance. Instead, she was open to hear a vendor-initiated program. Commissioner Macquarie proposed a motion.

(6:10:00) – Commissioner Macquarie moved to recommend a moratorium on e-bicycle and e-scooter share programs until an ordinance is adopted by the Carson City Board of Supervisors with a framework for permitting such a program. The motion was seconded by Commissioner Stedfield. Chairperson Bagwell entertained discussion.

(6:10:48) – Commissioner Stedfield noted that the City of Reno had a bikeshare program which had since been cancelled. Chairperson Bagwell clarified that the Commission was not directing Staff to work on an ordinance. Ms. Maloney noted that Staff would continue to monitor other programs. Chairperson Bagwell called for the vote. **The motion carried 5-0-0.**

6-D FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION TO REAPPOINT THE TRANSPORTATION MANAGER AS THE ALTERNATE TO LORI BAGWELL, RTC CHAIRPERSON, TO THE TAHOE TRANSPORTATION DISTRICT BOARD OF DIRECTORS.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 10, 2021 Meeting

Page 4

DRAFT

(6:12:52) – Chairperson Bagwell introduced the item. Ms. Maloney presented the Staff Report which is incorporated into the record. Chairperson Bagwell entertained questions and when none were forthcoming, a motion.

(6:14:52) – Commissioner Stedfield moved to reappoint Transportation Manager Lucia Maloney as the alternate to Chairperson Lori Bagwell to the Tahoe Transportation District Board of Directors. The motion was seconded by Vice Chair Schuette and carried 5-0-0.

6-E FOR DISCUSSION ONLY – DISCUSSION AND PRESENTATION REGARDING THE JUMP AROUND CARSON (JAC) FISCAL YEAR (FY) 2020 MONITORING REPORT AND LONG-RANGE FISCAL OUTLOOK.

(6:15:29) – Chairperson Bagwell introduced the item. Ms. Maloney provided background and Mr. Cruz presented an overview of the FY 2020 Monitoring Report, incorporated into the record along with the Staff Report. Additionally, Ms. Maloney provided information on long-range projections on the Transit Fund budget and funding sources such as the General Fund and grants. She also responded to clarifying questions by the commissioners. This item was not agendaized for action.

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

7-A TRANSPORTATION MANAGER’S REPORT

(6:38:10) – Ms. Maloney reported that due to the past month’s weather issues, the Street Operations Report would be presented in March. She also announced that the Community Development Block Grant applications for Colorado Street and Desatoya Drive will be submitted ahead of the deadline. Ms. Maloney announced a pavement survey to be funded under the Carson Area Metropolitan Organization’s Unified Work Program and offered to present details in upcoming meetings.

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

(6:39:09) – Chairperson Bagwell entertained comments from the commissioners; however, none were forthcoming.

9. THE NEXT MEETING IS TENTATIVELY SCHEDULED – 4:30 P.M., WEDNESDAY, MARCH 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.

(6:39:20) – Chairperson Bagwell read the agenda item into the record.

10. PUBLIC COMMENT

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the February 10, 2021 Meeting

Page 5

DRAFT

(6:39:33) – Chairperson Bagwell entertained final public comments; however, none were forthcoming.

11. ADJOURNMENT: FOR POSSIBLE ACTION

(6:39:48) – Chairperson Bagwell adjourned the meeting at 6:39 p.m.

The Minutes of the February 10, 2021 Carson City Regional Transportation Commission meeting are so approved this 10th day of March, 2021.

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STAFF REPORT

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

Meeting Date: March 10, 2021

Staff Contact: Chris Martinovich, Transportation Engineer

Agenda Title: For Possible Action – Discussion and possible action regarding (1) approval of Modification 002 to Federal Lands Access Program (FLAP) Project Reimbursement Agreement No. 6982AF-18-K-500014 (Modification 002) with Central Federal Lands Highway Division (CFLHD), which extends the period of performance from July 30, 2021, to July 30, 2023, and increases the project cost from \$3,707,000 to \$5,110,000, therefore increasing the City's 5% local funding match obligation from \$185,350 to a not to exceed amount of \$285,500; and (2) authorizing the RTC Chair to execute future amendments to (FLAP) Project Reimbursement Agreement No. 6982AF-18-K-500014 that change the period of performance and/or increase the City's funding obligation by 10% or less.

Staff Summary: Modification 002 amends the project scope, schedule, and budget for the Kings Canyon Road and Trailhead Project (Project). The Project's overall, estimated cost has increased from \$3,707,000 to \$5,110,000. Federal funds will cover 95% of these costs, but the City is responsible for a 5% local funding match, plus \$30,000 in necessary costs for the project that are not eligible for federal funding. Therefore, Modification 002 increases the City's 5% local funding match from \$185,350 to a not to exceed amount of \$285,500 as reimbursement to CFLHD. The City's obligation will be paid from the Regional Transportation Fund, the Open Space Quality of Life Fund, and stormwater management funding, as well as through in-kind services. Modification 002 also revises the period of performance from July 30, 2021 to July 30, 2023.

Agenda Action: Formal Action/Motion

Time Requested: 10 minutes

Proposed Motion

I move to approve Modification 002, as presented, and to authorize the RTC Chair to execute future amendments to the agreement regarding changes in the period of performance or in funding up to 10% of the approved agreement amount.

Previous Action

At the November 27, 2017 RTC meeting, the Board approved the submission of the FLAP Kings Canyon Road Project. The grant application requested \$2,851,900 with a 5% local match of \$150,100.

At the August 8, 2018 RTC meeting, the Board approved a Federal Lands Access Program (FLAP) Memorandum of Agreement for the Kings Canyon Road Project and Reimbursement Agreement Modification 001 with a total agreement amount of \$3,707,000 including a 5% local match of \$185,350 split between the Regional Transportation Fund (\$150,000) and the Open Space Quality of Life Fund (\$35,350).

At the February 22, 2021 Open Space Advisory Committee (OSAC) meeting, OSAC recommended that staff allot an additional \$33,275 from the Open Space Quality of Life Fund for the Project.

Background/Issues & Analysis

The RTC, the U.S. Forest Service (USFS), and the Federal Highway Administration (FHWA) signed a Memorandum of Agreement (MOA) in August 2018 to make improvements to the Kings Canyon Road and the trailhead area. This FLAP MOA requires a minimum 5% local match. The total grant amount awarded for the project was previously set at \$3,707,000 and required a minimum 5% local match of \$185,350.

In February 2021, the CFLHD completed an updated project cost estimate using newly-completed 95% design plans. Based on these plans, the total estimated cost for the project was increased to \$5,110,000, with the City's 5% local match increasing to \$255,500, plus an additional \$30,000 in costs not eligible for federal funding, for a not to exceed amount of \$285,500 for the City. A portion of this local share, estimated to be \$57,750, will be paid through in-kind services, and will not require actual payment to CFLHD. Allowable in-kind services include paid right-of-way consultant fees, paid compensation to property owners in exchange for right-of-way, and payments to utility companies for eligible relocation costs. Therefore, the total amount to be actually paid from the City to CFLHD is \$227,750. Modification 002 accounts for the final estimated cost of construction, and CFLHD has committed to provide federal funding for 95% of the Project. Tables 1 and 2 summarize Modification 002.

Table 1: Modification 002 Funding Summary

Federal Funding (95%)	\$ 4,854,500
Local Match (5%)	\$ 255,500
Eligible Agreement Total	\$ 5,110,000
Non-eligible Costs (Local)	\$ 30,000
TOTAL PROJECT	\$ 5,140,000
TOTAL LOCAL SHARE	\$ 285,500

Table 2: Local Match, Non-Eligible Costs, and In-Kind Services

Local Match (5%)	\$ 255,500
Local In-kind Funding	\$ (57,750)
Remaining Local Match	\$ 197,750
Non-eligible Costs	\$ 30,000
TOTAL REIMBURSEMENT AMOUNT	\$ 227,750

Modification 002 became necessary because the Project's design process showed additional costs were needed in light of:

- Multiple design changes that incorporated comments from the public, the RTC, the Open Space Advisory Committee, the Parks and Recreation Commission, and City staff.
- Unknown and unanticipated earthwork quantities associated with roadway excavation for the parking lot and trailhead area
- Larger and additional storm drainage infrastructure needed to convey required storm flows and mitigate property impacts and acquisition.
- Property acquisition and utility relocations.
- New driveway connections to adjacent properties.

Additional local funds are being added to the Project to fulfill the City's local match and additional cost obligations. The Open Space Quality of Life Fund will provide a total amount of \$68,625 to the Project, and stormwater funding will cover an additional \$35,400. Table 3 summarizes the local funding obligated toward the project.

Table 3: Local Funding Split

Previously Obligated RT Funds (included staff labor and contingency)	\$ 200,000
RT Funds spent for staff labor (not eligible as local match)	\$ (12,500)
Previously Obligated Open Space Funds	\$ 35,350
Additional Open Space Funds	\$ 33,275
Additional Stormwater Funds	\$ 35,400
TOTAL LOCAL FUNDING OBLIGATED	\$ 291,525

The project schedule is changing from the existing end date of July 30, 2021 to July 30, 2023 to account for the increased duration of design, construction, and cost reimbursement.

Applicable Statute, Code, Policy, Rule or Regulation

23 U.S.C 201 and 204

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number:

Quality of Life – Open Space. Maintenance and Management / 2545047-507199

Stormwater Drainage Capital. Capital Improvements / 5053705-507010: Project P370514004 Citywide Minor Improvements

Regional Transportation Fund. Capital Improvements / 2503035-507010: Project P303519006

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: The required local match and other non-eligible costs associated with this agreement have increased to a maximum of \$285,500.

A total of \$235,350 has already been budgeted for this Project in Fiscal Year (FY) 2020 and FY 2021. The Regional Transportation Fund has already allotted \$200,000 to the Project, and the Open Space Quality of Life Fund is already budgeted for \$35,350. Of this amount, approximately \$222,850 is available to be used as local match and consists of \$196,925 in unspent funding and \$25,925 in spent funding.

Further, the Carson City Parks, Recreation & Open Space Department received approval from the Open Space Advisory Committee (OSAC) at the Committee’s February 22, 2021 meeting to provide up to \$33,275 from FY 2022 as additional match toward the Project.

Finally, an additional \$35,400 from the FY 2021 Stormwater Citywide Minor Improvements project will be transferred from Citywide Minor Improvements P370514004 to P303519006 to be used on this Project.

Alternatives

I do not support Modification 002 and provide alternate direction to staff.

Supporting Material

-Exhibit 1: Agreement 6982AF-18-K-500014, Modification 002 Statement of Work

-Exhibit 2: Agreement 6982AF-18-K-500014, Modification 002 Agreement

Board Action Taken:

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

Statement of Work

Project: NV FLAP 39(1) Kings Canyon Road

Reimbursable Agreement No.: 6982AF-18-K-500014

March 14, 2018

Modification 001 July 25, 2018

Modification 002 February 19, 2021

- I. Introduction: Carson City, NV will provide funding to the Federal Highway Administration, Central Federal Lands Highway Division (CFLHD) to perform scoping activities for the NV FLAP 39(1) project. Carson City will be referred to as the Requesting Agency. CFLHD will be referred to as the Servicing Agency.

Modification 001: Work will also include preliminary engineering, construction, and construction engineering.

- II. Location: Kings Canyon Road, Carson City, NV.

- III. Work Required: The work required will include the development of a scoping summary, scoping report, and preliminary estimate for design, construction, and construction engineering to verify the scope and cost for the proposed project.

Modification 001: Work will also include the development of contract (plans, specifications, and estimate) for the advertisement and award of a construction project to complete this work and provide contract administration and construction engineering services.

The full scope of the proposed project is to include preliminary engineering, construction and construction engineering of Kings Canyon Road from the Kings Canyon Stream Crossing to the Kings Canyon Trailhead Parking Lot, approximately 0.73 miles. The proposed project will widen the existing roadway to accommodate bicycle lanes on both sides of the roadway. The project will also improve the trailhead parking lot with restroom facilities and provide for additional capacity.

Modification 001: The project scope has been refined to provide a bike lane (4-ft wide) on the north shoulder of the roadway and a 2-ft shoulder on the south side.

This Agreement does not obligate (commit to the expenditure of) Federal funds for construction nor does it commit the parties to complete the project. This agreement documents the intent of the parties and commits the Requesting Agency to provide its share of eligible project costs. The Requesting Agency understands that any final decision as to design and construction will be made by the Programming Decisions Committee after completion of the scoping effort and any environmental analysis required under the National Environmental Policy Act (NEPA). Any decision to proceed with the design and construction of the project will depend on the availability of appropriations and matching funds at the time of obligation and other factors, such as issues raised during the NEPA processes, a natural disaster that changes the need for the project and a change in Congressional authorization.

Modification 001: Refer to Project Memorandum of Agreement for more information regarding roles and responsibilities.

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018

Modification 001 July 25, 2018

Modification 002 February 19, 2021

IV. Non-Federal Share of Costs: The Requesting Agency will provide non-federal local matching funds

Modification 001: Updated costs for the full scope of work are as follows:

PROJECT BUDGET		
Item	Estimated Cost	Comments
Scoping	\$40,000	Actual Costs
Preliminary Engineering (PE) and Environmental Compliance	\$395,000	
Construction Contract (CN)	\$2,660,000	
Construction Engineering (CE)	\$346,000	
Contingency	\$266,000	10% of CN Contingency
Total	\$3,707,000	

PROJECT FUNDING			
Funding Source	Estimated Funding	% of Total Project	Comments
Federal Lands Access Program	\$3,521,650	95%	
Carson City	\$185,350	5%	Reimbursable Agreement
Total	\$3,707,000		

Modification 002: Updated costs for the full scope of work are as follows:

PROJECT BUDGET		
Item	Estimated Cost	Comments
Scoping	\$41,423.58	Actual Costs
Preliminary Engineering (PE)	\$695,000	
Construction Contract (CN)	\$3,610,000	
Construction Engineering (CE)	\$400,000	
Contingency	\$363,576.42	
Total	\$5,110,000	

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018

Modification 001 July 25, 2018

Modification 002 February 19, 2021

PROJECT FUNDING – FLAP ELIGIBLE			
Funding Source	Estimated Funding	% of Total Project	Comments
Federal Lands Access Program	\$4,854,500	95%	
Carson City	\$197,750	5%	Non-Federal Cash Match
	\$30,850		Estimated In-Kind Match: Right-of-way Consultant
	\$11,900		Estimated In-Kind Match: Property Acquisitions Cost
	\$15,000		Estimated In-Kind Match: NV Energy Utility Relocations
Total	\$5,110,000		
PROJECT FUNDING – FLAP NON-ELIGIBLE			
Funding Source	Estimated Funding	% of Total Project	Comments
Carson City	\$30,000	N.A.	Non-Federal Cash Contribution for driveway and stormwater impact mitigations (Non-Match)

Modification 002: The Requesting Agency will provide non-federal local matching funds in the amount of \$197,750 plus an estimated \$57,750 for in-kind services. If during implementation of the project it is determined that the total project costs exceed \$5,110,000, CFLHD and Carson City will either mutually agree to reduce the scope of the project such that the cost is at or below \$5,110,000, or execute a modification to this agreement to increase the local match amount to maintain a minimum 5.00% local match amount.

The Requesting Agency will provide non-federal local funds (non-matching) in the amount of \$30,000 for FLAP non-eligible costs of constructing driveway and stormwater impact mitigations on private property.

Allowed in-kind services include paid right of way consultant fees, paid compensation to property owners in exchange for right of way, and payments to utility companies for eligible relocation costs. The maximum agreed to in-kind value of these services is the lessor of the estimated amounts shown in the table above or the actual amount as reflected on paid invoices.

The Requesting Agency is not required to reimburse CFLHD for any costs incurred prior to the date of this Agreement.

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018

Modification 001 July 25, 2018

Modification 002 February 19, 2021

- V. Period of Performance: ~~All work associated with this agreement will be completed no later than December 14, 2018.~~

Modification 002: All work associated with this agreement will be completed no later than July 30, 2023.

- VI. Technical Representative: Agreement Points of Contact for this Agreement are:

~~Doug Smith, CFLHD Project Manager
(720) 963-3435 or Doug.W.Smith@dot.gov~~

**Emilio Burgos, CFLHD Project Manager
(720) 963-3639 or Emilio.burgos@dot.gov**

**Chris Martinovich, Transportation Engineer, Carson City
(775) 283-7367 or cmartinovich@carson.org**

- VII. Roles and Responsibilities

For scoping:

A. CFLHD will:

- 1) Conduct scoping field review;
- 2) Prepare scoping documents necessary to verify scope and costs of project;
- 3) Provide the PDC scoping documents for consideration of placement in the final program of projects; and
- 4) Manage the overall effort on this agreement regarding scope, schedule and budget in coordination with the Requesting Agency.

