



## STAFF REPORT

**Report To:** Board of Supervisors      **Meeting Date:** June 3, 2021

**Staff Contact:** Darren Schulz, Public Works Director

**Agenda Title:** For Possible Action: Discussion and possible action regarding options to modify traffic impact study requirements in the Carson City Municipal Code ("CCMC") to address transportation related impacts associated with development. (Lucia Maloney, lmaloney@carson.org and Chris Martinovich, cmartinovich@carson.org)

Staff Summary: The Carson City Public Works Department has been investigating ways to address existing issues that have arisen over the past several years with CCMC required traffic impact studies with the goal of implementing new or alternative traffic impact study processes to better address and account for transportation related impacts resulting from development projects. Available tools listed in the CCMC for responding to development impacts on the transportation system are limited. Staff will present a framework for a possible option to address these issues and will also present a summary of input received from the Regional Transportation Commission, Planning Commission, and other transportation and community stakeholders.

**Agenda Action:** Formal Action / Motion      **Time Requested:** 30 minutes

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### Proposed Motion

I move to support the traffic impact study framework as presented and direct staff to proceed with defining specific parameters and details as discussed on the record.

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### Board's Strategic Goal

Efficient Government

### Previous Action

N/A

### Background/Issues & Analysis

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

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

- Inconsistencies in TIS methodologies and results

- Inconsistencies with proposed development improvements to existing roads
- Limited opportunity to address other types of transportation impacts, including impacts to transit ridership and demand on downtown parking and/or the bicycle and pedestrian network
- A focus mainly on roadway capacity
- Absence of a methodology to address gaps and inefficiencies in the transportation system

The objective of this project is to identify opportunities to address these challenges and to ultimately implement a new or alternative process to better address and account for transportation related impacts resulting from development projects.

Staff has received input from the Regional Transportation Commission ("RTC") and the Planning Commission. In addition, staff has been working with a Traffic Study Advisory Committee ("TSAC") to identify needs and evaluate possible process options to achieve the objectives of the project. A framework summarizing a possible alternative traffic impact study process has been developed in collaboration with the TSAC. Staff will present this framework along with a summary of all the options evaluated and input received from the RTC, Planning Commission and TSAC.

Staff is seeking support and direction from the Board of Supervisors on the conceptual framework for modifying the traffic impact study process. Following Board of Supervisors direction, staff will continue to engage the TSAC to define specific parameters and details associated with the framework. Outputs from the TSAC will be presented to the RTC and Planning Commission for a recommendation to the Board of Supervisors. A final summary of the option will be presented to the Board of Supervisors this fall.

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

Carson City Charter §§ 2.210, 2.220, 2.230; NRS Chapter 338; CCMC Section 11.12 and Title 18 App., Division 12.13

**Financial Information**

**Is there a fiscal impact?** No

**If yes, account name/number:** N/A

**Is it currently budgeted?** No

**Explanation of Fiscal Impact:** N/A

**Alternatives**

Provide alternative direction to staff.

**Attachments:**

[ExhibitA\\_BOS\\_03JUNE21\\_TIS Presentation - DRAFTv2.pdf](#)

[ExhibitB\\_TSAC Meeting Summaries.pdf](#)

**Board Action Taken:**

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

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

Aye/Nay

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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(Vote Recorded By)

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# Traffic Impact Study Considerations

Carson City Board of Supervisors

June 3, 2021



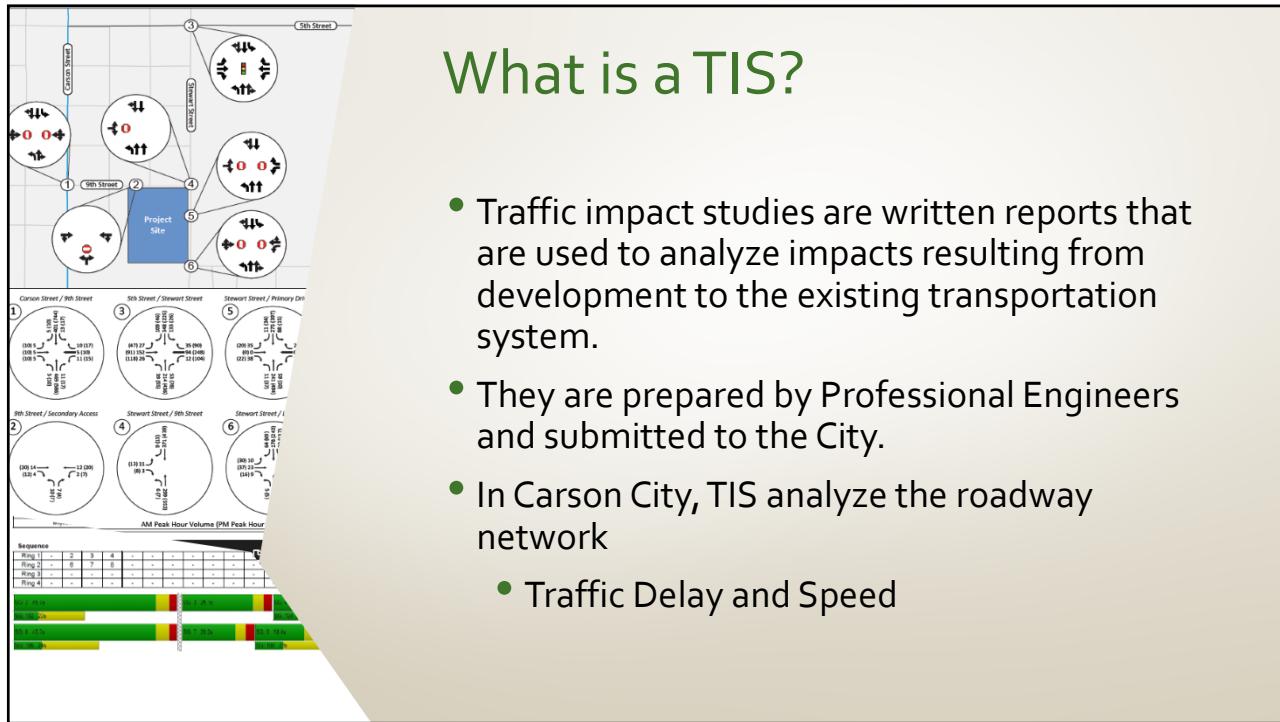
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## Summary

