

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

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A regularly scheduled meeting of the Carson Area Metropolitan Planning Organization was held on Wednesday, March 14, 2007, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

**PRESENT:** Chairperson Richard S. Staub, Vice Chairperson Charles Des Jardins, and Members Russell Carpenter, Mitchell Dion, Larry Hastings, and Dennis Taylor

**STAFF PRESENT:** Public Works Director Andrew Burnham, Development Services Director/City Engineer Larry Werner, Transportation Program Manager Patrick Pittenger, RTC Engineer Harvey Brotzman, Senior Deputy District Attorney Ed Queilhe, Transportation Planner Keith Pearson, and Recording Secretary Katherine McLaughlin (4:36:30)

**NOTE:** Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Request for Board Action Report and/or supporting documentation. A tape recording of these proceedings is on file in the Clerk-Recorder's office. This tape is available for review and inspection during normal business hours.

**A. ROLL CALL AND DETERMINATION OF A QUORUM -** Chairperson Staub convened the meeting at 5:37 p.m. Roll call was taken. A quorum of the Board was present although Member Aldean was absent and had been excused by Chairperson Staub.

**B. APPROVAL OF MINUTES - REGULAR MEETING OF FEBRUARY 14, 2007 (4:37:04) -** Member Des Jardins moved to approve the Minutes of February 14. Member Taylor seconded the motion. Motion carried 6-0.

**C. MODIFICATION OF AGENDA (4:37:37) -** None.

**D. STAFF PUBLIC SERVICE ANNOUNCEMENTS (4:47:45) -** Transportation Program Manager Patrick Pittenger distributed a copy of the 2003 through 2006 outstanding FTA reimbursements to the Board and explained its funding source and the outstanding amounts. (A copy was given to the Clerk and is in the file.) He also introduced Transportation Planner Keith Pearson. Chairperson Staub welcomed him.

**E. PUBLIC COMMENT (4:39:23) -** None.

**F. DISCLOSURES (4:30:45) -** None.

**G. PUBLIC MEETING ITEMS:**

**G-1. DISCUSSION AND POSSIBLE ACTION REGARDING AMENDMENTS TO THE INTERLOCAL COOPERATIVE AGREEMENT BETWEEN CARSON CITY BOARD OF SUPERVISORS, THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION, AND**

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**THE CARSON AREA METROPOLITAN PLANNING COMMISSION (4:40:00)** - Transportation Program Manager Patrick Pittenger briefly explained the original agreement, its October amendment, justification for revising the document, and the revisions in the proposed agreement. Public comments were solicited but none were given. Member Hastings moved to approve an Amended Interlocal Agreement with the Board of Supervisors, Regional Transportation Commission and CAMPO to provide the Regional Transportation Commission with transit operational authority, transit contracting authority, and authority approval (over) street and highway contracts that include funds other than street funds provided that the Carson City Board of Supervisors previously budgeted those other funds. Member Des Jardins seconded the motion. Motion carried 6-0.

**G-2. UPDATE ON US 395 CORRIDOR STUDY BEING CONDUCTED BY THE NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) (4:44:09)** - Transportation Program Manager Patrick Pittenger introduced NDOT Program Development Division Representative Coy Peacock. Mr. Peacock thanked the Board for being given an opportunity to update them on the 395 corridor study and its staff for participating in the study. He introduced the study's Project Manager P. D. Kizer. Mr. Peacock limned the study's purpose and indicated that alternatives and scenarios are included within the document. (Computerized slides were shown highlighting his explanation of the study. A copy was not given to the Clerk.) A map illustrating the 395 area covered by the study was shown. The funding sources for the three projects identified within the study had not yet determined. The study began in 2006. Justification for the study was limned. A listing of the workshops was provided. The projects developed by the workshops were described. A signal will be installed at Stephanie for safety reasons. It includes acceleration and deceleration areas and turn pockets. Justification for completing this project before completing the corridor study and its projects was provided. The long-term suggestions provided in the study included having frontage roads for local traffic, widening 395 to six lanes, and constructing a roundabout at the intersection of Highways 88 and 395. The estimated traffic in 2030 and how it was developed were limned. Traffic patterns developed by the 2030 traffic model was explained. The project selection process was based on areas designated by the traffic model's indication that the chosen areas will be at gridlock by 2030 if nothing is done. NDOT staff is still developing the cost benefit analysis for these projects and will conduct a comprehensive study before supporting the projects.

Mr. Kiser explained the analysis of the area west of Highway 395 used to determine the feasibility of having a second roadway and the property ownership. It determined that a second roadway in that area was not feasible. Therefore, other alternatives were considered. The east side has similar problems. Therefore, the current corridor and improvements that could be made to it were considered. Justification for planning alternative roadways in Douglas County at this time was based on current and future growth in the area and the traffic models for those periods. His comments repeatedly stressed that the alternatives have been on the books for many years. They are not new ideas. The traffic models were used to estimate the amount of traffic these ideas could handle and the benefits, if any, that would be created by them. The study included consideration of frontage roads and widening 395 to six lanes. This concept provides better connections to the Carson freeway and Highway 50 west-Spooner summit. A description of this connection and a slide illustrating the concept was limned. The frontage roads and widening 395 concept will require acquisition of additional right-of-way in the Mueller Lane area which could be expensive.