B. Requesting Agency will:

- 1) Provide relevant documents regarding this project to CFLHD for use in project development;
- 2) Participate in the field scoping activities;
- 3) Review all scoping documents prepared by CFLHD; and
- 4) Provide funding as referenced in this document.

Modification 001: Refer to the Project Memorandum of Agreement for additional Roles and Responsibilities.

- VIII. Financial Administration:

A. **Total Agreement Amount:**

~~Modification 001: Not to exceed \$185,350.00~~

Modification 002: Not to exceed \$227,750.00

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018

Modification 001 July 25, 2018

Modification 002 February 19, 2021

B. Funding Citations: 23 U.S.C. 201 and 204.

C. Reimbursable Payment:


Modification 001: CFLHD will invoice the Requesting Agency on a monthly basis in the amount of 5% of the total Federal Lands Access Program eligible costs expended for the project.

Regardless of the estimate, the Requesting Agency will provide the required match, as documented above in the Project Funding Table, of the total Federal Lands Access Program eligible costs expended on the project through construction contract completion, closeout, and resolution of any disputes, in an amount not to exceed that amount provided in this Agreement

CFLHD is limited to recovery of the matching share of actual costs incurred, as reflected in the invoice provided by the CFLHD. CFLHD shall not incur costs which result in matching funds exceeding the maximum cost stated in this Agreement without authorization by the Requesting Agency in the form of written modification to this agreement.

CFLHD will provide an Invoice Summary Report if requested by the Requesting Agency on a monthly basis. An Invoice Summary Report sample is shown below.

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018
Modification 001 July 25, 2018
Modification 002 February 19, 2021

		CENTRAL FEDERAL LANDS HIGHWAY DIVISION 12300 West Dakota Avenue Lakewood, CO 80228			
INVOICE SUMMARY REPORT					
Invoice #:	99999				
Project Name:	CO FLAP 100(1) SAMPLE ROAD				
Applicant:	COUNTY, CO 20.00%				
Reporting Date ⁽¹⁾ :	2/1/2017	<i>Notes: Sample Invoice Summary Report that can be provided with each invoice as requested.</i>			
Previous Reporting Date:	1/1/2017				
Active Project Phase:	Construction				
Local Match - Reimbursable Agrmnts:		CFLHD Account #	Amount	Comments	
DTFH6816E000xx		15A6080000000	\$2,500,000.00	Full scope of work	
Total			\$2,500,000.00		
Project Cost Summary		Budget	Costs to Date ⁽²⁾	Remaining Costs ⁽³⁾	Total Projected Costs
Scoping/Preliminary Engineering		\$1,000,000.00	\$995,000.00	\$0.00	\$995,000.00
Construction Contract		\$10,000,000.00	\$1,500,000.00	\$8,500,000.00	\$10,000,000.00
Construction Engineering		\$1,000,000.00	\$25,000.00	\$975,000.00	\$1,000,000.00
Contingency		\$500,000.00	\$0.00	\$0.00	\$0.00
Total		\$12,500,000.00	\$2,520,000.00	\$9,475,000.00	\$11,995,000.00
Funding Split - Costs to Date		%	Total	Previously Paid	Current Due
Federal Lands Access Program		80.00%	\$2,016,000.00	\$1,664,400.00	\$351,600.00
Current Local Match ⁽⁵⁾		20.00%	\$504,000.00	\$416,100.00	\$87,900.00
Total		100.00%	\$2,520,000.00	\$2,080,500.00	\$439,500.00
Current Local Match Surplus(+)/Shortfall(-) ⁽⁵⁾ :			\$0.00		
Funding Split - Total Projected Costs		%	Total	Previously Paid	Remaining Due
Federal Share		80.00%	\$9,596,000.00	\$1,664,400.00	\$7,931,600.00
Required Local Match		20.00%	\$2,399,000.00	\$416,100.00	\$1,982,900.00
Total		100.00%	\$11,995,000.00	\$2,080,500.00	\$9,914,500.00
Reimbursable Agreement Projected Surplus(+)/Shortfall(-) ⁽⁴⁾ :			\$101,000.00		
Previous Invoices/Payments		Invoice Date	Invoice Amount	Payment Date	Payment Amount
DTFH6816E000xx (99992)		3/31/2017	\$11,600.00	4/15/2017	\$11,600.00
DTFH6816E000xx (99993)		4/30/2017	\$7,500.00	5/18/2017	\$7,500.00
DTFH6816E000xx (99994)		5/31/2017	\$189,000.00	6/12/2017	\$189,000.00
DTFH6816E000xx (99995)		6/30/2017	\$208,000.00	7/15/2017	\$208,000.00
DTFH6816E000xx (99996)		7/31/2017	\$87,900.00		
Total			\$504,000.00		\$416,100.00
⁽¹⁾ The Reporting Date is the date that the report was run to calculate Costs to Date. ⁽²⁾ The Costs to Date are the total project FLAP eligible expenditures when the report was run. ⁽³⁾ The Remaining Costs are the projected remaining costs for the project. ⁽⁴⁾ This is for information only. CFLHD is limited to the recovery of the matching share of actual costs incurred only. CFL will not incur costs which result in matching funds required exceeding the costs agreed to in the reimbursable agreement(s). If additional funds are required to complete the project, CFL will work with the requesting agency to modify the agreement(s). ⁽⁵⁾ During Scoping and Design of a project the % of match invoiced compared with the required match will fluctuate due to limitations with the financial system. The % will be reconciled during the remainder of the Design Phase and/or during the Construction Phase of the project.					

Upon receipt of the invoice of costs incurred and authorized, the Requesting Agency will issue payment via one of the methods listed below.

D. Method of Billing:

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018

Modification 001 July 25, 2018

Modification 002 February 19, 2021

CFLHD will bill the Requesting Agency, in accordance with the payment terms and schedule as agreed upon in the Agreement.

CFLHD requests that these payments be made through the US Treasury's website <https://pay.gov>. Pay.gov can be used to make secure electronic payments to any Federal Government Agencies via credit card or direct debit. Payment shall be submitted referencing the FHWA/CFLHD-ID Agreement Number: **6982AF-18-K-500014**

Option 1 (Preferred Method)

- Plastic card or Automatic Clearing House Payment (ACH Direct Debit)
- Go to Treasury's website – <https://pay.gov>
- Search for Agency Name (Transportation Department)
- Select the appropriate Transportation Agency (Federal Highway Administration)
- Follow the form instructions to make your payment. Note, if making an ACH payment from your bank account, please select ACH Direct Debit as the payment type.

Option 2

- Mail check payment to the following address for Paper Check Conversion (PCC) processing:

Make Check Payable To:
DOT FHWA

Mailing Address:
Enterprise Service Center
Federal Aviation Administration
ATTN: AMZ-324/HQ Room 181
6500 S. MacArthur Blvd.
Oklahoma City, OK 73169

- Notice to customers making payment by check:
 - Please notify cfl.finance@dot.gov if mailing a check.
 - When you provide a check as payment you authorize us either to use information from your check to make a one-time electronic fund transfer from your account or to process the payment as a check transaction.
 - When we use information from your check to make an electronic fund transfer, funds may be withdrawn from your account as soon as the same day we receive your payment and you will not receive your check back from your financial institution.

Statement of Work
Project: NV FLAP 39(1) Kings Canyon Road
Reimbursable Agreement No.: 6982AF-18-K-500014
March 14, 2018
Modification 001 July 25, 2018
Modification 002 February 19, 2021

Modification 001: *Privacy Act*- A Privacy Act Statement required by 5 U.S.C. § 552a(e)(3) stating our authority for soliciting and collecting the information from your check, and explaining the purposes and routine uses which will be made of your check information, is available from our internet site at https://www.fiscal.treasury.gov/fsservices/gov/rvnColl/otcNet/rvnColl_otcnet.htm), or call toll free: at 1-866-945-7920 to obtain a copy by mail. Furnishing the check information is voluntary, but a decision not to do so may require you to make payment by some other method.

- IX. Modifications: Any modifications to the Agreement must be made in writing and agreed to by both parties. Such modifications are not binding unless they are in writing and signed by personnel authorized to bind each of the agencies.
- X. Termination: This agreement will terminate upon the date specified in Section V or upon 30 calendar days after written notification to the other party. If this agreement is terminated by either party the Requesting Agency's liability shall extend only to pay for its share of the actual and reasonable costs of the items/services rendered and the costs of any non-cancelable obligations incurred in accordance with the terms of this agreement prior to the effective date of termination. If this agreement is terminated by CFLHD its liability shall extend only to the release of its work products and related materials to the Requesting Agency by the effective date of termination.

Federal Highway Administration Federal Lands Highway AGREEMENT 6982AF-18-K-500014 Modification 002	
PARTIES TO THE AGREEMENT	
Reimbursing Organization	Organization to be Reimbursed
Carson City Regional Transportation Commission 3505 Butti Way Carson City, Nevada 89701	Federal Highway Administration Central Federal Lands Highway Division 12300 West Dakota Ave Lakewood, CO 80228
DUNS Number: 07378152 TIN: 8860001089	DUNS Number 126129936
POINTS OF CONTACT FOR THE AGREEMENT	
Reimbursing Organization Finance Point of Contact	Organization to be Reimbursed Finance Point of Contact
Name: Nancy Paulson, City Manager Address: 201 North Carson Street Carson City, NV 89701 Phone: 775-283-7944 E-mail: npaulson@carson.org	Name: Suzanne Schmidt Address: 12300 West Dakota Ave Lakewood, CO 802 Phone: 720-963-3356 E-mail: suzanne.schmidt@dot.gov
Reimbursing Organization Program Point of Contact	Organization to be Reimbursed Program Point of Contact
Name: Lucia Maloney Address: 3505 Butti Way Carson City, NV 89701 Phone: 775-283-7396 E-mail: lmaloney@carson.org	Name: Emilio Burgos Address: 12300 West Dakota Ave Lakewood, CO 80228 Phone: 720-963-3639 E-mail: emilio.burgos@dot.gov
PERIOD OF PERFORMANCE	LEGAL AUTHORITY
From: see date of signature below To: December 14, 2018 (Original Agreement) July 30, 2021 (Modification 001) July 30, 2023 (Modification 002)	23 U.S.C. 201 and 204
TOTAL AGREEMENT AMOUNT	PAYMENT TERMS AND SCHEDULE
Original Agreement: \$3,000 Modification 001: \$182,350 Modification 002: \$42,400 TOTAL AGREEMENT AMOUNT: \$227,750	EFT
DESCRIPTION OF SUPPLIES, SERVICES, AND DELIVERABLES	
This modification revises the period of performance and FLAP/Match funding amounts. See attached Reimbursable Agreement	
AUTHORIZED APPROVALS	
For Reimbursing Organization	For Organization to be Reimbursed
Signature _____ Date _____	Signature _____ Date _____
Title Region Transportation Commission Chairperson	Title _____

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STAFF REPORT

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

Meeting Date: March 10, 2021

Staff Contact: Dirk Goering, Senior Transportation Planner

Agenda Title: For Possible Action – Discussion and possible action regarding certification under NRS 365.550(8) of the mileage of improved roads or streets maintained by the City within a public right-of-way as of December 31, 2020, for submittal to the Nevada Department of Transportation (NDOT).

Staff Summary: NRS 365.550(8) requires the City to annually submit a list to NDOT with each road and street maintained by the City and the total mileage of those roads and streets for the purpose of calculating annual Motor Fuel Tax revenue.

Agenda Action: Formal Action/Motion

Time Requested: 5 Minutes

Proposed Motion

I move to certify the total mileage of improved roads or streets maintained by Carson City as presented.

Background/Issues & Analysis:

As of December 31, 2020, Carson City maintains 303.42 centerline miles of improved roads that are accessible to the public. NDOT requests that each Nevada county or incorporated city certify and submit the total centerline miles of maintained roads for the purpose of calculating the annual Motor Fuel Tax revenue for that county or incorporated city. NRS 365.550(8) requires this road maintenance disclosure to receive the reimbursement of fuel taxes collected by the State of Nevada.

Each year staff calculates the total centerline miles for the purposes of NRS 365.550(8). This number is revised annually to incorporate newly created roads and to reflect changes to City road maintenance obligations. NRS 365.550(8) requires a public hearing in which the roads maintained by the City, as of December 31, 2020, are identified and presented.

For a road to be eligible for gas tax compensation, it must be classified as Type “C” or greater roadway, as defined by NDOT and the Legislative Committee for Local Government Taxes and Finance. Figure 1 provides an example of a Type “C” road. These roads shall be aligned and graded to allow reasonable convenient use by a motor vehicle and drained sufficiently by a longitudinal and transverse drainage system to prevent serious impairment of the road or street by surface water.

Figure 1: Example of a Type "C" road



Applicable Statute, Code, Policy, Rule or Regulation
 NRS 365.550(8)

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: There is no immediate impact to the current budget, however, the information within this item will be used by NDOT to calculate the amount of Motor Fuel Tax revenue allocated to the City.

Alternatives

Do not certify the mileage of improved roads or streets maintained by the City and provide alternate direction to staff.

Supporting Material

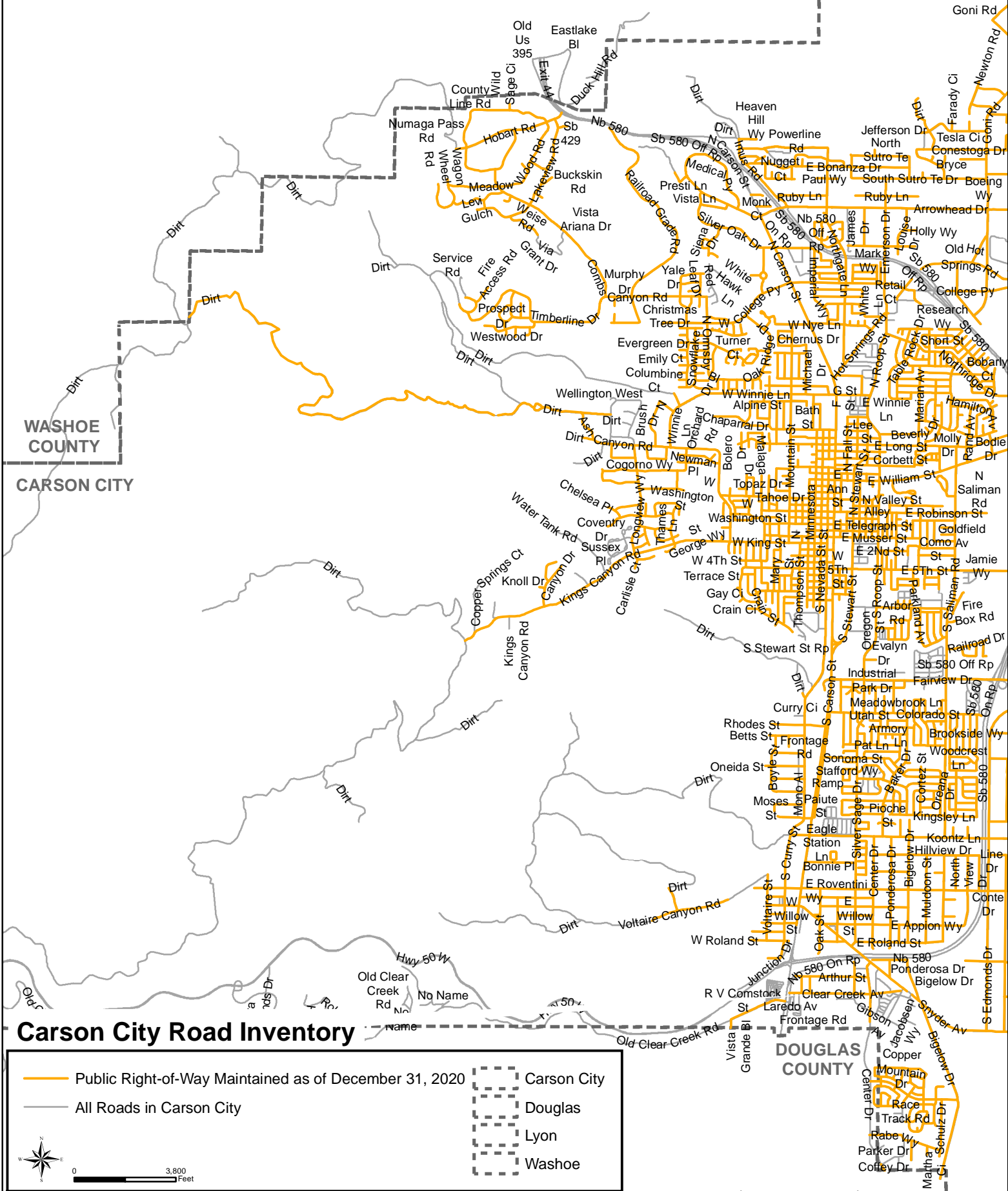
-Exhibit-1: Map of improved roads or streets maintained by Carson City as of December 31, 2020