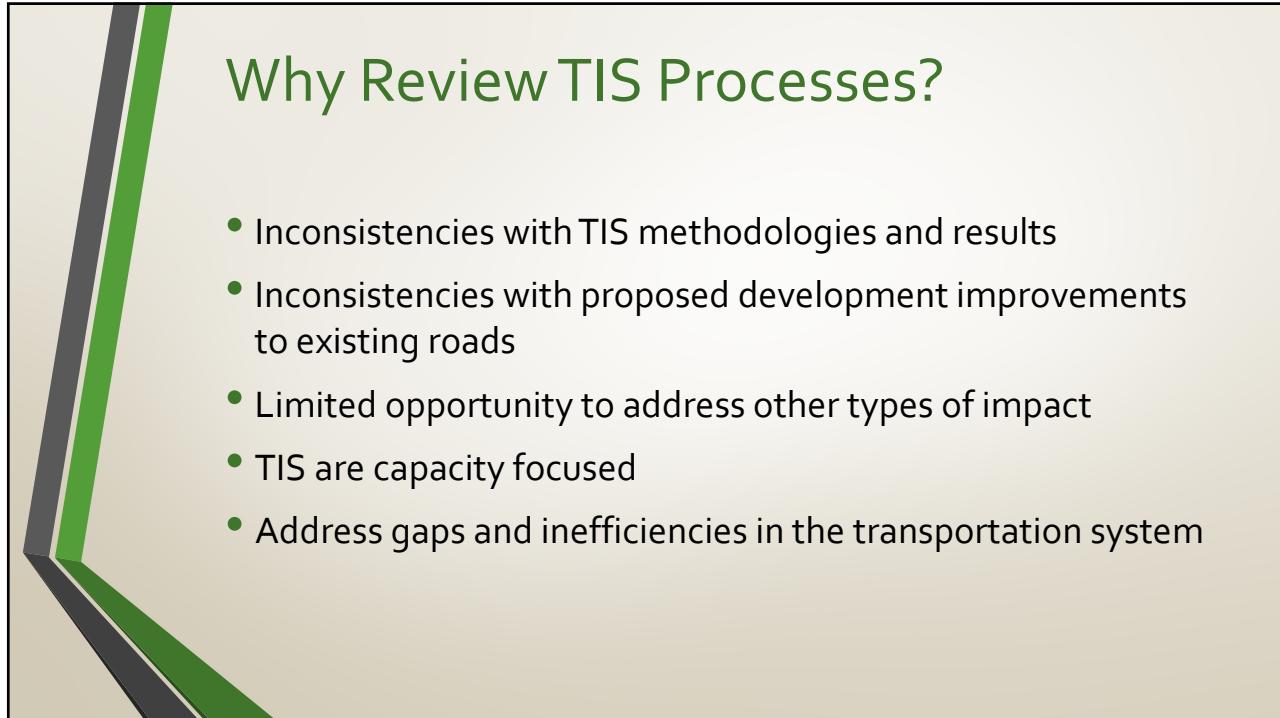
- Overview possible changes to how Carson City evaluates Traffic and Transportation Impacts as they relate to development projects
- Agenda:
  - What and Why?
  - Current "Toolbox" - Codes and Practices
  - Goals
  - Stakeholder Input
  - Options considered
  - Recommendation on a Framework
  - Work Plan / Next Steps

TIS = Traffic Impact Study

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## Current Practice

### CCMC Title 18 Appendix, Division 12.13



- ATIS from development if:
  - Project generates 80 or more peak hour trips;
  - Project generates 500 or more daily trips; or,
  - As determined by City (Transportation Division)
- Most developments don't meet these thresholds. Staff request documentation for the record.
- If required, a development's Consultant completes the TIS and submits to City. City reviews and comments.
- Once complete, any mitigations are added to the conditions of approval.
- If traffic operates at LOS D or better, no impact.

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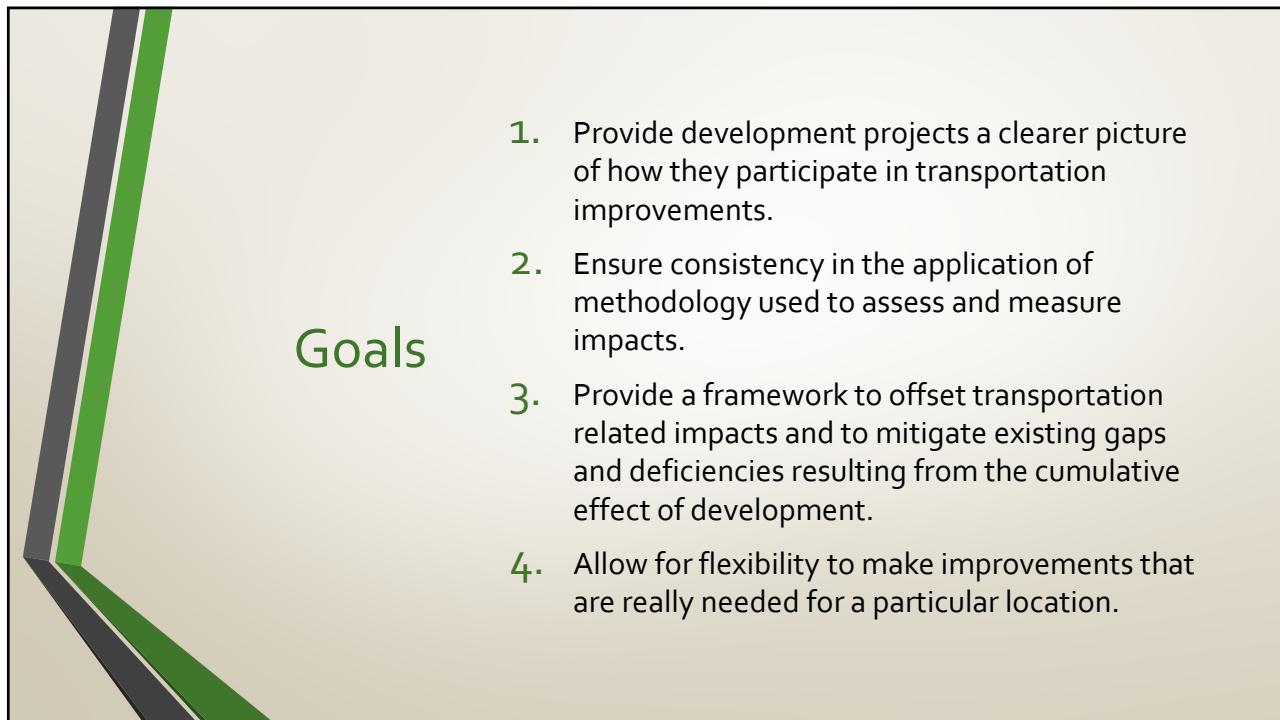
## Other Code Requirements