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The justification and the flexibility of a frontage road were described. The frontage road will remove local traffic from 395, improve safety, and provide an alternative route when accidents close 395. There may be some environmental/wetland concerns which will have to be addressed. Suggested interchanges for 395 were listed. As the study is conceptual, planning and design studies must be completed. Mr. Kizer then explained the desire to remove heavy truck traffic from the downtown Gardnerville and Minden areas. Alternatives are to route this traffic onto Highway 88 or develop an eastern bypass. Conceptual routes were limned. It was felt that the freeway traffic will increase only slightly during the study's timeframe. The model indicates that the majority of the traffic will be created by residential growth and residents traveling to work or shopping, etc. The study supported the western concept to move traffic around Gardnerville and Minden.

Mr. Peacock stressed that the study is only a concept. It is not set in stone. A final list of improvements, cost analysis, and public hearings will occur before the plan is completed and brought back for Board approval.

Discussion on the agenda items and procedures indicated a need to act on this study under the next heading. Public comments were then solicited but none were given.

**G-3. DISCUSSION AND POSSIBLE ACTION TO SUBMIT INPUT TO THE NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) REGARDING THE US 395 CORRIDOR STUDY (5:14:28)** - Board comments thanked NDOT for working with CAMPO and the staff on the study. Member Carpenter explained his belief that the truck traffic will increase significantly due to commercial growth throughout the area. This will increase the truck traffic through Gardnerville and Minden. He also explained his knowledge of the problems encountered by NDOT in obtaining right-of-way in Pleasant Valley. He encouraged NDOT to avoid casting the alignment in stone for that reason. Current and future land owners need to be aware of the fact that the alignment is coming. The belief that "it will never be built" should be avoided. Right-of-way should be obtained for future roadways now. If it is determined in the distance future that land is not needed it can be sold. Chairperson Staub encouraged NDOT to talk to the Board of Realtors about training the sellers about disclosures. Member Dion noted Douglas County and Carson City's need to be cognizant of the connectivity issues and the demand for frontage roads to handle the circulatory traffic between the two. Bike lanes need to be included in the plans and roadways as well as other ancillary transportation modes. He also supported obtaining right-of-way now for the future and emphasized the need to hold on to it once it is obtained. Chairperson Staub supported his comments regarding keeping the right-of-way once it is obtained as illustrated by his example of the 580 freeway. Discussion between Mr. Peacock and Member Hastings indicated that NDOT is including light rail and transit in the study/plans. The six lane concept had been abandoned due to the estimated cost of obtaining the additional right-of-way. The models have indicated that four lanes with frontage roads will adequately handle the traffic. It also avoids land locking parcels which may occur with the six lane concept. Member Des Jardins supported an east side bypass and encouraged its consideration. He felt that use of Highway 88 merely moves the traffic past the high school and swimming pool. Mr. Peacock explained that an east side alternative would utilize BLM property with the exception of a small area north of the Bentley fields. The estimate for it was \$250 million. The number of ravines found along that route

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and the need to acquire additional property had increased the estimate. This alternative will be included in the final draft of the study. Member Taylor indicated that NDOT had found it a pleasure to work with Douglas County and Carson City. As the program moves from a study into an actual plan it will take a lot of hard work to make it happen. Although each entity may have a different agenda, the goal is to provide a safe, seamless, cost effective transportation infrastructure for everyone. He emphasized that the study is conceptual. The benefit costs and working with the partners will provide the best project possible for the future. Chairperson Staub emphasized the need to safely and effectively move traffic from one state line to another state line and not just the local traffic. All of the communities/counties need to work together and develop a consensus on the action plan. He wished to have input from everyone before a solidified plan is developed. The study is the beginning. He looked forward to active participation and discussion on all of the opportunities. He cited the concern he had heard from residents regarding an interchange at Edmonds Park to illustrate the need to work together to find the best solution. Additional comments were solicited but none were given. He thanked Mr. Peacock and Mr. Kizer for their presentations. They had opened the door to discussions regarding alternatives. Discussion will continue to occur in the future.

(5:48:24) Chairperson Staub explained that the agenda included the ability to take action on this item. Discussion indicated the belief that informal direction had been given to staff and a motion was not necessary. Member Taylor reminded the Board that the document is a dynamic planning tool that can be changed. The Board's comments/recommendations will be accepted at any time. Member Hastings requested that the final report be provided in April so that comments can be provided on its specifics. Chairperson Staub noted that their comments were on the record and suggested that the Minutes be provided to Member Taylor for Mr. Peacock and Mr. Kizer. Member Taylor concurred. No formal action was taken.