Board Action Taken:

Motion: _____ 1) _____ Aye/Nay
 2) _____ _____

 (Vote Recorded By)

West Side



Carson City Road Inventory

- Public Right-of-Way Maintained as of December 31, 2020
- All Roads in Carson City

Carson City

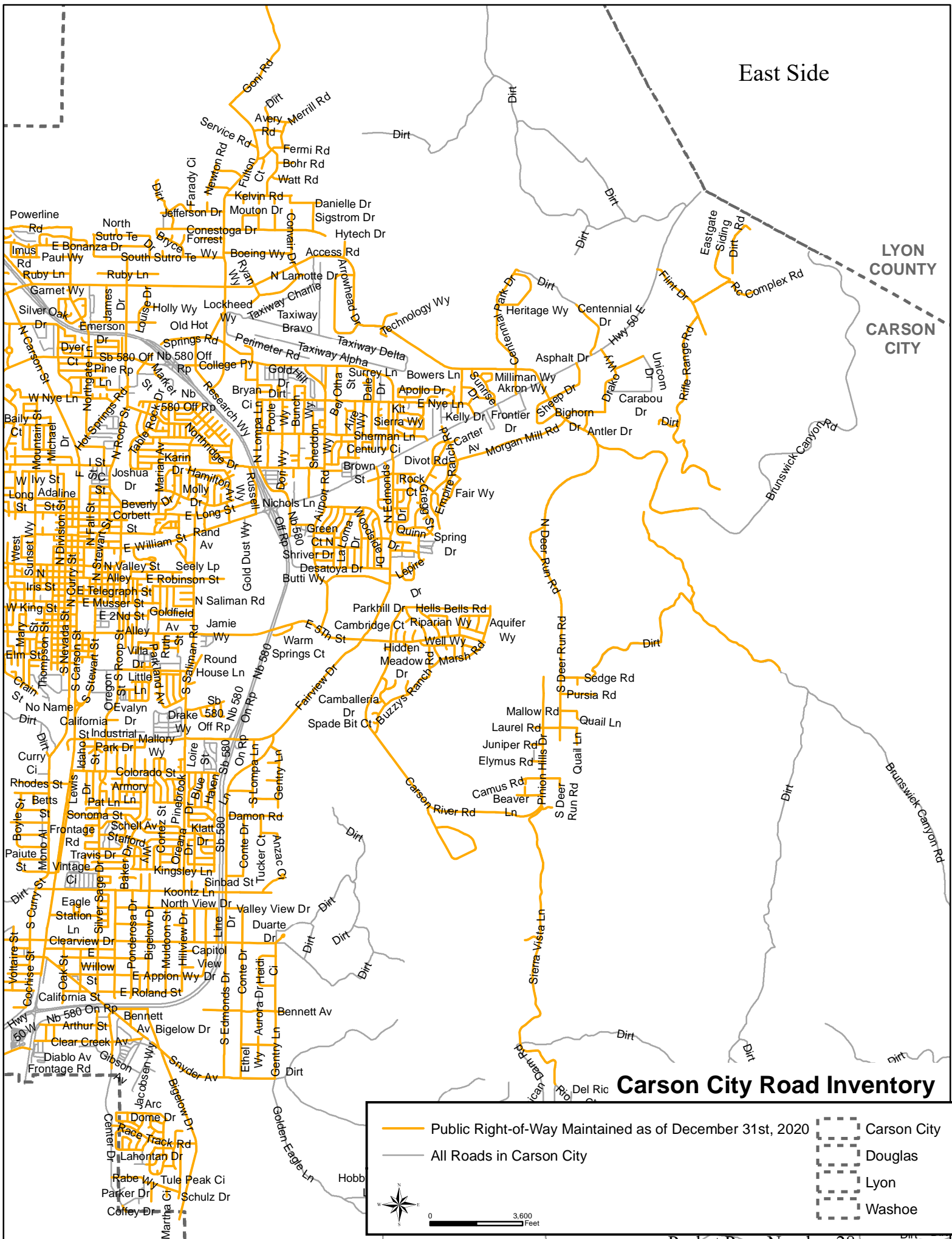
Douglas

Lyon

Washoe


East Side

LYON COUNTY
CARSON CITY



Carson City Road Inventory

- Public Right-of-Way Maintained as of December 31st, 2020
- All Roads in Carson City



0 3,600 Feet

Carson City

Douglas

Lyon

Washoe



STAFF REPORT

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

Meeting Date: March 10, 2021

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: For Possible Action – Discussion and possible action regarding school zones and school zone speed limit signage, including a possible grant of authority to expend \$300,000 from the general fund to improve school zone speed limit signage at Fritsch Elementary, Carson Middle, Bordewich Bray Elementary, Eagle Valley Middle, and other schools in Carson City; a possible recommendation to the Board of Supervisors to modify the designated locations of school zones; a possible modification of the speed limit policy as it relates to school zones; and other possible action relating to school zones or school zone speed limit signage.

Staff Summary: The Board of Supervisors budgeted \$300,000 from the General Fund for use by the RTC for a review and refinement of school speed limit zones, including possible changes to school speed limit zone sign locations, installation of new flashing beacons, and revisions to the school speed limit zone time restrictions. Staff has completed a study of improvements to school zone speed limit signage for Fritsch Elementary, Carson Middle, Bordewich Bray Elementary, and Eagle Valley Middle, and staff is prepared to begin implementing those improvements once approved by the RTC. To the extent any changes to the designated locations of school zones require approval from the Board of Supervisors, RTC may recommend approval of those changes to the Board of Supervisors.

Agenda Action: Formal Action/Motion **Time Requested:** 20 minutes

Proposed Motion

Depends on discussion.

I move to authorize staff to expend \$300,000 from the general fund to implement the school zone modifications as discussed on the record.

Background/Issues & Analysis

The Carson City Board of Supervisors, at their June 4, 2020 meeting, adopted Resolution 2020-R-14 to designate school zones throughout the City. At the July 8, 2020, RTC Board Meeting, staff presented revisions to the Speed Limit Policy to clarify standard speed limit signage protocols for school zones throughout the City. The goal was to achieve consistent school speed limit zone signage for times/days across the City, increase safety for the City's school-aged children through improved information for drivers, and improve enforceability by the City Sheriff's Office. Following the RTC meeting, staff implemented a school zone signage project to update school zone signage to reflect the re-designated school zones and times. This project was completed in October 2020.

After implementation of the new school zone signage, staff received several public calls that expressed gratitude and appreciation for the changes. Staff also received concerns about the length and duration of the updated school zone speed limits. The current Speed Limit Policy provides that the period when the school speed limit is in effect shall be from 7 a.m. to 4 p.m., Monday – Friday. In response to those concerns, the Board of Supervisors, at their January 20, 2021 meeting, approved the use of \$300,000 toward further evaluation and refinement of signage in and around school zones. Consequently, staff have reviewed the school zones and have identified the following possible refinements:

- Removal of static school speed limit zone signs and installation of flashing beacons along collector and arterial roadways;
- Adjustments to school speed limit zone beginning and ending locations;
- Adjustments and placement of additional speed feedback signage in school zones;
- Adjustments to the school speed limit zone times for roadways governed by flashing beacons, allowing for flexibility in school speed limit zone periods;
- Infrastructure construction to accommodate installation of flashing beacons and to enhance pedestrian safety at school crossings; and
- Other signage modifications in school areas as required for compliance with the MUTCD and to reduce potential conflict and driver confusion related to other speed limit signs.

There are no specific Nevada Revised Statute or Carson City Municipal Code requirements for where a school speed limit zone should begin or end. However, the current adopted version of the Manual on Uniform Traffic Control Devices (MUTCD) does provide guidance. It states: “The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds, a school crossing, or other school related activities; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher.”

The MUTCD is currently being revised and updated; the current draft, which is available for public comment, provides further guidance on school speed limit zones: “The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds, or a school crossing; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher. The maximum beginning point of a reduced school speed limit zone should not be greater than 500 feet.” Link to draft: <https://www.regulations.gov/docket/FHWA-2020-0001/document>.

In response to concerns about burden on drivers in the mid-day period when very few students may be present, one option would be to revise this period when flashing beacons are present. Flashing beacons may be turned off during the hours when the pupils of the school are in class and installation of flashing beacons on certain roadways would allow for flexibility in school speed limit periods. If directed by RTC, staff would recommend adjusting those flashing beacon times to start at 7 a.m. and turn off 30 minutes after the relevant school started. Those beacons would remain off during the mid-day, and then turn on again 30 minutes prior to school dismissal and remain on until 4 p.m. This adjustment would ensure any installed flashing beacons remained consistent with existing stagnant signs elsewhere in the school zones. Further, this adjustment would account for the period of time when schools are in operation without presenting an unnecessary burden upon drivers on major roadways.

Revisions to be implemented as a part of this project are recommended to be focused primarily on four school zone areas: Fritsch Elementary, Carson Middle, Bordewich Bray Elementary, and Eagle Valley Middle. Staff request RTC direction to implement the identified possible refinements to the four school zone areas. Additionally, should any of the \$300,000 authorized by the Board of Supervisors remain, staff request authorization to implement refinements to other school zone areas city-wide, in a consistent manner until funding is expended.

Applicable Statute, Code, Policy, Rule or Regulation

NRS Chapter 269; NRS Chapter 484B; CCMC Title 10

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: Regional Transportation Capital Projects – Construction Account / 2503035 – 507010

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: A total of \$300,000 was released to the Regional Transportation Fund for this project from the General Fund during the first round of budget augmentations and is available in the Transportation Infrastructure Account. If approved, a transfer moving \$300,000 from the Transportation Infrastructure Account and adding it to a new project within the Regional Transportation Fund Construction account / 2503035 – 507010 will be performed.