### CCMC Title 11.12 – Highways and Sidewalks

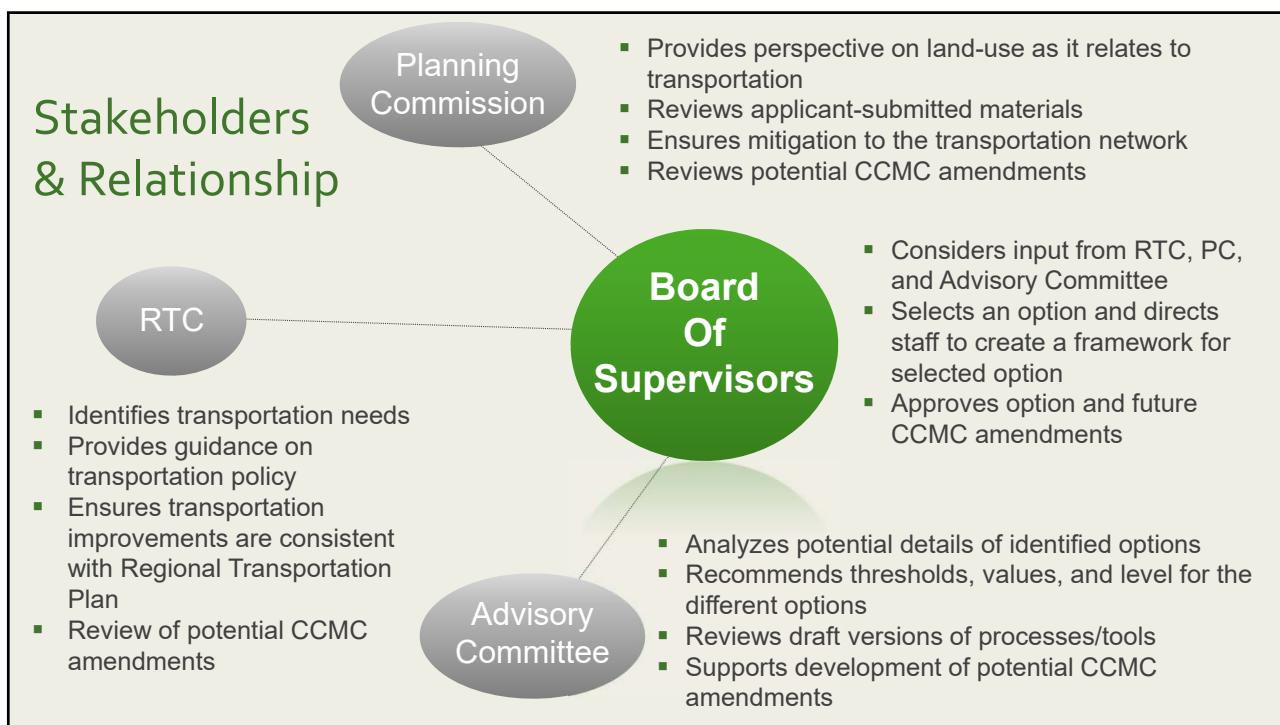


- Construction or remodels of any building within any commercial, industrial, residential, office building or governmental zone as defined in Title 18 of the Carson City Municipal Code fronting on any dedicated street or other publicly owned street in the city, shall construct curbs, gutters, sidewalks,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