**G-4. DISCUSSION AND ACTION ON AMENDMENT TO THE 2007 CAMPO UNIFIED PLANNING WORK PROGRAM (UPWP) (5:30:11)**- Transportation Program Manager Pittenger- The purpose and amendments to the UPWP were limned. A financial status report was provided. Mr. Pittenger expressed an intent to bill appropriately and recover as much of the funds as possible in the future. This will reduce Carson City's funding level. He corrected Major Work Element 5.0 Federal Regulation Policy Compliance funding to be from FTA 5303 rather than the indicated FHWA PL fund. A revised copy of the report had been distributed to the Board prior to the meeting. (A copy was not given to the Clerk.) The same error was listed in the original copy of the report that had been given to NDOT. The actual funding source is FTA 5303 as indicated in the staff report. If approved by the Board, these changes will be made and resubmitted to the FHWA and NDOT. Clarification indicated that the funding impact in the staff report reflects the potential additional funding available to the CAMPO for costs that will be incurred. Only those costs actually incurred will be billed to FHWA. Justification for these billings indicated that if the project is more than the amounts shown, Carson City will be responsible for the cost overruns. Mr. Pittenger explained that he cannot rewrite previous invoices to include costs and projects which have not been billed. He has, however, been able to correctly invoice for calendar year 2006. The funds listed are for only costs incurred between the time of approval by NDOT and USDOT through June 30.

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Member Dion explained Mr. Pittenger's success in obtaining funding during his tenure with CAMPO. He questioned whether it would be possible for Douglas County to share in the funding opportunities. Mr. Pittenger explained that the funds are pass through CAMPO and can be used by other CAMPO members. Douglas County could have its own transit plan as a CAMPO activity which would allow CAMPO to use these funds to reimburse Douglas County. Member Dion explained his understanding is that the Douglas County program needs to work with Carson City's program under the CAMPO umbrella. This will benefit the region as the Federal funding will provide for joint planning. Mr. Pittenger explained the matching fund requirements. There are portions of both Douglas and Lyon County in the CAMPO area. Carson City is the principal entity and has been bearing all of the costs, e.g., staff time for obtaining the 5307 funding. The local share should be discussed and a policy regarding it established whereby the cost could be distributed between the entities. This is a standard practice observed in Washoe County with its MPO. He had a conceptual plan for the distribution, however, there are issues which the Board needs to address before it can be made in writing, e.g., 5307 funds need a formal written agreement on the distribution to area transit operators and NDOT also wants a written formal agreement regarding DART. A process for equally distributing the funds and their collection procedures needs to be developed. Discussion stressed the need to ensure that the funds are not used for areas outside the CAMPO area and for staff to create the interlocal agreement as soon as possible. Member Dion concurred by stressing the funding potential and importance of the agreements. Public comments were solicited but none were given. Chairperson Staub suggested that the motion include the fiscal impact.

Member Des Jardins moved to approve the amendment of the 2007 Carson Area Metropolitan Planning Organization Unified Planning Work Group to increase the programmed funding levels for selected work tasks as presented by staff with the following fiscal impact: Additional funds would be available from the U. S. DOT - \$60,000 from Federal Highway Administration Planning funds, that is with a 95% Federal match, and \$10,000 from Federal Transit Administration 5303 funds, 80% Federal match; the local match would be approximately \$5,600 in addition to the previously approved funds. Members Dion and Hastings seconded the motion. Following requests for an amendment, Member Des Jardins agreed to amend his motion to be "Unified Planning Work Program" rather than Work Group and to number the amendment as No. 07-01. Member Hastings concurred with the amendments. The motion was voted and carried 6-0-1 with Member Aldean absent.

### **H. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION ITEMS)**

**H-1. FUTURE AGENDA ITEMS (5:49:43)** - Transportation Program Manager Patrick Pittenger reviewed his list of agenda items to be completed by June 2007 - an amendment to the transportation improvement program which will add two items to the list and realign the years, a regional transportation plan which will update the bicycle and pedestrian elements, a new UPWP for 7/1/07 to 6/30/08 which will include input from the Board, 5307 funding distribution agreement for CAMPO members and transit operators, the local funding match for CAMPO operations, and development of the new travel demand model for CAMPO. A coordination meeting with all of the partners was conducted on the new travel demand model earlier today. Mr. Pittenger hoped to submit it to the Board for adoption in a month or two.

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He will then be able to move forward with the first model application which will be of the downtown Carson City. Some of these issues will be presented to the Board at one meeting with approval at a second meeting following the 30-day public hearing process. They then will be approved 30 days later by NDOT and USDOT. These requirements necessitate changing the April and May meeting dates or adding special meetings. By having the meetings near the end of April and May will give staff time to complete the process by June 30. He committed to discussing the schedule with Chairperson Aldean and the Board before selecting the dates. Additional items were solicited but none were given. No formal action was required or taken.

**I. ADJOURNMENT (5:53:12)** - Member Hastings moved to adjourn. Member Carpenter second the motion. Motion carried 6-0. Chairperson Staub adjourned the meeting at 6:55 p.m.

The Minutes of the March 14, 2007, Carson Area Metropolitan Planning Organization meeting

ARE SO APPROVED ON April 30, 2007.

/s/  
Shelly Aldean, Chairperson