Alternatives

N/A

Supporting Material

-Exhibit-1: Existing and Possible Revised School Zone Signs

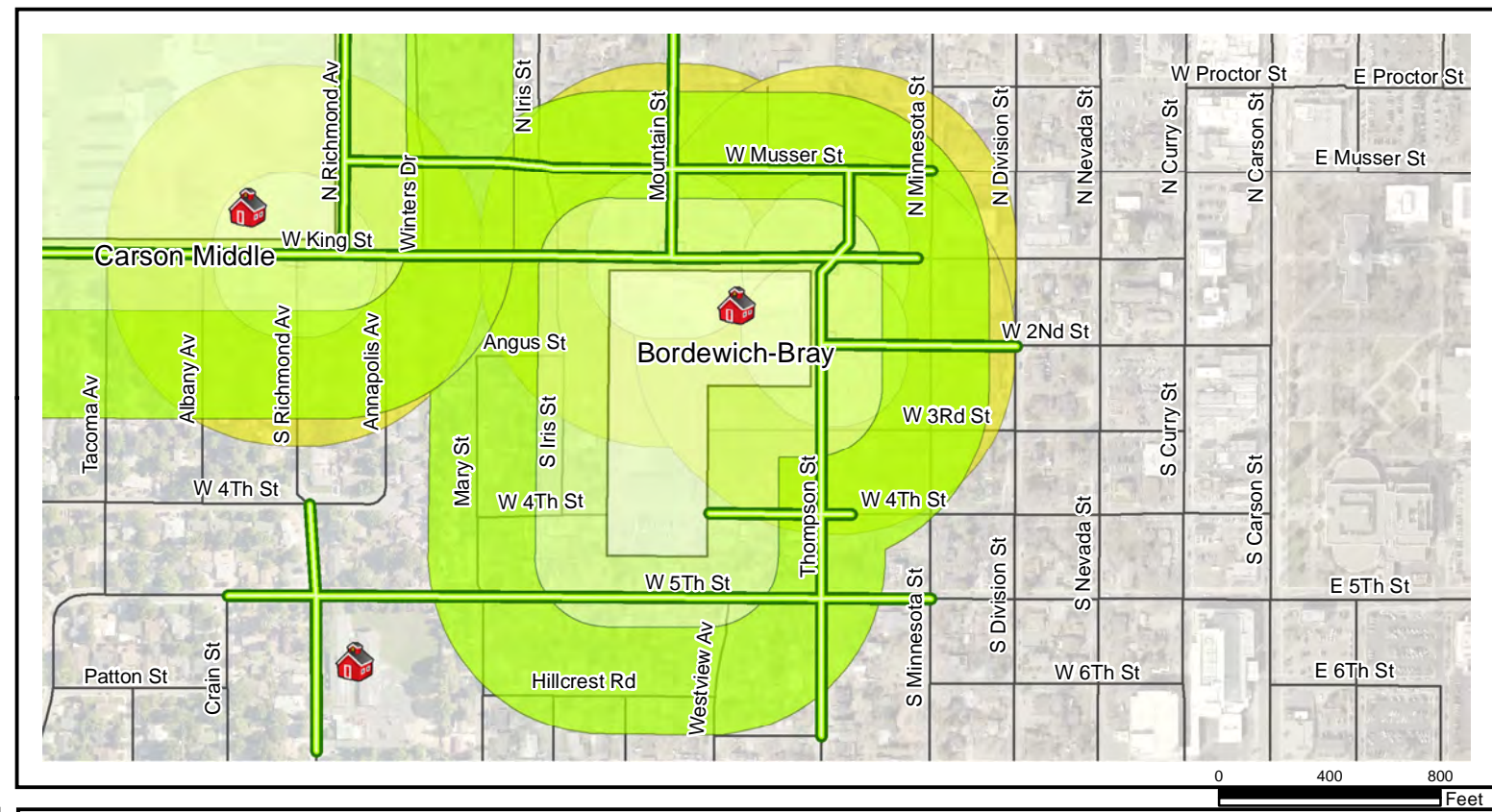
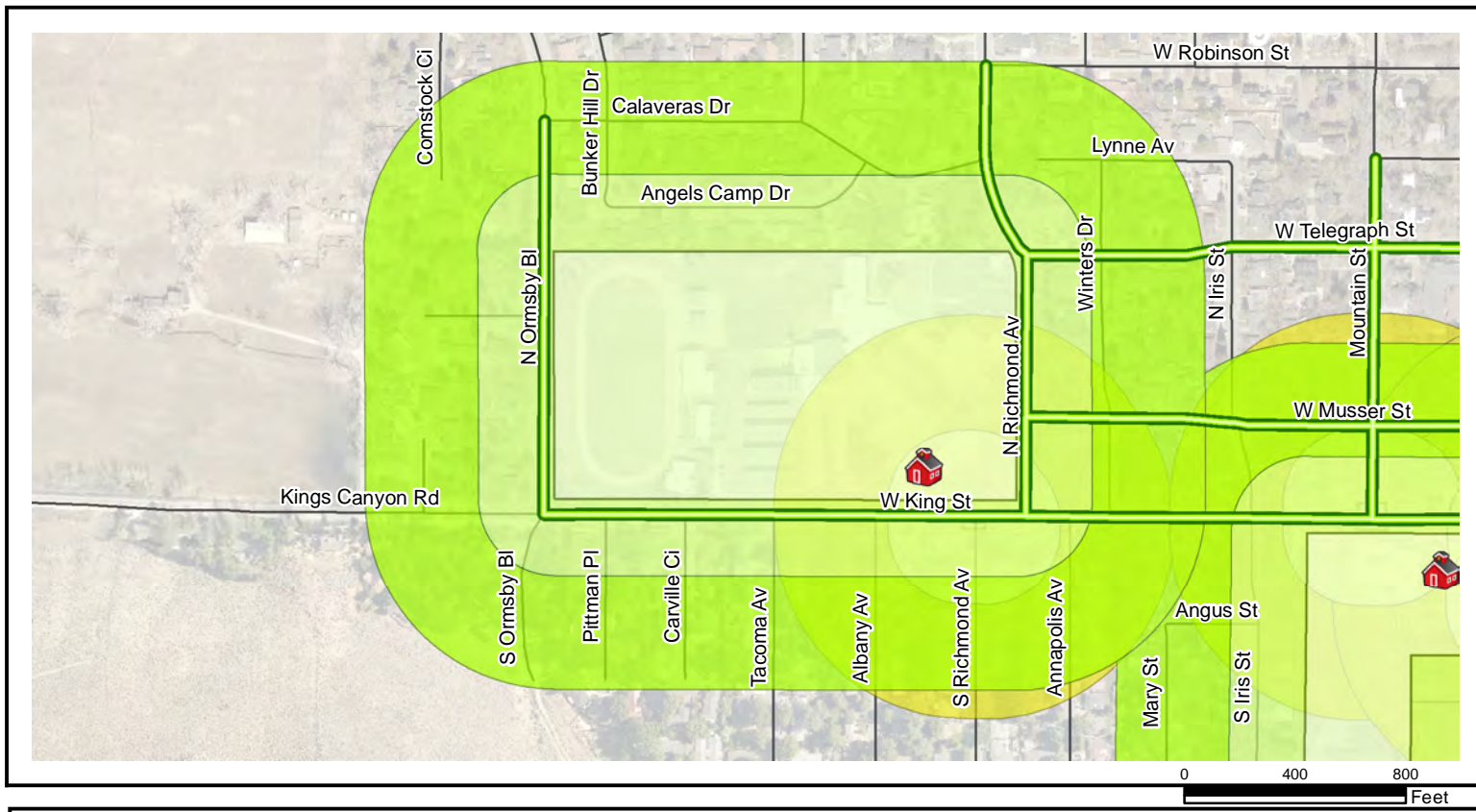
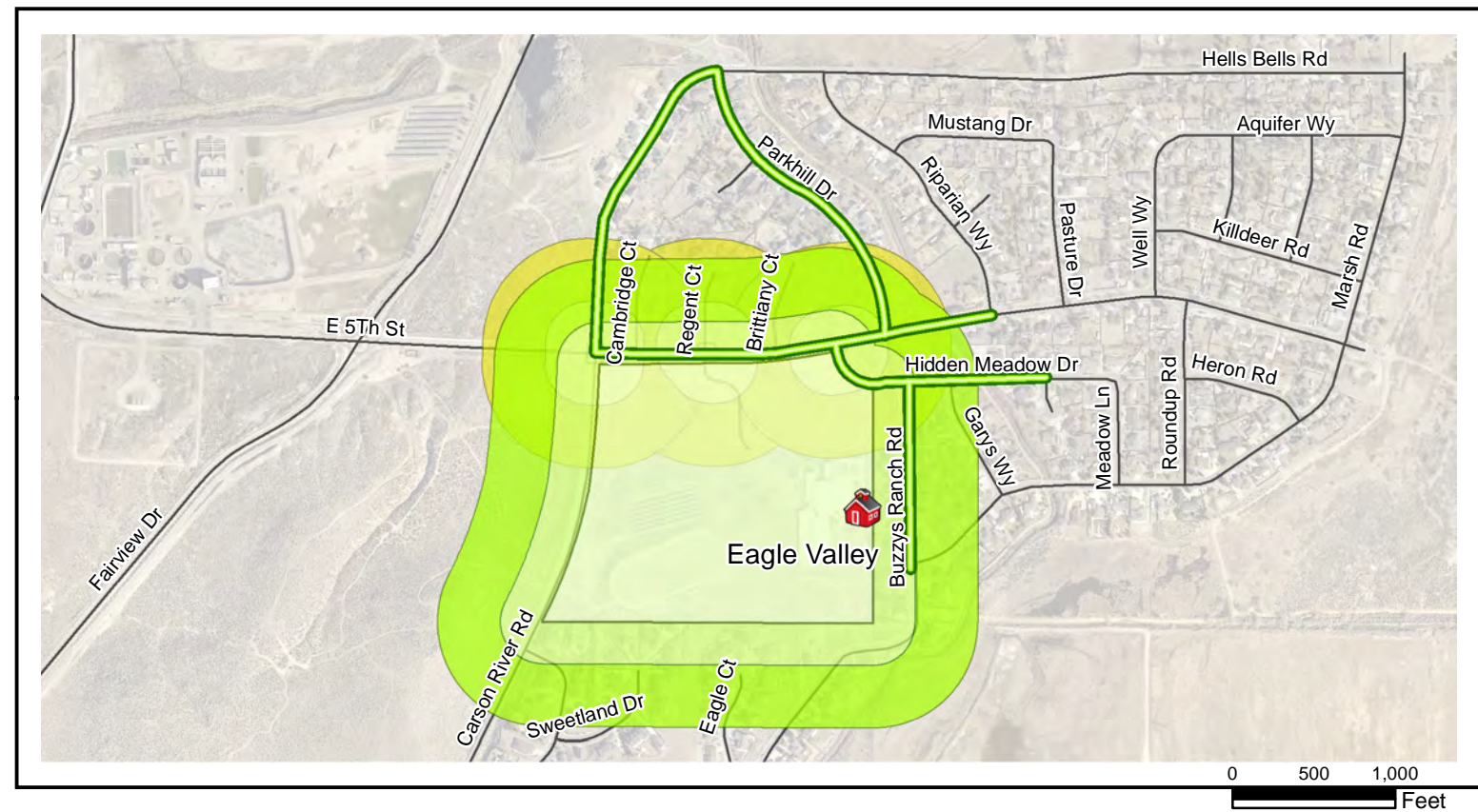
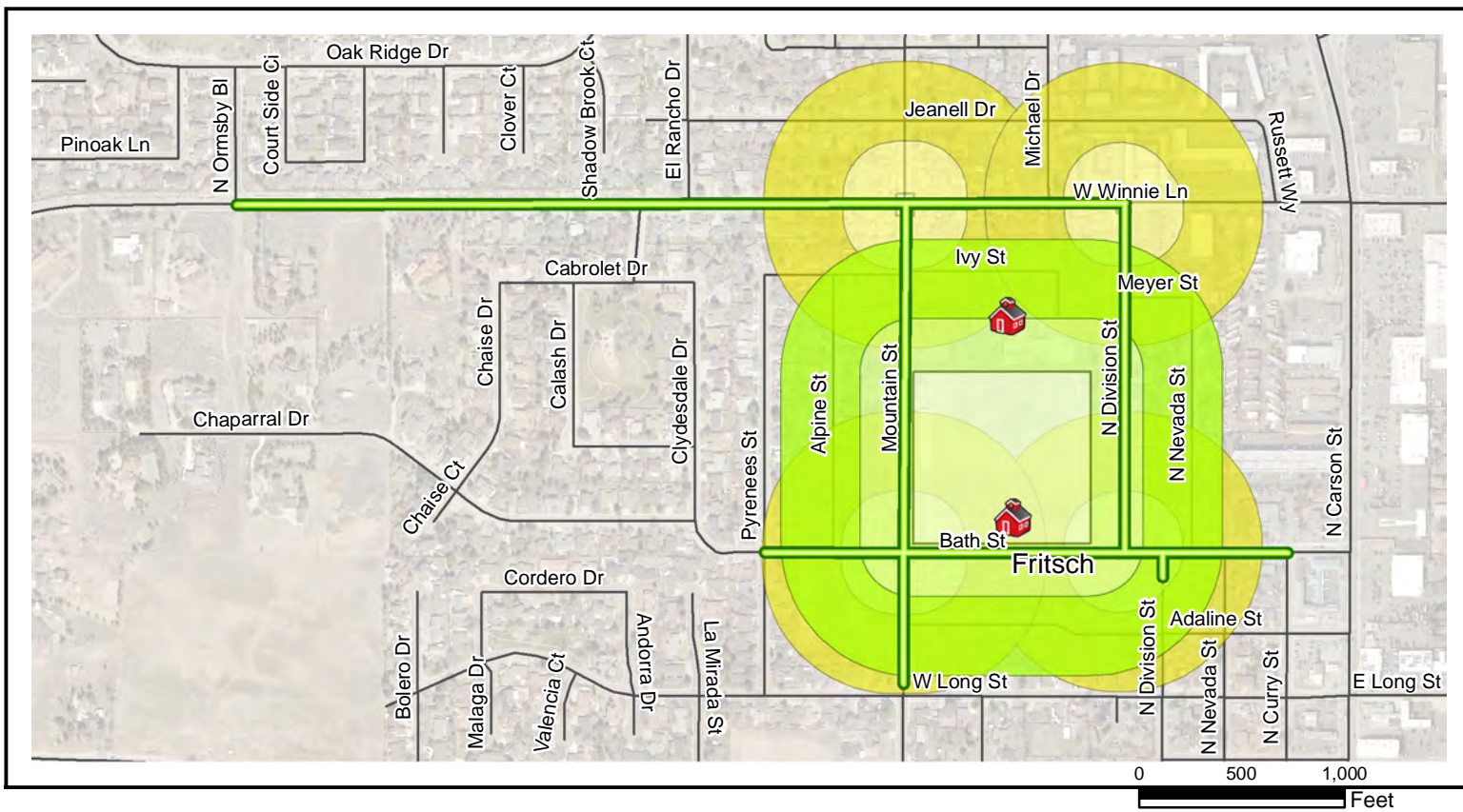
Board Action Taken:

Motion: _____	1) _____	Aye/Nay
	2) _____	_____

(Vote Recorded By)










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Existing Selected School Zones in Carson City



2009 MUTCD Section 7B.15
 The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds, a school crossing, or other school related activities; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher.

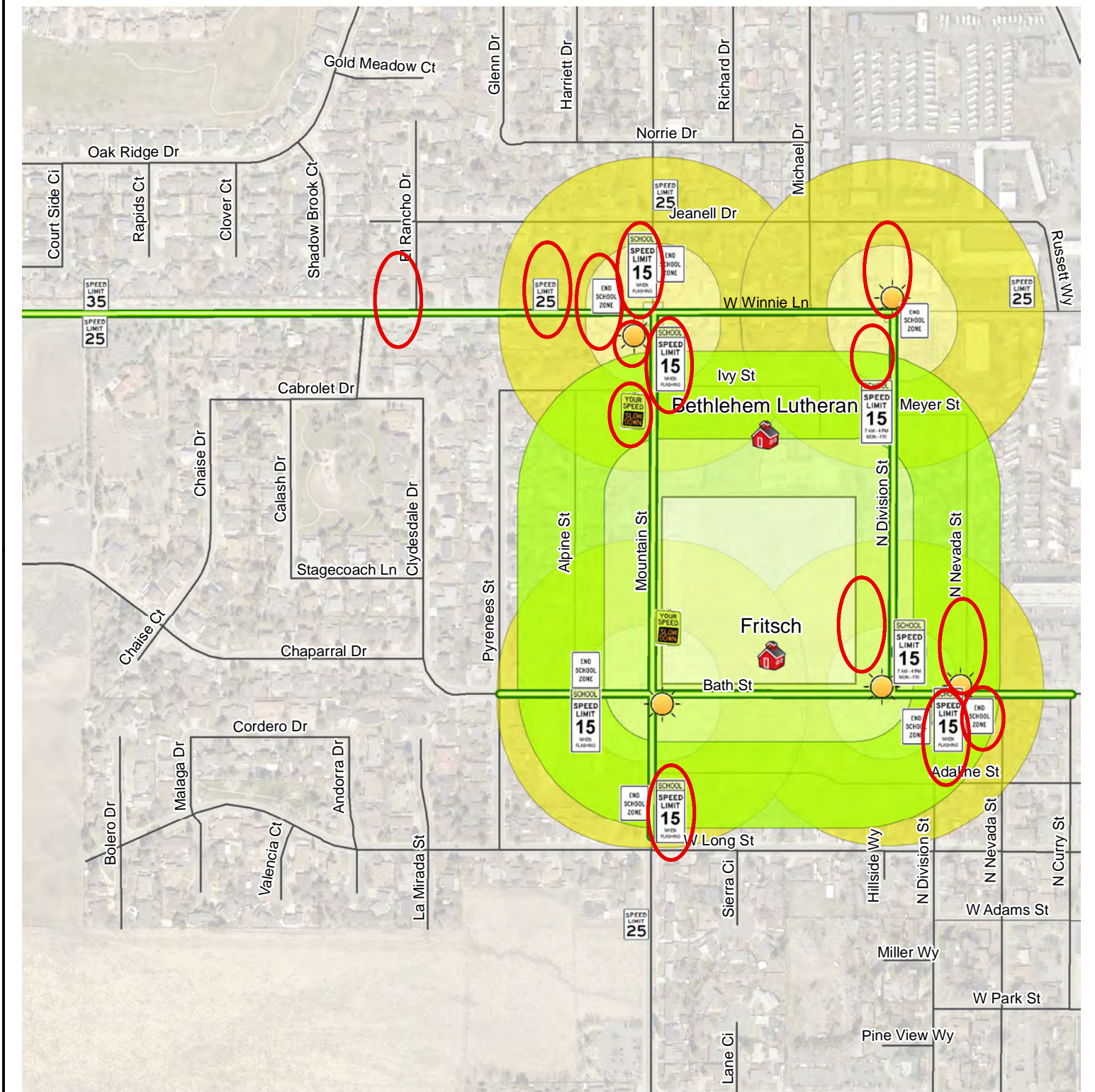
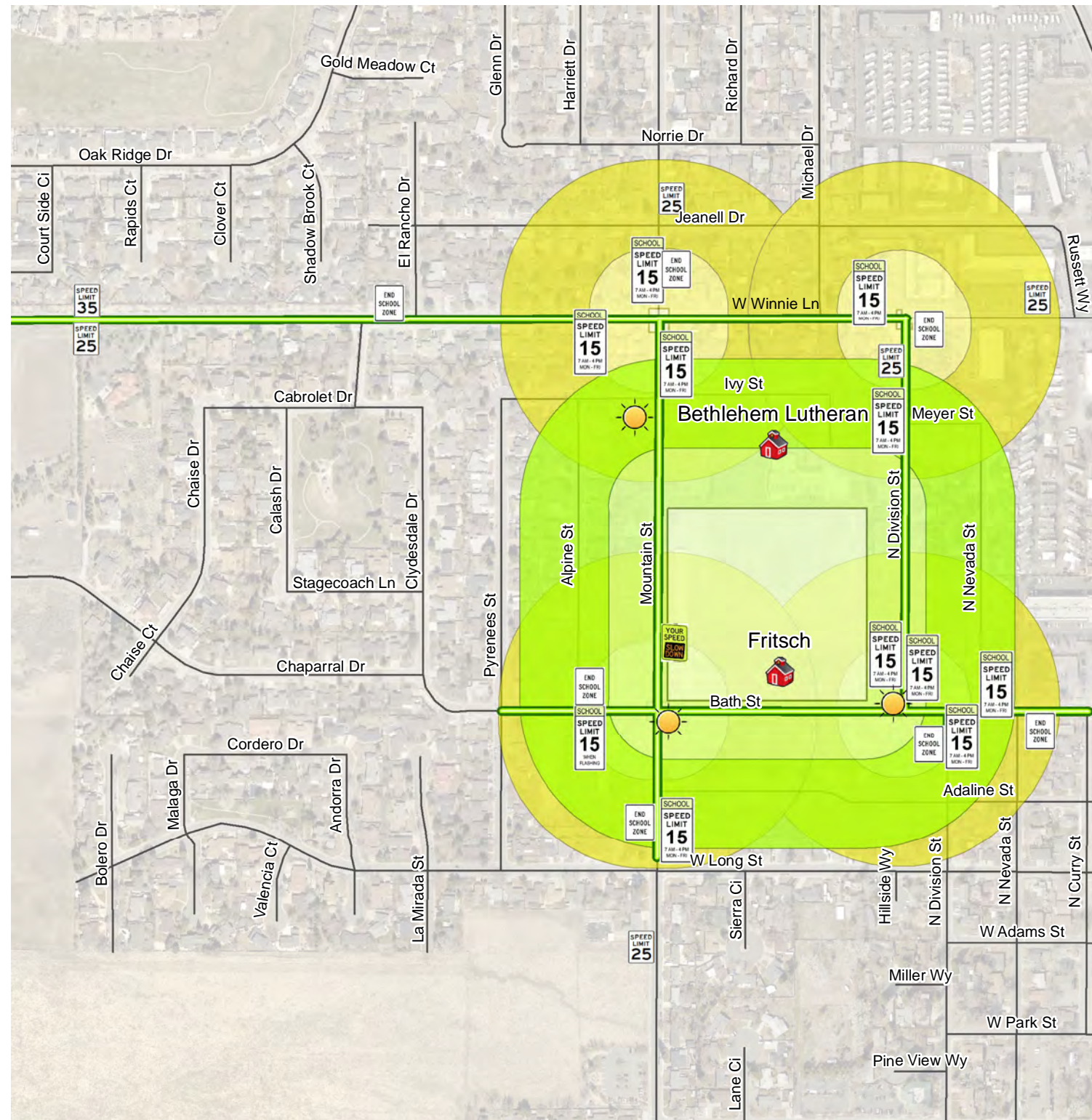
Draft 2021 MUTCD Section 7B.06
 The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds, or a school crossing, or other school related activities; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher. The maximum beginning point of a reduced school speed limit zone should not be greater than 500 feet.

 school parcel	 school crosswalk	 School
 200 foot school buffer	 200 foot school crosswalk buffer	 School Zones
 500 foot school buffer	 500 foot school crosswalk buffer	 Streets