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## Stakeholder Input



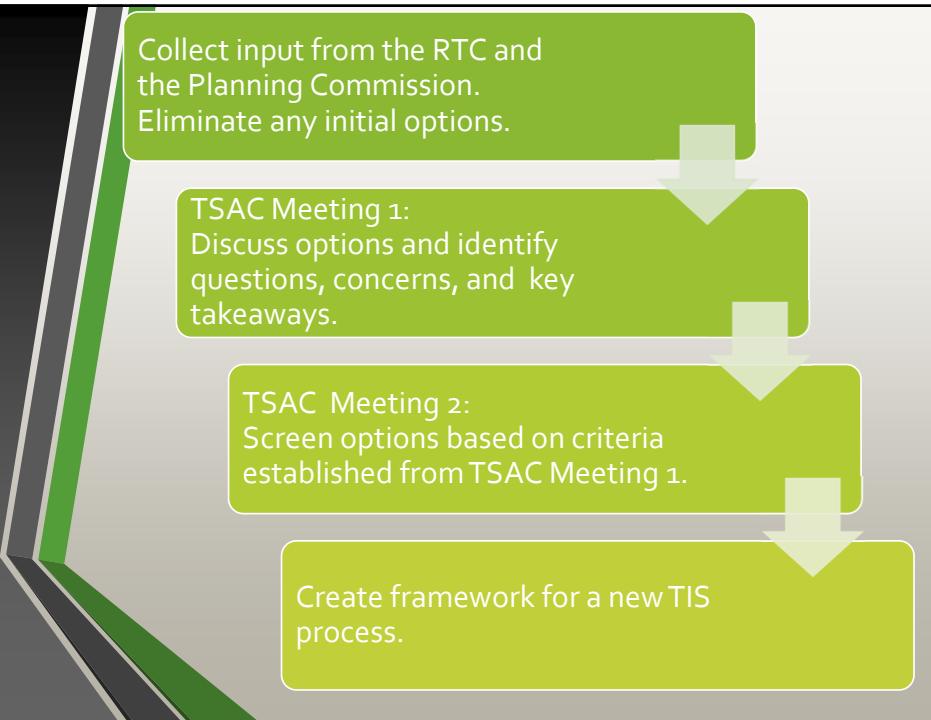
- ✓ Regional Transportation Commission – Jan. 13, 2021
- ✓ Planning Commission – Jan. 27, 2021
- ✓ Traffic Study Advisory Committee (TSAC) Meeting 1 – March 3, 2021
- ✓ Traffic Study Advisory Committee Meeting 2 – April 29, 2021

The TSAC is comprised of representatives from the building industry, the engineering community, Carson City public bodies, and the public. This includes:

- Northern Nevada Development Authority
- Nevada Builders Alliance
- Carson City Chamber of Commerce
- Ryder Homes
- Real Estate Professionals
- A member from the RTC and the Planning Commission
- Engineering Consultants
- Community Development
- Citizens

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## Screening Options & Reaching Consensus



Collect input from the RTC and the Planning Commission. Eliminate any initial options.

TSAC Meeting 1: Discuss options and identify questions, concerns, and key takeaways.

TSAC Meeting 2: Screen options based on criteria established from TSAC Meeting 1.

Create framework for a new TIS process.

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## Options Matrix

Option	Summary
Option 1 – Modified Existing Process	<ul style="list-style-type: none"> <li>- Enhancement of Existing Code and Processes</li> <li>- Additional definition in Code of when TIS is needed and what level of analysis is required</li> <li>- Some enhancement of impact definition and required mitigation</li> </ul>
Option 2 – Consultant Support	<ul style="list-style-type: none"> <li>- Similar to Option 1</li> <li>- Includes a defined and approved list of Consultants who are qualified to complete a TIS by the City</li> </ul>
Option 3 – TIS Completed by City	<ul style="list-style-type: none"> <li>- City Completed TIS using City staff</li> <li>- <b>Eliminated by the RTC in January</b></li> </ul>
Option 4 – Impact Fee	<ul style="list-style-type: none"> <li>- Implement an Impact Fee for transportation improvements based on a set parameters</li> <li>- Specific requirements governed by NRS</li> <li>- Similar to RTC Washoe</li> </ul>
Option 5 – Impact Mitigation	<ul style="list-style-type: none"> <li>- Mitigate / Offset transportation impacts by choosing from a menu of improvement options</li> <li>- Encourage construction of facilities focused on transportation needs rather than only traffic needs</li> <li>- Level of mitigation based on project type / size / surrounding area and identified deficiencies</li> </ul>
Option 6 – Pro-Rata	<ul style="list-style-type: none"> <li>- Development contributes a pro-rata share toward a City identified project or set of projects</li> <li>- Contribution a flat rate or based on generated traffic (trips or VMT)</li> <li>- Currently being used by City in selected instances</li> <li>- <b>Added by the TSAC at Meeting 1</b></li> </ul>

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## TSAC Takeaways

- All types of development should be included, small and large.
- Impacts are more than vehicular/traffic.
- Developments need to understand the full cost of the project, early.
- A more robust pro-rata method/formula to capture and measure impacts accurately.
- Development should not participate in long-term maintenance costs associated with fixing existing City infrastructure.
- Give credit for infrastructure that developments build.
- Give more flexibility and opportunity toward a contribution that benefits the development in some way.
- Some sort of combination of Impact Fee, constructed mitigations, and a pro-rata component.

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## Objectives

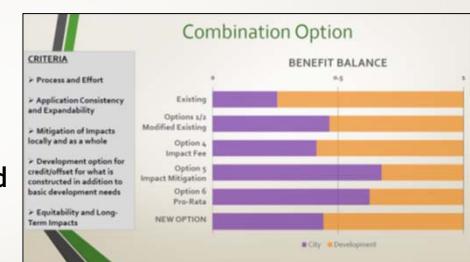
1. Is the option straight-forward and understandable with defined impacts and mitigation requirements that do not overburden the City or the Development
2. Limits City discretion and provides consistent, scalable, and expandable mitigations
3. Focuses on development impacts and the actual needs for that development
4. Accounts for development constructed improvements as mitigation
5. Offsets long-term cumulative effects resulting from new development and City accepted infrastructure

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## Evaluation Criteria

Using the Goals and Objectives, we developed criteria to assess each option. The criteria included:

- **Process and Effort**
- **Application Consistency and Expandability**
- **Mitigation of Impacts locally and as a whole**
- **Potential credit/offset for what is constructed in addition to basic development needs**
- **Equitability and Long-Term Impacts**
- **Process Complexity**
- **Discretionary Potential**
- **Ability to Mitigate Actual Impacts**
- **Benefit and Credit**
- **Flexibility of Use**
- **Cost Sharing**



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## Option Screening – TSAC Meeting 2

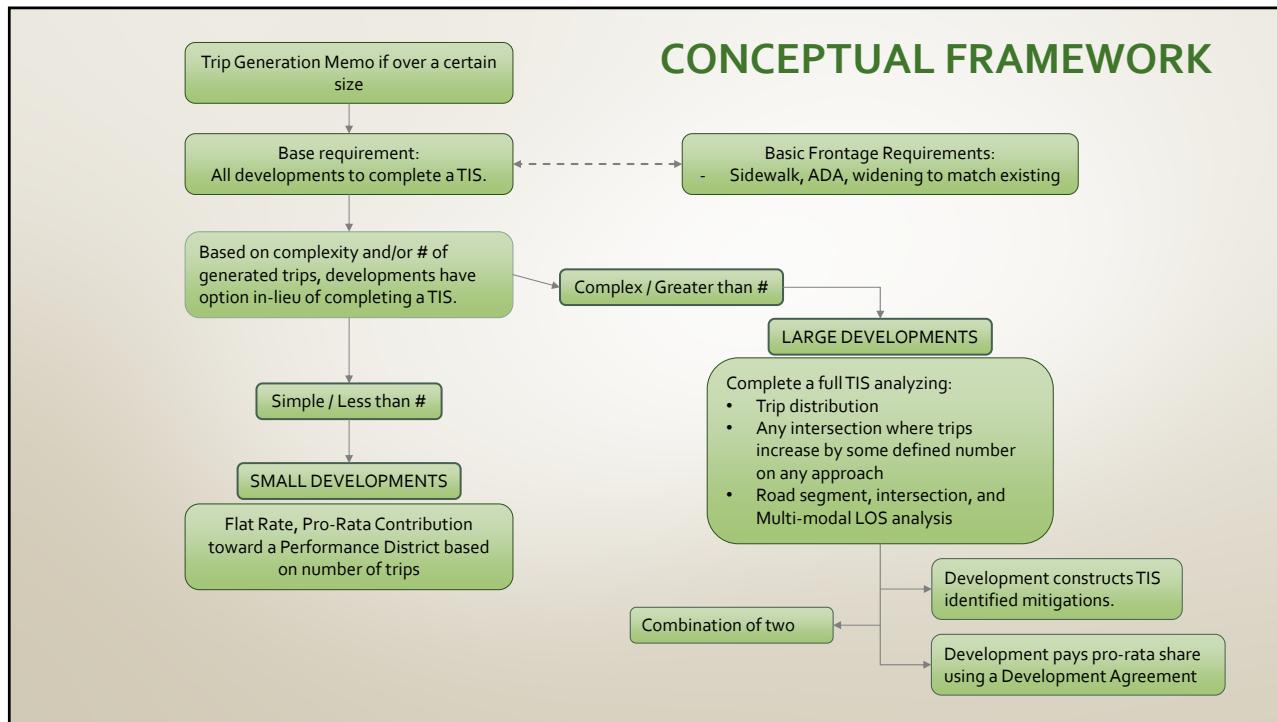
Option	Screening Summary	Result
Existing	- Existing	
Option 1	<ul style="list-style-type: none"> <li>- Mitigate / Offset transportation impacts by choosing from a menu of improvement options</li> <li>- Encourage construction of facilities focused on transportation needs rather than only traffic needs</li> <li>- Level of mitigation based on project type / size / surrounding area and identified deficiencies</li> </ul>	
Option 2	<ul style="list-style-type: none"> <li>- Similar to Option 1</li> <li>- Includes a defined and approved list of Consultants who are qualified to complete a TIS by the City</li> </ul>	
Option 4	<ul style="list-style-type: none"> <li>- Implement an Impact Fee for transportation improvements based on a set parameters</li> <li>- Specific requirements governed by NRS</li> <li>- Similar to RTC Washoe</li> </ul>	
Option 5	<ul style="list-style-type: none"> <li>- Mitigate / Offset transportation impacts by choosing from a menu of improvement options</li> <li>- Encourage construction of facilities focused on transportation needs rather than only traffic needs</li> <li>- Level of mitigation based on project type / size / surrounding area and identified deficiencies</li> </ul>	
Option 6	<ul style="list-style-type: none"> <li>- Development contributes a pro-rata share toward a City identified project or set of projects</li> <li>- Contribution a flat rate or based on generated traffic (trips or VMT)</li> <li>- Currently being used by City in selected instances</li> </ul>	

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## Option Screening – TSAC Meeting 2

Option	Screening Summary	Result
Existing	<ul style="list-style-type: none"> <li>Known issues with process</li> <li>Most Red / Poor bubbles of any of the options</li> <li>Most Cost burden on City</li> </ul>	ELIMINATE
Option 1	<ul style="list-style-type: none"> <li>Simplest Process</li> <li>Less discretion, but not much of a change from the existing</li> <li>Not flexible</li> </ul>	COMBINE
Option 2	<ul style="list-style-type: none"> <li>Restrictive given Consultant limitations to TIS Process</li> <li>Two Red / Poor bubbles</li> <li>Could result in higher costs for development based on needed mitigations</li> </ul>	ELIMINATE
Option 4	<ul style="list-style-type: none"> <li>Limited Long-term use by the City</li> <li>Complicated to administer</li> <li>Not flexible</li> <li>One of Two options with a Red / Poor bubble</li> </ul>	ELIMINATE
Option 5	<ul style="list-style-type: none"> <li>Too Discretionary and difficult to implement</li> <li>May result in unwanted improvements by both City and Development</li> <li>Two Red / Poor bubbles</li> <li>Benefits mostly weighted toward City</li> </ul>	ELIMINATE
Option 6	<ul style="list-style-type: none"> <li>Provides flexibility for City and Development</li> <li>Still some discretion</li> <li>Potent cost increases and variations</li> </ul>	COMBINE
NEW!	<ul style="list-style-type: none"> <li>A process that is clearly defined for what to do and when to mitigate impacts</li> <li>Is equitable and scalable for different types of development</li> <li>Provides for contribution to different types of projects</li> </ul>	CARRY FORWARD