2020 Existing School Zone Signs Fritsch Elementary

2021 Possible Revised School Zone Signs Fritsch Elementary



Solar Beacon



Speed Feedback



S5-1 School Zone
7am-4pm



S5-1 School Zone
When Flashing



25 MPH



35 MPH



S5-2 End School
Zone



school parcel



200 foot school buffer



500 foot school buffer



school crosswalk



200 foot school crosswalk buffer



500 foot school crosswalk buffer



School

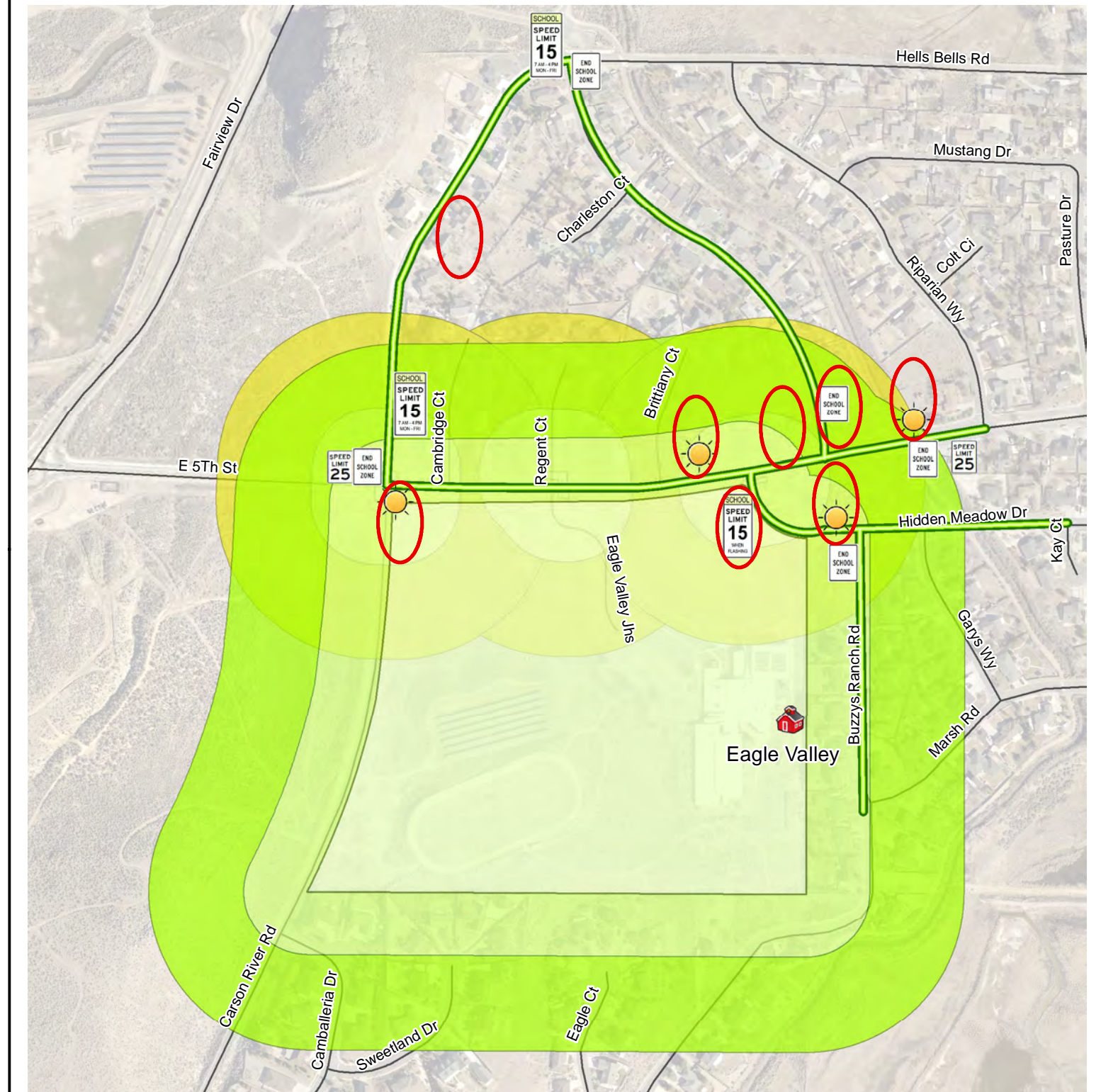
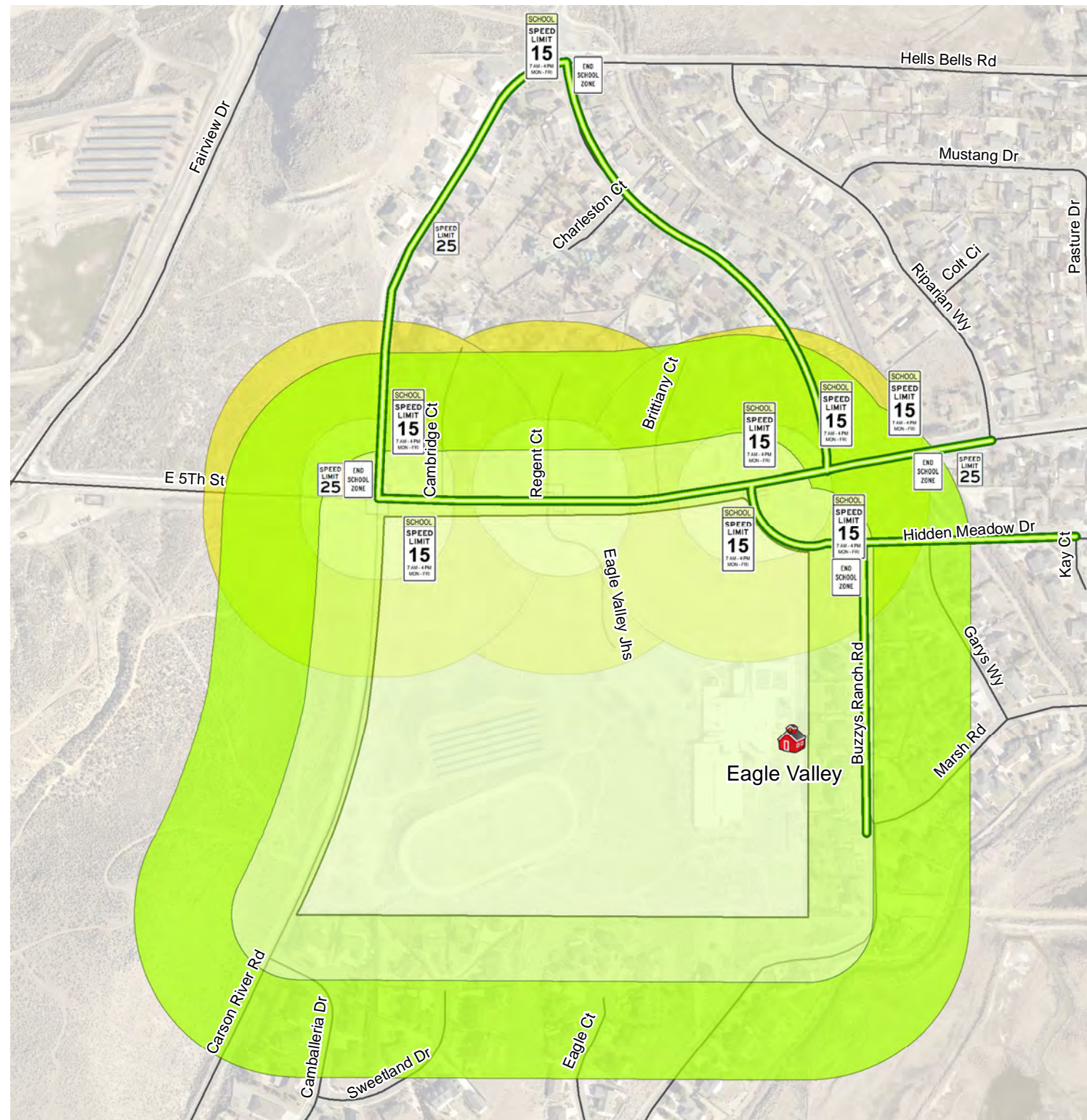
School Zones









Streets



2020 Existing School Zone Signs Eagle Valley

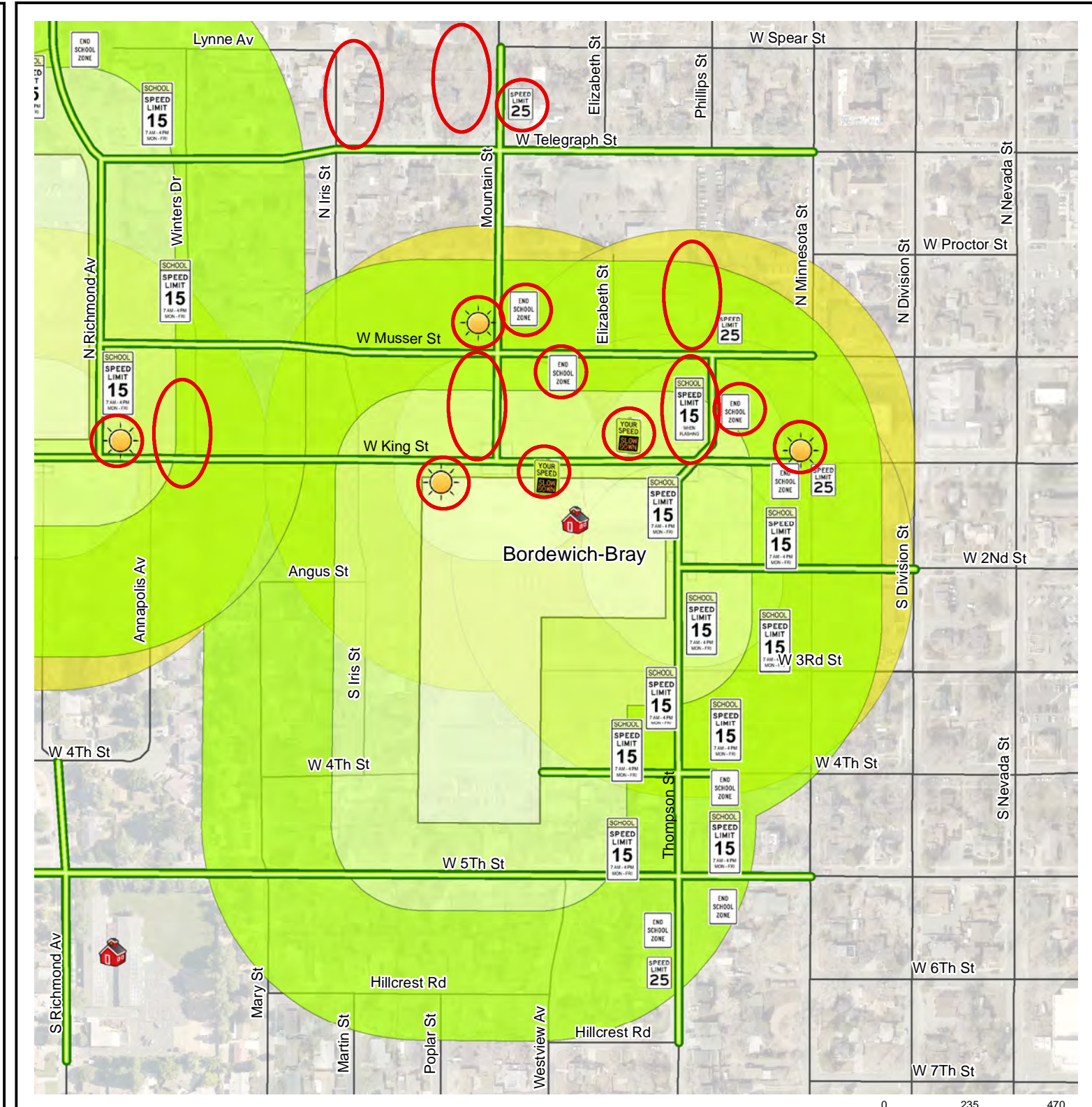
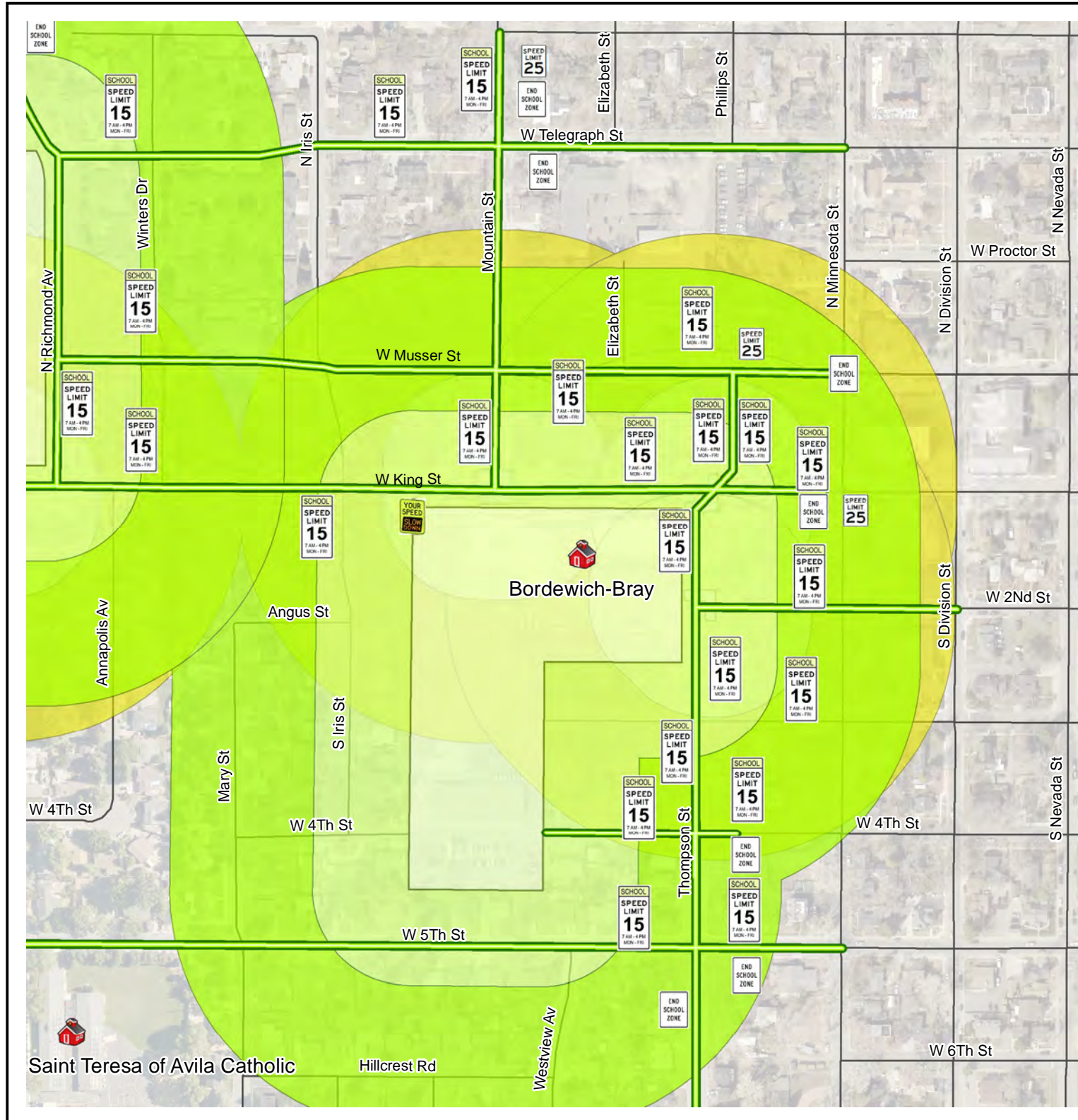
2021 Possible Revised School Zone Signs Eagle Valley












	Solar Beacon		Speed Feedback		25 MPH		school parcel		school crosswalk		School		
	S5-1 School Zone 7am-4pm		S5-1 School Zone When Flashing		End School Zone		200 foot school buffer		200 foot school crosswalk buffer		School Zones		Streets