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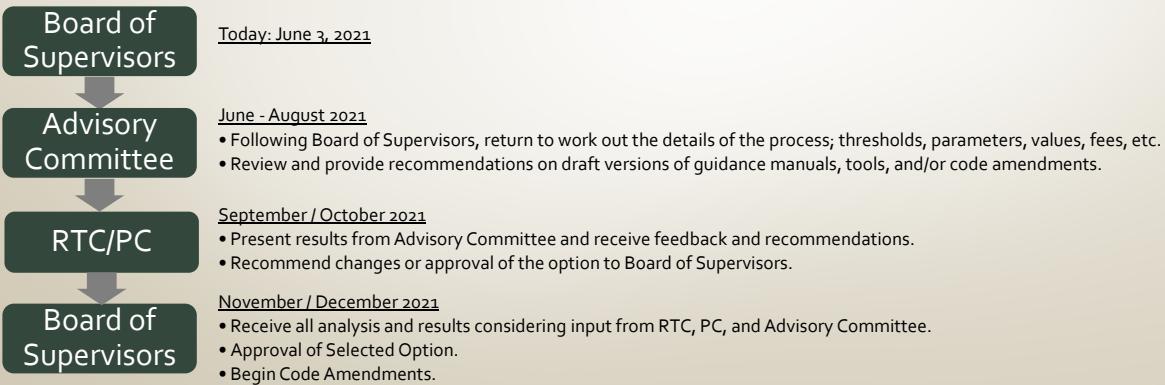
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## Summary / Next Steps

- Input and Recommendations
- TSAC Meeting #3 to begin working on details of identified framework





## Traffic Study Advisory Committee (TSAC) Meeting #1

March 3, 2021; 10:00 am – 12:00 pm

### Meeting Summary

#### Summary of Meeting:

Introductions were given. See the attendee list attached. There was discussion about each organization's perspective on development impacts and the role development should play in Carson City.

- Building Industry
  - Curious to see how proposed new system leads to justification of expenses or leads to something great.
  - Companies looking to locate in Carson and understand that there are costs, but we need to make sure those costs aren't prohibitive to development.
  - Responsible construction of infrastructure. Strive to be good players while fees are rising in all jurisdictions. Keep fees in check and not let fees be the only solution.
  - Common concerns from development projects are about the high cost of infrastructure and the duration of the City approval process.
- Members of Public
  - Long-time residents have seen impact of development and lack of affordable housing. All development will have impact on traffic, so how does City mitigate? What options are available? Looking for balance between new development and deteriorating road conditions.
  - The cost of maintaining pavement vs. gas tax revenue collected by City remains disproportionate. Pent up inventory of deteriorating streets, and now new streets constructed with development results in no way to pay for maintenance.
- Engineering Community
  - RTC's role is to provide guidance to developers to make sure projects maintain LOS standards across the region.
  - Development community needs up front certainty of process and costs. A dependable, understandable, and stable system. Maintenance vs. capacity. A system that works within the confines of NRS.
  - Carson City needs an understandable, straight-forward process with collected funds being used effectively and efficiently.
- Carson City
  - TIS contents are often ignored. Looking for ways to have developers create studies that are more useful while thinking about long-term needs in Carson City.
  - Better management of process to mitigate impacts from development. Consistency for all requirements.
  - Some of the requirements in Carson City Code are a bit vague, which causes confusion and uncertainty for developers.
  - Impact Studies are very focused on traffic. Looking for ways to address other types of modes like walking and biking.

## General Discussion:

- Current City Code only requires a TIS once certain thresholds are met. Small developments, like the 28-unit housing complex near Silver Sage and Clearview, are below the required thresholds, so no TIS was required and no impacts were identified. Even if a TIS was required for this development, the amount of traffic generated would not have changed the level of service at the nearest intersection or necessitated off-site mitigations. City Staff often see this; one development by itself does not result in an 'impact' as currently defined by Carson City Code.
  - There is a cumulative impact over time. If we want to be equitable, we should not exclude anyone. Cumulatively, all projects are going to have an impact that needs to be mitigated.
- Costs are already being incumbered by developers. There are already water and sewer connection fees, necessary on-site improvements, and a framework for evaluating off-site improvements. Development generates taxes. We can talk about whether development is meeting all the needs, but the biggest issue comes from the fact that the City is dealing with an antiquated funding system with gas tax. New State mandates related to emissions call for no internal combustion engines at some point in the future. We need to develop a framework to handle many of our community issues going forward as we phase out combustion engines.
- Developers need to understand the full cost of the project before they get too far into entitlement. They're already paying connection fees for utility impacts and installing on- and off-site infrastructure improvements.
- The gap that's missing is the off-site needs that are not immediately adjacent to the project. The frontage to the project is already included in the development standard conditions of approval. What's not being captured is impacts to an intersection three blocks away. The RTC could develop a template and formula to capture and measure impacts accurately and charge the development pro rata share of impacts.
  - What would that be based on - traffic forecasts? We need to capture full buildout, then we can do a more inclusive job of addressing & mitigating impacts as stand-alone projects, as well as cumulative.
  - Planning now has the buildout information based on maximum allowable density per the current zoning and/or master plan for every parcel in the City. We can use that in conjunction with the 2050 traffic modeling to measure potential traffic impacts.
- How do we mitigate impacts and still maintain quality of life? Not just open space, but also how long we wait in traffic. A broader analysis is important.
- Development that adds traffic has impact on the network, but that's is a separate issue from existing conditions and pavement conditions for roads that have already been dedicated and accepted. If no new development came to town, what would we do about our pavement conditions? We need to differentiate the two at least to some degree.
  - One way to stop adding to deferred maintenance is to stop the acceptance of new/additional roads. Until we can catch up, maybe new development should build into their calculus the cost of maintaining the street.
  - As of last year, the feeling at the BOS is if all streets of the development were interior streets, then that could be considered for private streets for HOA, etc. to collect fees. If the streets go through the project, then they were not appropriate for being private streets and therefore the City would accept dedication. In those cases, the BOS has asked developer to pay for first seal coat (some 5 years in the future).
  - If roads are maintained by an improvement district, then that's how the money is collected and distributed for long-term maintenance. If the objective is to make an incremental dent in deferred maintenance, this is one potential method for applying a fee.

- Development costs money. Most of the general public would be shocked at the amount of fees that developers pay when building. Although development wants to pay a fair share, it's not the developer's responsibility to fund existing roadways. At what point does development get to say, "here's brand new infrastructure that we paid for"? When does development get credit for the new tax base? At what point does the City say 'thank you' for this brand-new infrastructure and give builders and developer's credit that's due?
- Development is getting heat for not providing a more affordable product. They are trying to provide inventory to drive affordability. Making sure they do their fair share effects affordability. How do we get more flexible to give opportunity to provide a contribution that can sit where it needs to in a way that makes sense?
- Whenever fees increase, they need to be passed on to the end user. Make sure we're maintaining our competitive advantage as compared with other surrounding areas.
- UNR study, 73% of residents actually work in Carson City. Only about 57% of Carson's workforce, lives in Carson City.

#### Key Meeting Takeaways:

- All types of development should be included, small and large. Equity toward cumulative effect of impacts.
- Impacts are more than vehicular/traffic. Impacts include safety and pedestrian/bicycle/transit connectivity.
- Carson City has an existing framework established for fees in order to make basic frontage improvements needed for the development (Water and Sewer connection fees). These basic needs will always be required and should not be considered as mitigation for an off-site impact. Examples of these include frontage construction of sidewalk in residential areas, ADA compliance where it currently lacks, and new driveway approaches to serve a parking lot.
- Developers need to understand the full cost of the project earlier and before they get into entitlement. Clarify when and what type of frontage or off-site improvements are needed.
- There is a gap related to making needed off-site improvements not immediately adjacent to the project. A more robust pro-rata method/formula to capture and measure impacts accurately and charge the development for their share of impacts.
- Development to assist City with new infrastructure. Development creates new roads that City has to then maintain. Forever. If development had not built this, City would not have to maintain it.
- Development should not participate in long-term maintenance costs associated with existing City infrastructure. Separate issue from TIS and development impacts.
- Give credit for infrastructure that development built beyond basic frontage requirements.
- Give more flexibility and opportunity to provide a contribution that can sit where it needs to in a way that makes sense. Development may be willing to build more, but those contributions should be used to benefit the development in some way, not used to fix existing City issues or backlogged local road maintenance.
- Some sort of combination of Options 4 and 5 with a pro-rata component.

#### Next Steps:

- City to work to answer questions identified during meeting.
- City to estimate costs for different options using actual project examples.
- City to investigate possible other options used by Clark County, NV and Mesquite, NV.
- City to investigate hybrid option taking components from options 4 and 5 and pro-rata processes.

The next meeting is tentatively scheduled for April 8, or April 15 at 2:30 pm.

**Carson City Traffic Impact Study Advisory Committee**  
**Carson City Public Works**  
**TSAC Meeting 1 - Attendee List**  
**March 3, 2021**

Attend?	Last Name	First Name	Company / Organization
x	Aldean	Shelly	Citizen
x	Bickett	Jeff	NDOT
x	Bonkowski	Brad	NAI Alliance
x	Chilson	Loren	Headway
x	Ferris	Heather	Carson City Planning Division
x	Hannaman	Ronni	CC Chamber of Commerce
x	Haskin	Andrew	NN Development Authority
x	Huggins	Stacie	Wood Rodgers
x	Joiner	Rob	Carson City Chamber of Commerce
x	Keller	Dale	RTC Washoe
x	Kolkman	Laycee	HDR
x	Laack	Micah	Lumos
x	Maloney	Lucia	Carson City Public Works
x	Martinovich	Christopher	Carson City Public Works
x	Merrigan	Bobbi	Ryder Homes
	Nietz	Maxine	Citizen
x	Potney	Stephen	Carson City Development Engineering
x	Stedfield	Greg	Carson City RTC
x	Stuckey	Dan	Carson City Public Works
x	Tingle	Hope	Citizen
x	West	Aaron	Nevada Builders Alliance
x	Wiggins	Jay	Carson City Planning Commission
x	Williams	Marquis	Carson City Public Works



## Traffic Study Advisory Committee (TSAC) Meeting #2

April 29, 2021; 2:00 pm – 4:00 pm

### Meeting Summary

#### Summary of Meeting:

Introductions were given. See the attendee list attached. There was discussion and review about the purpose of the project, the project goals, the role of the TSAC, and a summary of the first meeting.

- Mr. Martinovich provided a summary of the takeaways from the first meeting. These takeaways were developed from comments received during the meeting and will be used to help create objectives for evaluating and screening criteria. These takeaways were provided as part of the Meeting 2 agenda.

A review of the options was given along with a summary of their status.

- Ms. Aldean indicated it wouldn't be bad to have City-approved list of consultants. Recommended that none of the options should be eliminated completely. Most cities give the option of mitigation or paying a fee. Fee only paid if developer unable to mitigate onsite or offsite.
- Ms. Tingle asked for clarification of "credit" definition as related to a developer. Mr. Martinovich responded that concept is if you build mitigation not specifically related to your development, you could get credit toward your impact fee, or you needed mitigation. Could be financial or otherwise.
- Ms. Tingle invited meeting attendees to stroll through Carson neighborhoods, expressing concern with effectiveness of mitigations.
- Ms. Aldean expressed in response to the above that this effort should be viewed with a long-term perspective. Looking into turning Carson City into multi-modal community.
- Ms. Merrigan asked whether the group is looking to develop a credit system where any mitigation implemented by developer is quantified or culminated into one total credit because benefit of improvement is beneficial to surrounding community. Mr. Martinovich noted that is an idea but not specifically where we are headed at this time.

Mr. Martinovich provided additional information related TIS process in Clark County, Nevada County CA, and Mesquite NV. He also provided a summary of Impact Fees and Impact Fee rates for other jurisdictions.