2020 Existing School Zone Signs Bordewich Bray

2021 Possible Revised School Zone Signs Bordewich Bray

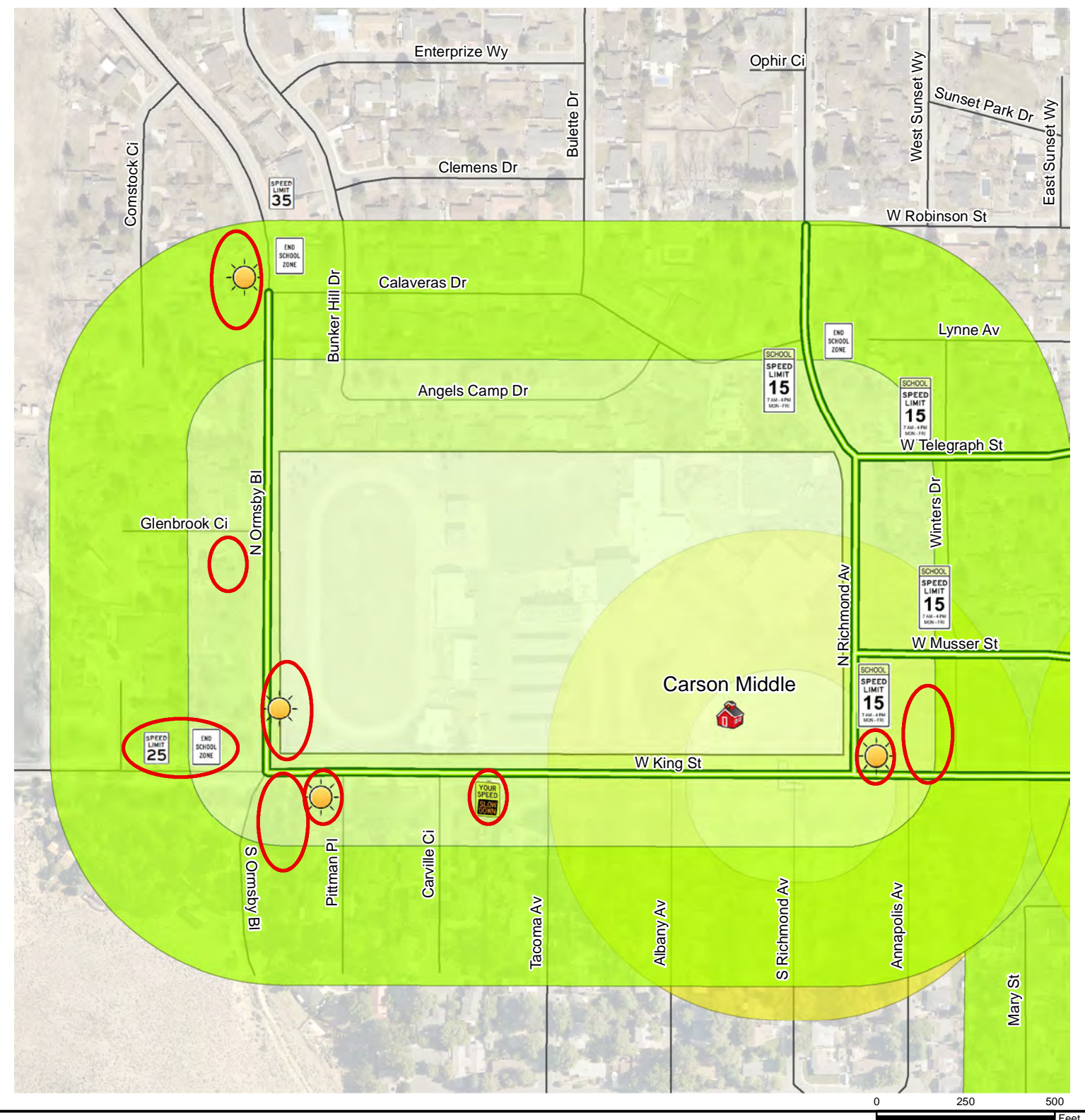
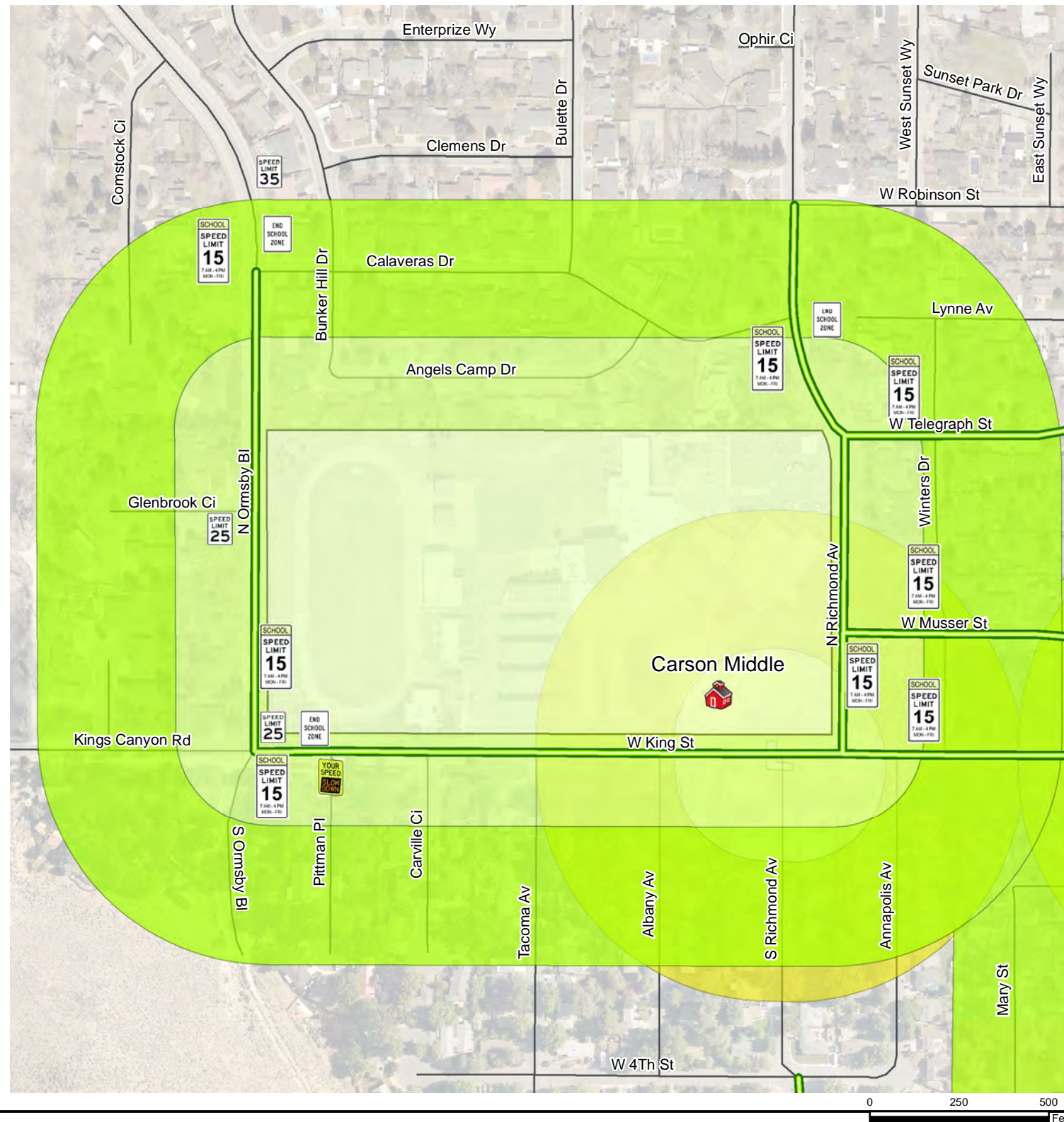




	Solar Beacon		Speed Feedback		25 MPH		school parcel		school crosswalk		School
	S5-1 School Zone 7am-4pm		S5-1 School Zone When Flashing		End School Zone		200 foot school buffer		200 foot school crosswalk buffer		School Zones
							500 foot school buffer		500 foot school crosswalk buffer		Streets

0 235 470 Feet

2020 Existing School Zone Signs Carson Middle School

2021 Possible Revised School Zone Signs Carson Middle School



	Solar Beacon		Speed Feedback		25 MPH		school parcel		school crosswalk		School		
	S5-1 School Zone 7am-4pm		S5-1 School Zone When Flashing		35 MPH		200 foot school buffer		200 foot school crosswalk buffer		School Zones		Streets
					End School Zone		500 foot school buffer		500 foot school crosswalk buffer				

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STAFF REPORT

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

Meeting Date: March 10, 2021

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: For Possible Action – Discussion and possible action regarding authorization to conduct a preliminary feasibility study of a Downtown Transit Center for the City’s Jump Around Carson (JAC) bus service, at a total not to exceed cost of \$70,000, of which 50% will be paid through secured and available federal funding, and 50% will be paid with available local match funding from the City.

Staff Summary: The JAC bus system currently provides a centralized transfer hub on N. Plaza Street between Washington Street and Robinson Street that allows riders to transfer between JAC routes and other regional and statewide bus transit providers. The preliminary feasibility study would evaluate potential locations for a Downtown Transit Center, identify long-term funding needs, and provide further planning documentation that may be necessary to apply for competitive federal grant funds. The preliminary feasibility study is anticipated to cost approximately \$60,000, which would be funded by approximately \$30,000 from a Fiscal Year 2021 general fund transfer, plus matching funds from the Federal Transit Administration (FTA). Due to uncertainty surrounding the exact cost, staff requests authorization for a not to exceed amount of \$70,000 for the total project, and a not to exceed amount of \$35,000 for the City’s required local match.

Agenda Action: Formal Action/Motion

Time Requested: 10 minutes

Proposed Motion

I move to authorize a preliminary feasibility study as presented.

Background/Issues & Analysis

The JAC Transit Development and Coordinated Human Service Plan identifies the need for a Downtown Transit Center to address current deficiencies with JAC’s existing transfer station on N. Plaza Street. An excerpt from the plan elaborating on those deficiencies and identifying high level solutions is attached as Exhibit 1 to this report. The full Plan can be found here:

<https://www.carson.org/home/showpublisheddocument?id=68984>.

A proposed Downtown Transit Center is also supported by the Carson Area Metropolitan Planning Organization’s 2050 Regional Transportation Plan, which identifies the transit center as a short-term (2020-2030) unfunded project.

If approved, up to \$70,000 will be used for this preliminary feasibility study, comprised of available Section 5307 funding from the Federal Transit Administration that requires a 50% local match, currently available within the Transit fund. A preliminary feasibility study of a Downtown Transit Center would evaluate potential locations, identify long-term funding needs, and provide further planning documentation that may be necessary for applying for competitive federal grant funds.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: See explanation below.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: If approved, staff will pursue a preliminary feasibility study for a not to exceed amount of \$70,000 that is eligible to be reimbursed with available Federal Transit Administration Section 5307 grant funding at a rate of 50%. Due to the City’s ability to primarily fund transit operational expenditures this fiscal year with the CARES Act grant, which requires no local match, local funding typically used for local match is available.

Alternatives

Do not authorize a preliminary feasibility study and provide alternate direction to staff.

Supporting Material

-Exhibit-1: Excerpt from JAC Transit Development and Coordinated Human Service Plan

Board Action Taken:

Motion: _____	1) _____	Aye/Nay
	2) _____	_____

(Vote Recorded By)



JAC Transit Development and Coordinated Human Services Plan Final Report



Prepared for the



**Carson Area Metropolitan Planning Organization
(CAMPO)
and
Carson City Regional Transportation Commission
(RTC)**



INTRODUCTION

This chapter first discusses capital facilities, including transfer centers and bus stops. Fleet improvements are then discussed, including the appropriate size of transit vehicles as well as the potential for battery electric buses.

FACILITIES

Downtown Transit Center

The current hub of the JAC fixed route system is the Downtown Transit Plaza. This consists of the curb along the eastern side of N. Plaza Street between E. Robinson Street and E. Washington Street as well as a portion of the curb adjacent to the Federal Building. Excluding the driveway to a parking lot, there is a total of 200 feet of curb length available for buses. This is sufficient to accommodate up to six vehicles at one time. At present, up to four JAC buses are at the Plaza at the peak times (at the bottom of the hour). Up to approximately 30 passengers are waiting for buses at peak times.

The Tahoe Transportation District Route 19X serves a stop on the south side of E. Washington Street east of N. Plaza Street. This stop is served five times a day but not at the same time as JAC. In addition, the Washoe RTC Intercity Route serves the stop on E. Washington Street six times per day in the southbound direction from Reno to NDOT Headquarters on Stewart Street and serves a stop on the north side of E. Robinson Street east of N. Plaza Street six times per day in the northbound direction. While the Washoe RTC schedules do not define a specific time for service to these stops, the southbound runs arriving at NDOT at 7:15 AM, 4:12 PM and 5:12 PM provide a reasonably convenient transfer from the Intercity buses to JAC fixed routes while the northbound runs departing at 7:20 AM, 4:17 PM and 5:17 PM provide the opportunity (with coordination between the systems) for convenient transfers from JAC fixed routes to the Intercity service.

Beyond the curbside bus loading locations, this facility consists of a 14-foot-wide sidewalk (sufficient for wheelchair loading and unloading), along with an 8-foot-long shelter at the south end and a 20-foot-long shelter at the north end. There are three 6-foot benches and a bike rack.

This facility provides a reasonably convenient location with regards to downtown activity centers as well as efficient bus movements into and out of the site. However, there are numerous deficiencies to the existing transit plaza:

- It lacks restroom facilities for drivers. Drivers currently have to depart their buses (requiring all passengers to disembark) and go into the Nugget to use their restrooms (on a “gratis” basis). This additional walk time can add roughly 5 minutes to the layover time at the transit plaza and can add to service delays.

- It provides insufficient protection from the elements. In particular, the west facing shelters do not provide adequate seating capacity for peak waiting loads, provide little shade in the late afternoon on hot summer days, and provide scant protection from wind-driven rain and snow.
- Because of the limited seating and shade opportunities, passengers are tempted to wander into the landscaping areas of the Federal Building, potentially causing damage.
- Lighting is limited to two streetlights and low lighting in the shelters. As a result, passengers are often boarding and alighting in dark locations, adding to safety concerns.
- Walks of up to 400 feet are required between Intercity and JAC buses, increasing the delays as passengers transfer.

As a long-term capital investment, it is important for a transit center to be able to accommodate the needs of the transit program for at least the next twenty years. The following describes design elements and site considerations for such an investment.

Design Elements

Specific design elements that should be considered in the redesign of the Transit Center should include the following:

- Bus Loading Area: The facility needs to accommodate five JAC fixed route buses as well as a Washoe Intercity bus, a TTD bus and potentially a downtown shuttle vehicle. Lighting should be provided for all loading areas.
- Passenger Facilities: A climate controlled indoor waiting area should be provided with a minimum floor area of 600 square feet (such as 15' X 40'). This waiting area should have clear lines of sight for security purposes, as well as a clear view of approaching buses. Public restrooms are not necessary so long as public restrooms are available within a block walk. In addition, outdoor shaded passenger waiting areas should be provided with benches, totaling approximately 1,500 square feet in area.
- Bicycle racks or other bicycle parking should be provided.
- Driver Facilities: As the key facility for the transit drivers, restroom facilities should be provided. In addition, a separate entrance (with key card access) should be provided to a portion of the space that includes a driver break room as well as the restrooms.
- Improved Passenger Information: "Real time" information screens should be provided in the facility that provides information on schedules, service interruptions and public notices.
- A small utility space (approximately 160 square feet) should be provided for custodial storage.

Site Location Considerations

The following are key considerations in considering the location of a transit center.

- Adequate size to accommodate the transit program.
- Proximity to the center of the local transit service area, to minimize out-of-direction travel time and costs. Given the many times per day that transit vehicles travel to and from the site, even an additional distance of a few blocks can add thousands of dollars to the annual operating costs.
- Convenient access for regional transit routes that minimize out-of-direction travel.
- Adequate access, thus avoiding excessive delays for transit routes.
- Convenience to major trip destinations. As the single location most accessible by public transit, it benefits the overall effectiveness of transit services if there is a concentration of transit trip generators (shopping, community facilities, public offices, etc.) within a convenient walk distance of the transit center.
- High visibility that enhances the community's awareness of transit services.
- Personal security and safety. Locations in area's with a high crime reputation (deserved or not) should be avoided, and locations that have greater vehicle and pedestrian activity are preferable.
- Appropriate zoning and consistency with community plans.
- Availability of adequate utilities.
- Lack of known hazardous soils.

Potential Second Transit Hub in South Carson City

As a transit system grows, there is sometimes the need to establish a second transit hub. As discussed in the service alternatives, the geography of Carson City lends itself to a strong central hub in the downtown area. However, if a second route in South Carson is established, there is a potential for transfers between the existing Route 3 and an additional route serving the southern area.

The prevailing trip pattern, however, is such that this demand is not expected to be significant. A full second transit hub is therefore not warranted. However, if a second route serves the Fuji Park stop, this could serve as an informal transfer location. While this stop already has a good shelter and loading facilities, it could benefit from additional outside bench seating, improved lighting and a bike rack.