- Mr. West noted that NRS (Nevada Revised Statute) CIP (Capital Improvement Plan) rules can be restrictive. If our policy isn't as constrained as NRS CIP process, can we be more flexible with using our funds to target pressing improvements?
- Ms. Aldean asked whether developer fee could be classified as voluntary contribution directly toward a specific improvement or enhancement (fixing bad sidewalks, etc.). Mr. Martinovich noted that a fee under NRS is defined for what it can and cannot be used for. Voluntary 'fees' may be more flexible.
- Mr. Chilson mentioned that City staff tend to put a lot of effort into determining an impact fee. More of a 50-50 burden than what was reflected in the slide. Are multi-modal mitigations really the overall needs of transportation/traffic system? Discretionary requests are relatively subjective; one developer could get several while another gets none. NRS guidelines are a good place to start; however, cities tend to apply discretionary requests on top of those in NRS.

Mr. Martinovich listed and gave an overview of the evaluation criteria. These criteria were developed using the objectives and the meeting 1 takeaways. Using these criteria, staff were able to analyze the different options against a variety of factors. The first set of criteria examined factors from a City vs. Development equity balance perspective. Given a particular option, which party is more responsible for addressing and mitigating any identified impacts. The second set of criteria were established to evaluate the options using a more comparative analysis, i.e., comparing an option against each other option. The last criterion was based on cost; specifically, the costs of administering the program and accounting for transportation impacts balanced against the cost of constructing identified mitigations.

Following establishment of evaluation criteria, Mr. Martinovich presented how the options compare against the criteria. He then presented a methodology for screening the criteria. (See presentation attached for process.)

- In response to Options Screening, Ms. Nietz mentioned that Option 5's "Benefits weighted mostly toward City" should not be included as a downside.
- Mr. Chilson agreed with elimination of 2, 4, & 5.
- Ms. Aldean asked about Option 6: Would City and developer have opportunity to negotiate whether projects identified as mitigations have the maximum benefit? Need that flexibility because of condition of roads throughout the City. Option 6 should be expanded to citywide rather than just in immediate area. Mr. Martinovich responded that City is broken into Performance Districts and one option is that the pro-rata contributions could be applied to a District rather than a project. Those details would be worked out later.
- Ms. Aldean asked how we plan to monetize pro rata option? Developers like predictability and want to know what their overall costs would be. Is there a way to calculate a unit cost that the developer can factor into costs? How did Clark County come up with \$150 per trip figure? Additional details will need to be worked out.
- Mr. Pottey noted that for small developments, there's a lot of room for subjectivity. Easy to implement citywide pro-rata policy, but it may be complicated for specific projects. If City has project to repair 3 miles of sidewalk, and developer says they'll repair 1 of the 3 miles, there's room for subjectiveness... Perhaps it should be less project specific. Other question: specific "frontage improvements" requirements are complicated.
- Ms. Nietz noted that quantified benefit for City should go beyond just traffic (whether pedestrian and beyond).
- Mr. West concluded that as long as the option is quantifiable and predictable, developers can support. Flexibility is also good; giving City the ability to put the dollars where they belong is necessary.
- Ms. Nietz: Which projects should be required to mitigate impact? All of them. Need to provide minimums because all developments have impacts of some type.
- Ms. Aldean asked for clarification on how "Discretionary Requests" are determined. Mr. Martinovich answered by indicating they are not clearly defined by code, "At the discretion of the Public Works Director," or similar.
- Mr. Wolfson supports overall idea of flowchart with pro-rata option as presented, but he asked about if there is partial improvement by developer to NDOT roads, how could be it expected to improve the remainder? Who would be responsible for the rest of the project cost, and how do we coordinate schedules? Maybe a less project-specific strategy makes more sense. Mr. Martinovich agreed with this concept.
- Mr. Chilson recommended eliminating the Impact Mitigation alternative and boxes from the flowchart.
- Ms. Aldean likes pro-rata solutions because it provides developer and City with room for negotiation.

- Mr. West generally dislikes doing extensive, expensive studies that aren't useful. Therefore, he appreciates the idea of redirecting those funds to a project. In response, Ms. Aldean noted that there needs to be some way of determining how many trips are generated.

In general, there was no opposition to the framework as presented, but there are many details this group can continue to work through.

Next Steps:

- Refine flowchart and eliminate Impact Mitigation alternative.
- Outline some potential ways to develop a quantifiable and predictable method.
- Coordinate and research with Clark County on the \$150 fee.
- City to present framework to Board of Supervisors in June.

The next TSAC meeting is tentatively scheduled for July.

**Carson City Traffic Impact Study Advisory Committee**  
**Carson City Public Works**  
**TSAC Meeting 2 - Attendee List**  
**April 29, 2021**

Attend?	Last Name	First Name	Company / Organization
x	Aldean	Shelly	Citizen
	Bickett	Jeff	NDOT
	Bonkowski	Brad	NAI Alliance
x	Chilson	Loren	Headway
x	Ferris	Heather	Carson City Planning Division
x	Hannaman	Ronni	Carson City Chamber of Commerce
x	Haskin	Andrew	NN Development Authority
x	Huggins	Stacie	Wood Rodgers
	Joiner	Rob	Carson City Chamber of Commerce
	Keller	Dale	RTC Washoe
	Kolkman	Laycee	HDR
x	Laack	Micah	Lumos
x	Maloney	Lucia	Carson City Public Works
x	Martinovich	Christopher	Carson City Public Works
x	Merrigan	Bobbi	Ryder Homes
x	Nietz	Maxine	Citizen
x	Potney	Stephen	Carson City Development Engineering
	Stedfield	Greg	Carson City RTC
x	Stucky	Dan	Carson City Public Works
x	Tingle	Hope	Citizen
x	West	Aaron	Nevada Builders Alliance
x	Wiggins	Jay	Carson City Planning Commission
x	Williams	Marquis	Carson City Public Works
x	Wolfson	Alex	NDOT