Review of Existing Stop Locations

When reviewing the distance between existing stops throughout Carson City, most appeared to be adequately spaced from one another. A major gap in service was identified between Emerson Drive and



Carson City Regional Transportation Commission
Item for Commission Information

RTC Meeting Date: March 10, 2021
To: Regional Transportation Commission
From: Justin Tiearney, Street Supervisor
Date Prepared: February 4, 2021
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 December 2020**

Street Repair and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Crack Seal Operation (blocks of sealant used)	590	880
Street Patching Operation (tons of asphalt)	7	393
Pot Holes Repaired	9	22

Tree Care and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Tree Pruning Operations	7	160
Tree Removal	2	14
Tree Replacement	0	0
Tree Care Chemical Treatment	0	0
Tree Work for Other Departments	2	27
Weed Abatement Chemical Sprayed (gallons applied)	0	6,849

Concrete Repair and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Concrete Poured (yards)	22.25	197
Curb & Gutter (linear feet)	0	886
Sidewalk & Flat Work (sq/ft)	1,268	7,943
Wheel Chair Ramps	0	1
Misc.	0	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	12	92

Storm Water

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Sediment Removed from Ditches (yards)	285	1,253
Lineal foot of ditch cleared	1007	8,803
Pipe Hydro Flushed (linear feet)	216	836

Sweeper Operations

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Curb Miles Swept	466	3,731
Material Picked Up (yards)	392	1,741
City Parking Lots Swept	0	16

Trucking Bins

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Bins Hauled for Waste Water Treatment Plant (yards)	38	226
Bins Hauled for Sweeping Operation (yards)	28	170
Equipment Transported for other Departments	0	0

Banner and Decorations Activities

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Banner Operations Carson Street	4	24
Changed Lamp Post Banners	42	42
Installed Christmas Decorations	141	141
Removed Christmas Decorations	0	0

Signs and Markings

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Signs Made	55	110
Signs Replaced	45	84
Sign Post Replaced	5	28
Signs Replaced due to Graffiti Damage	26	60
Delineators Replaced	14	39
Cross Walks Painted	0	199
Stop Bars Painted	0	215
Yield Bars Painted	0	89
Right Arrows Painted	0	19
Left Arrows Painted	0	123
Straight Arrows Painted	0	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	2
Sand/Salt mixture applied (Yards)	12	63
Brine mixture applied (Gallons)	4415	9,815
Rain Event/Flood Control	1	2
Drainage Inlets Cleared	54	163
Material removed from S/D system	18.5	18.5
Wind	0	0



Carson City Regional Transportation Commission
Item for Commission Information

RTC Meeting Date: March 10, 2021
To: Regional Transportation Commission
From: Justin Tiarney, Street Supervisor
Date Prepared: March 1, 2021
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 January 2021**

Street Repair and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Crack Seal Operation (blocks of sealant used)	230	1,110
Street Patching Operation (tons of asphalt)	0	393
Pot Holes Repaired	3	25

Tree Care and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Tree Pruning Operations	17	177
Tree Removal	0	14
Tree Replacement	0	0
Tree Care Chemical Treatment	0	0
Tree Work for Other Departments	0	27
Weed Abatement Chemical Sprayed (gallons applied)	0	6,849

Concrete Repair and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Concrete Poured (yards)	8	205
Curb & Gutter (linear feet)	7.5	894
Sidewalk & Flat Work (sq/ft)	485	8,428
Wheel Chair Ramps	0	1
Misc.	0	4,062

Grading and Shoulder Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Dirt Road Work/Misc	200	200
Shoulder Work on Asphalt Roads	1,200	17,066
Debris Cleaned	0	92

Storm Water

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Sediment Removed from Ditches (yards)	172	1,425
Lineal foot of ditch cleared	270	9,073
Pipe Hydro Flushed (linear feet)	0	836

Sweeper Operations

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Curb Miles Swept	507.8	4,239
Material Picked Up (yards)	209	1,950
City Parking Lots Swept	0	16

Trucking Bins

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Bins Hauled for Waste Water Treatment Plant (yards)	40	266
Bins Hauled for Sweeping Operation (yards)	21	191
Equipment Transported for other Departments	0	0

Banner and Decorations Activities

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Banner Operations Carson Street	4	28
Changed Lamp Post Banners	0	42
Installed Christmas Decorations	0	141
Removed Christmas Decorations	141	141

Signs and Markings

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Signs Made	40	150
Signs Replaced	32	116
Sign Post Replaced	3	31
Signs Replaced due to Graffiti Damage	7	67
Delineators Replaced	41	80
Cross Walks Painted	0	199
Stop Bars Painted	0	215
Yield Bars Painted	0	89
Right Arrows Painted	0	19
Left Arrows Painted	0	123
Straight Arrows Painted	0	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	7	9
Sand/Salt mixture applied (Yards)	235	298
Brine mixture applied (Gallons)	60	9,875
Rain Event/Flood Control	0	2
Drainage Inlets Cleared	53	216
Material removed from S/D system	4	22.5
Wind	0	0



Project Status Report

7-C

Carson City Regional Transportation Commission Capital Project Information

Meeting Date: March 10, 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	\$19,169,398	2
P303518003 - Freeway Multi-Use Path to Colorado Street	\$999,445	3
P303518008 - Freeway Multi-Use Path to Edmonds Sports Complex	\$51,407	4
P303519006 - Kings Canyon Trailhead & Road Reconstruction Project	\$38,813	5
P303519009 - Roop Street Rehabilitation Project	\$23,256	6
P303519010 - Fairview Drive Rehabilitation Project	\$922,586	7
P320118065 - Airport Road Utility Replacement Project	\$2,179,274	8
P303519014 - FY 2020 District 2 Northridge Dr. Pavement Reconstruction	\$50,236	9
P303520001 - FY 2020 District 2 Long Street Project	\$30,411	10
P303520002 - FY 2020 District 2 Telegraph Street Project	\$610,006	11
P320121001 - FY 2021 Robinson Area Sewer Rehabilitation Project	\$45,759	12
P303521001 - Colorado Street CDBG Pavement Project	\$37,839	13
P303521004 - FY 2021 District 3 Deer Run Road Pavement Preservation	\$1,538	14
P303521005 - FY 2021 District 3 Clear Creek Road Pavement Preservation	\$1,846	15
Pending - FY 2021 District 3 Center Drive Reconstruction Project	\$0	16
	\$24,161,812	

*As of March 1, 2021; 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	\$19,169,398	As of Date	Grant Funded	Total Budget
		March 1, 2021	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

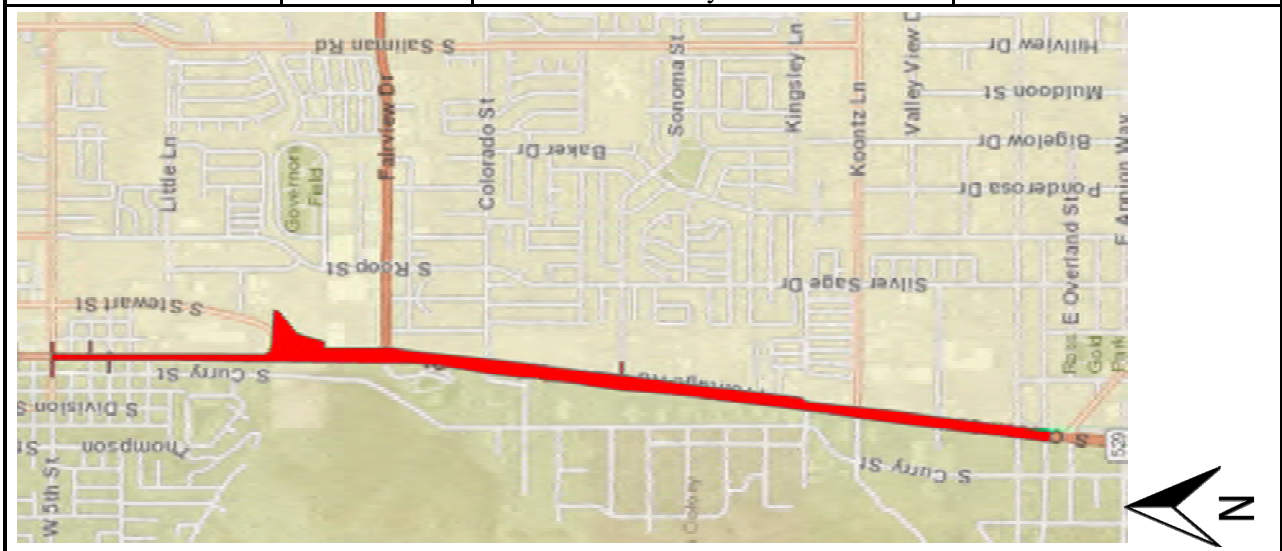
Per an agreement between Carson City and the Nevada Department of Transportation (NDOT), pavement and Complete Street improvements to the corridor are required in exchange for \$5.1 million from NDOT. Competitive grant funds have been awarded, which include a TAP grant in the amount of \$750,000, a TIGER 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, but the work is nearing completion. Item still to be completed include landscaping along the sides of Carson Street and electrical work associated with the traffic signals. All street lighting is now installed and working.

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

Project Cost to Date	\$999,445	As of Date	Grant Funded	Total Budget
		March 1, 2021	Yes	\$1,141,771
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
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 pending NDEP approval. The construction team is moving to closeout the project and release retention.

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	\$51,407	As of Date	Grant Funded	Total Budget
		March 1, 2021	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

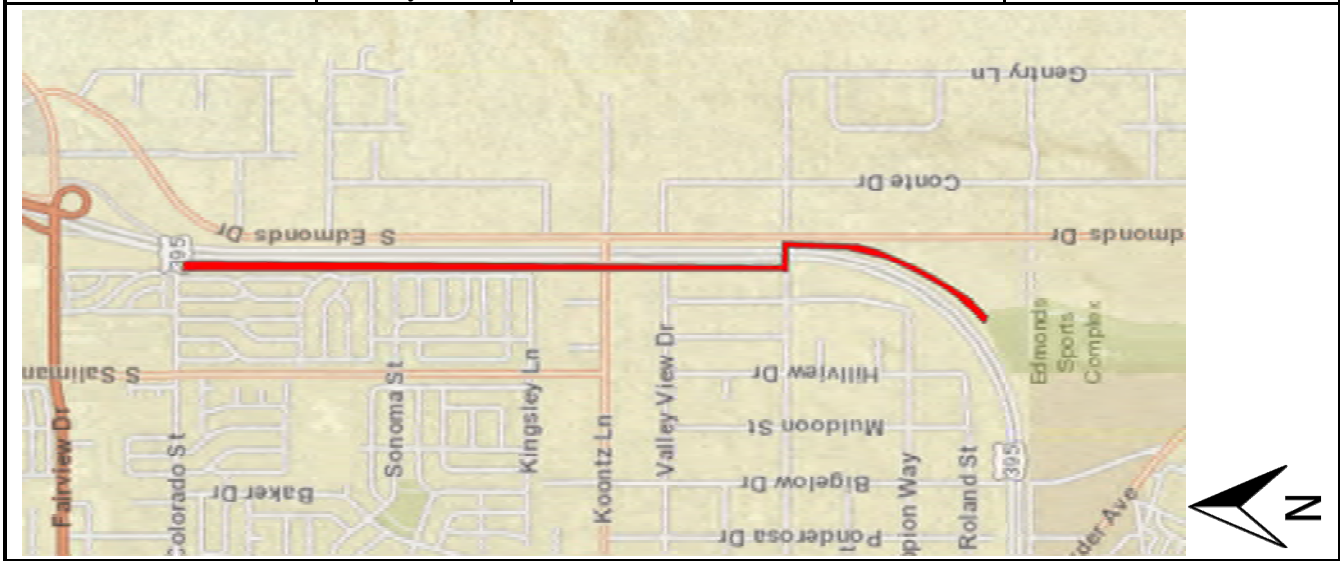
This project is in line with the City’s Unified Pathways Master Plan and goals from the CAMPO 2040 Regional Transportation Plan. The project is 95% funded through a competitive TAP grant, awarded by NDOT.

Project Status

This project is currently in the design phase. 60% Plans were delivered to NDOT for review in mid-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	\$38,813	As of Date	Grant Funded	Total Budget
		March 1, 2021	Yes	\$5,158,525
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund (Open Space)	FY20/FY22	\$68,625
2503035	507010	RT Fund	FY20	\$118,200
2503035	507010	RT Fund	FY21	\$81,800
5053705	507010	Stormwater Drainage	FY21	\$35,400
2503035	507010	RT Fund (Federal-FLAP)	FY21	\$4,854,500

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

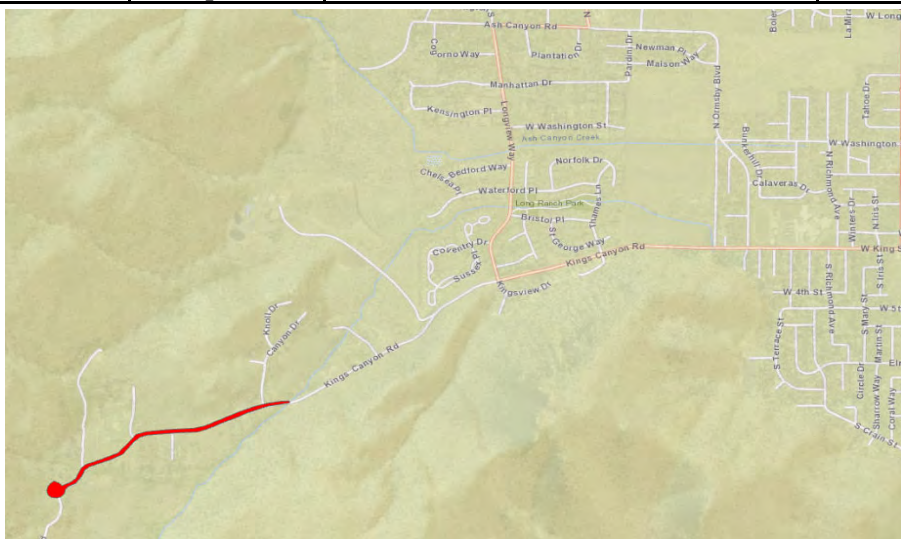
The RTC was awarded a grant through the Federal Lands Access Program (FLAP) from the Federal Highway Administration (FHWA) for a project totaling \$3,707,000. The grant requires a 5% local match. The City's Open Space Division has transferred \$35,350 to the RTC Fund to contribute to the local match.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

Project Status

Project costs have been updated to reflect the latest construction cost estimate. FHWA is updating the design and preparing the final bid documents. The project is anticipated to be advertised to bid in April 2021 with construction estimated to begin in late June/early July 2021.

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
		March 1, 2021	No	\$641,000
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 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	\$922,586	As of Date	Grant Funded	Total Budget
		March 1, 2021	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. This project will be removed from the project status report.

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	\$2,179,274	As of Date	Grant Funded	Total Budget
		March 1, 2021	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

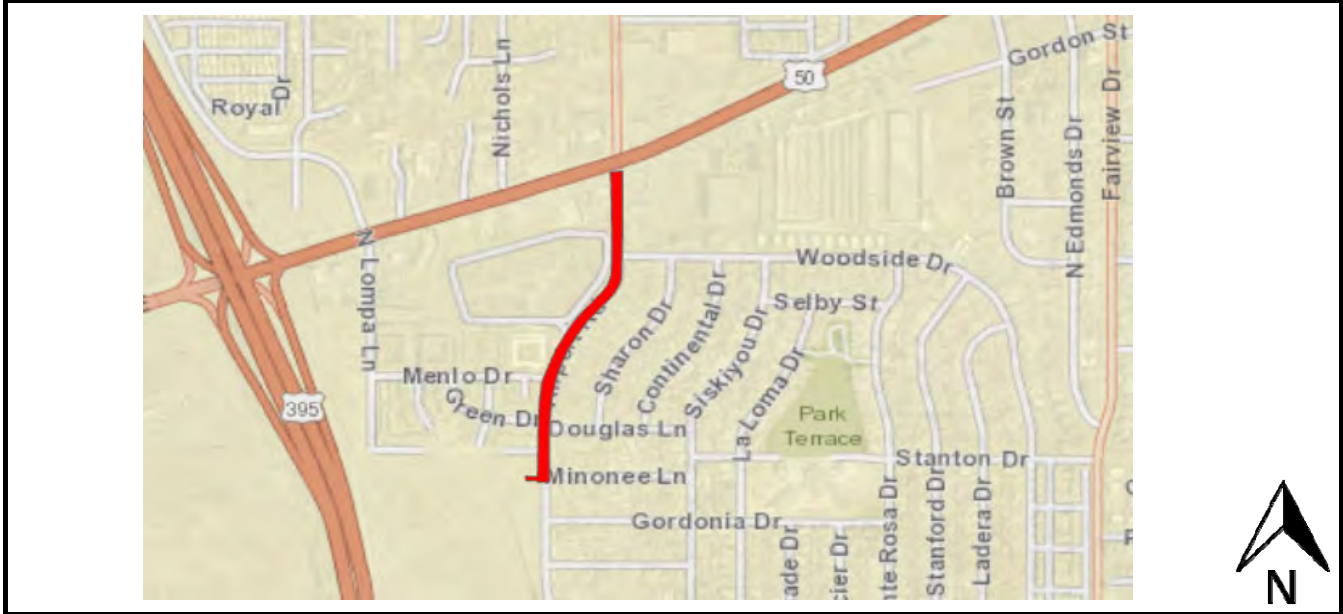
The sewer and water mains located in Airport Road are planned to be replaced due to capacity and condition. Due to poor pavement condition the road is to be reconstructed along with the sewer replacement. Federal Surface Transportation Block Grant (STBG) funds are being used on this project.

Project Status

The contractor, A&K Earthmovers, has completed construction including the last striping along US 50. All work is complete and retention will be released. This project will be removed from the project status report.

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

Project Cost to Date	\$50,236	As of Date	Grant Funded	Total Budget
		March 1, 2021	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 2020 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	\$30,411	As of Date	Grant Funded	Total Budget
		March 1, 2021	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, and 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	Jul-21	Oct-21	TBD



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

Project Cost to Date	\$610,006	As of Date	Grant Funded	Total Budget
		March 3, 2021	No	\$621,872
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	\$137,619
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

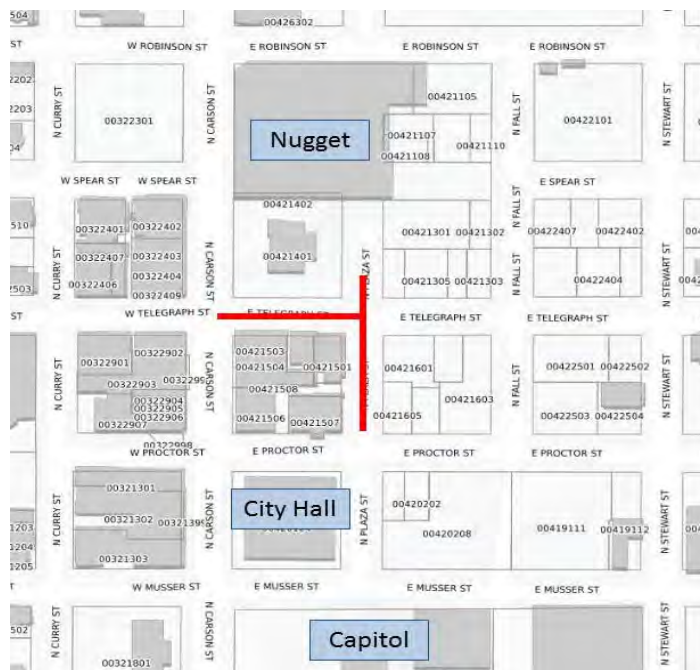
The existing pavement and utility conditions necessitate reconstruction. There are also ADA deficiencies along the sidewalk and a lack of curb ramps at crosswalk locations. This project will tie into the Downtown Carson Street Improvements.

Project Status

All work, including installation of the RRFB on Carson Street has been completed. He City is waiting to receive the final invoice from the contractor, Aspen. The construction team is moving to closeout the project and release retention.

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

Project Cost to Date	\$45,759	As of Date	Grant Funded	Total Budget
		March 1, 2021	No	\$2,923,409
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
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

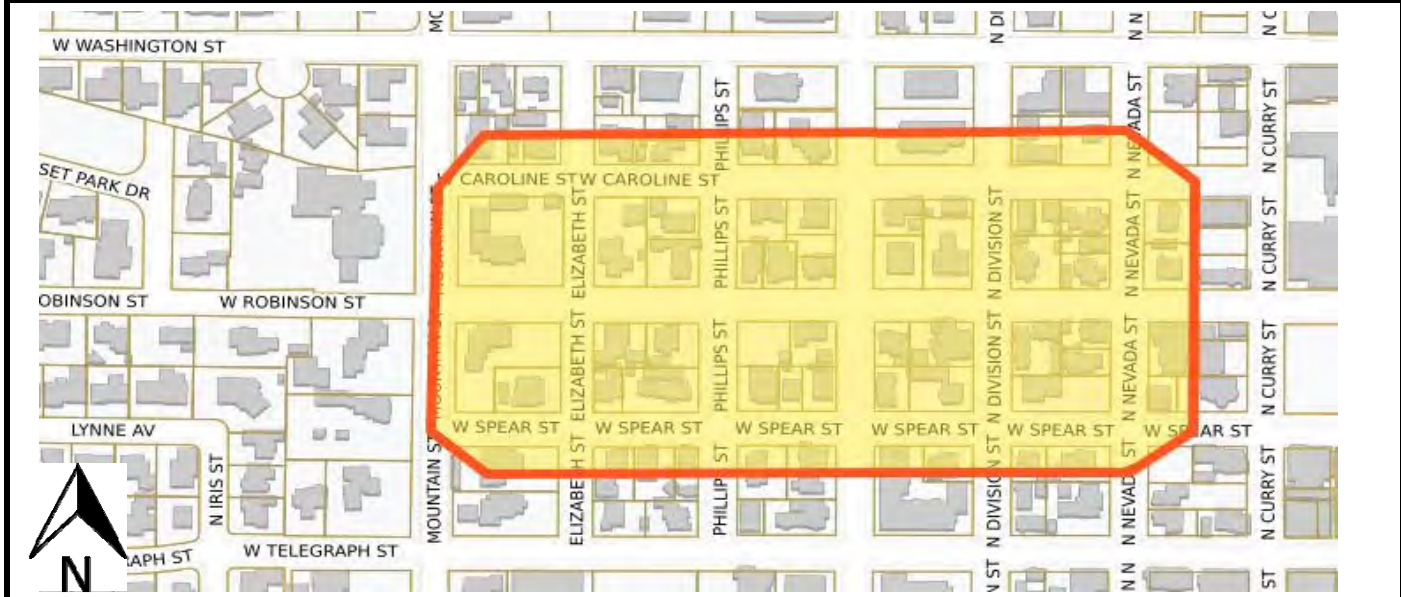
The existing sewer mains in the project limits were constructed in the 1950s and are at the end of their useful service life. They are undersized and are in need of replacement. Regional Transportation funds are being used to assist with the roadway reconstruction.

Project Status

Design is nearing the 90% level, and it 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.

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	\$37,839	As of Date	Grant Funded	Total Budget
		March 1, 2021	Yes	\$2,308,875
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
5203505	507010	Water Fund	FY 22	\$869,398
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

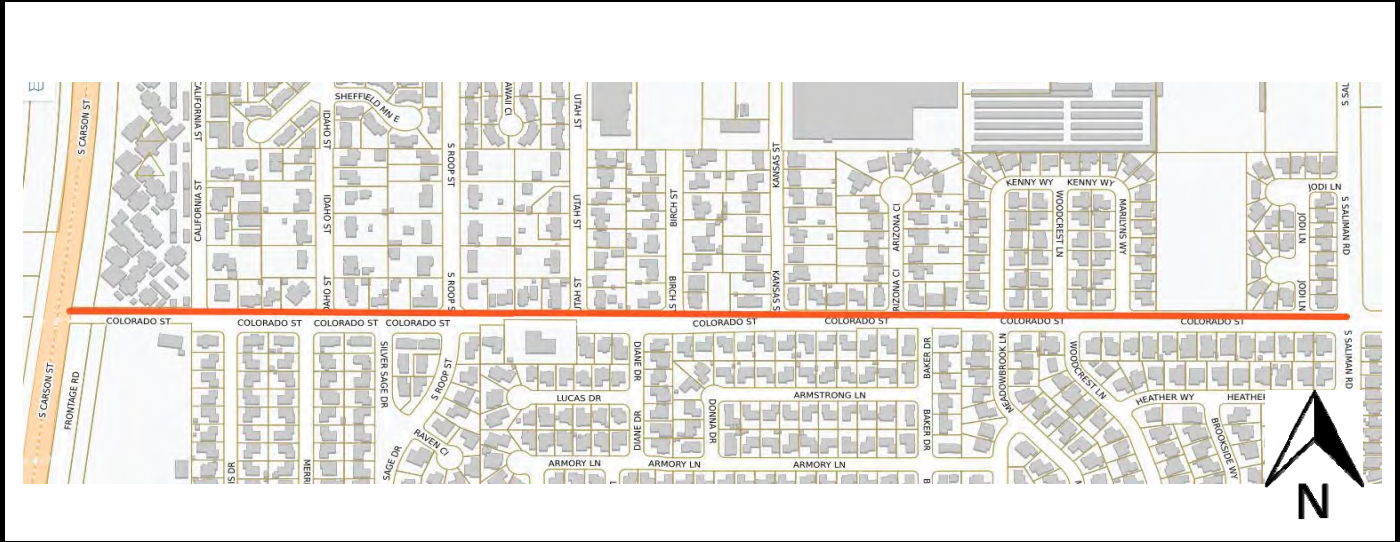
There are missing and incomplete sections of sidewalk along Colorado Street as well as ADA deficiencies in the corridor. The existing pavement condition is poor and in need of rehabilitation. There are known concerns along Colorado Street including speeding, difficulty backing out of driveways, and high 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

Design of the project has begun. Staff are working to review and develop design options in response to the public comments that is balanced against the projects needs and funding. Staff anticipates 30% design plans in June 2021. Water Funds for the replacement of the waterline between Saliman and Utah Street have been added to the project.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Oct-20	Nov-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

Project Cost to Date	\$1,538	As of Date	Grant Funded	Total Budget
		March 1, 2021	No	\$250,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
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

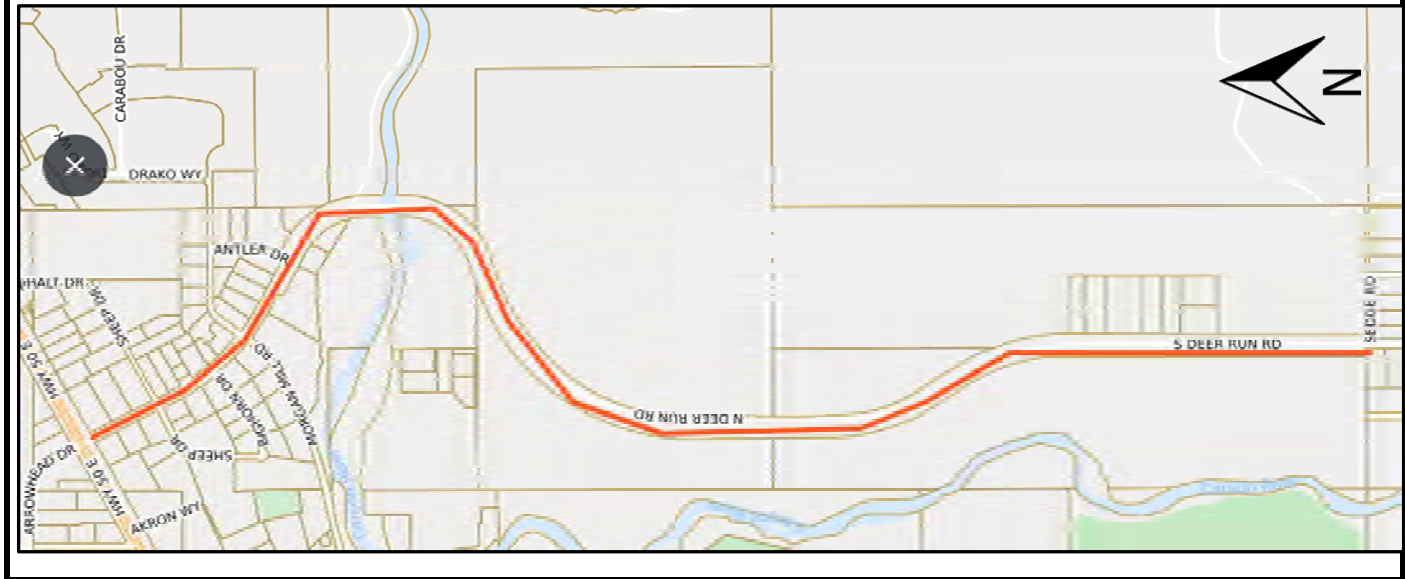
Deer Run Road provides access to industrial, residential, and recreational areas and provides access to the southeastern side of Carson City. Completing a pavement preservation treatment will maintain existing pavement life and avoid rapid deterioration of this rural roadway.

Project Status

The design has reached 60%. The project is anticipated to be advertised to bid in April 2021.

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

Project Cost to Date	\$1,846	As of Date	Grant Funded	Total Budget
		March 1, 2021	No	\$148,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
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

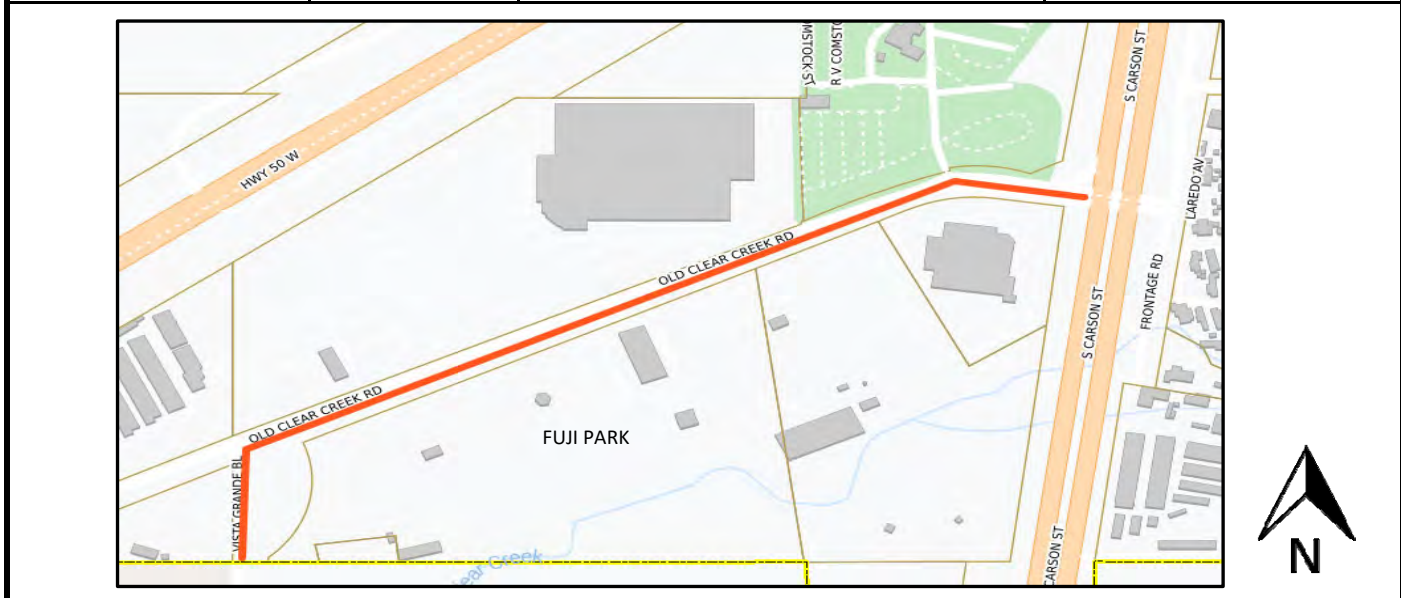
This high volume route provides access to commercial, residential, and recreational areas. Completing a pavement preservation treatment will maintain existing pavement life and avoid rapid deterioration.

Project Status

The design has reached 60%. The project is anticipated to be advertised to bid in April 2021.

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: District 3 Center Drive Reconstruction Project
Project Number: Pending
Department Lead: Public Works

Project Cost to Date	\$0	As of Date	Grant Funded	Total Budget
		March 1, 2021	No	\$727,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY21	\$502,000
5103205	507010	Waste Water Fund	FY21	\$225,000

Project Description

Project Length | 1,250 feet of sewer installation and roadway reconstruction.

Reconstruction of Center Drive between Snyder Ave and Clear Creek Road. Project scope includes pavement rehabilitation, new curb, gutter and sidewalk along one side of the road, installation of Sanitary Sewer, and drainage improvements.

Project Justification

The existing pavement condition is poor, with large transverse cracking. The road also serves as a bike route (Route 395) and pedestrian connection between Snyder Ave and Clear Creek Road. The area is currently not served by sanitary sewer, and this project will install new services. Project costs are being supplemented with Waste Water Funding.

Project Status

Staff are working to negotiate a design contract with a consultant.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	May-21	Dec-21	NA
Construction	Apr-22	Jul-22	NA

