

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

Day: Wednesday
Date: July 12, 2023
Time: Begins immediately after the adjournment of the Carson Area Metropolitan Planning Organization meeting that begins at 4:30 p.m.
Location: Community Center, Robert “Bob” Crowell Board Room
851 East William Street
Carson City, Nevada

AGENDA

NOTICE TO PUBLIC:

Members of the public who wish to view the meeting may watch the livestream of the RTC meeting at www.carson.org/granicus and by clicking on “In progress” next to the meeting date, or by tuning in to cable channel 191. Livestream of the meeting is provided solely as a courtesy and convenience to the public. Carson City does not give any assurance or guarantee that the livestream or cable channel access will be reliable. Although all reasonable efforts will be made to provide livestream, unanticipated technical difficulties beyond the control of City staff may delay, interrupt, or render unavailable continuous livestream capability.

The public may provide public comment in advance of a meeting by written submission to the following email address: cmartinovich@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. Public comment during a meeting is limited to three minutes for each speaker.

1. Call to Order – Regional Transportation Commission

2. Roll Call

3. 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.

4. For Possible Action: Approval of Minutes – June 14, 2023

5. Public Meeting Item(s):

5-A For Discussion Only – Discussion and presentation regarding the Carson City Transit Center Feasibility Study (“Study”), including the identification of a recommended location and potential improvements for the Jump Around Carson Transit Center Project (“Project”) to serve Jump Around Carson’s (“JAC”) bus system.

Staff Summary: The JAC bus system currently uses a centralized transfer hub on N. Plaza Street between Washington Street and Robinson Street in Downtown Carson City. The transfer hub allows riders to transfer between JAC routes and other regional and statewide bus transit providers. The Study evaluates several potential transit center locations, identifies long-term cost and funding needs, and provides additional planning background to assist with future grant applications to fund the Project. The Study also identifies a recommended location for the Project and potential short-term and long-term improvements that could be advanced to design.

5-B For Discussion Only – Discussion and presentation regarding the District 3 - East 5th Street Pavement Project (“Project”), including a summary of the Project’s revised scope, design status, funding, and interim roundabout implementation options.

Staff Summary: This Project is located between Fairview Drive and Marsh Road. Staff will present a status update on the Project, including (1) a summary of the Project’s scope revisions, (2) a review of the current, design plans, (3) an update to Project costs and funding, and (4) interim roundabout enhancement concepts following previous discussion and input from the Carson City Regional Transportation Commission (“RTC”). The Project was approved as part of Performance District 3.

5-C For Possible Action – Discussion and possible action regarding Contract No. 23300302 (“Contract”) for Black Eagle Consulting, Inc. (“BEC”) to perform material testing services for the Edmonds Multi-Use Path Project (“Project”) for a total not to exceed amount of \$57,000.

Staff Summary: The Project will construct approximately 1.8 miles of a multi-use path along the I-580 freeway between Colorado Street and the Pete Livermore Sports Complex, which was previously known as the Edmonds Sports Complex. Under the Contract, BEC will assist Carson City construction staff by completing material acceptance testing for the Project in accordance with the Standard Specification for Public Works Construction.

6. Non-Action Items:

6-A Transportation Manager’s Report

6-B Street Operations Report

6-C Other comments and reports, which could include:

- Future agenda items
- Status review of additional projects
- Internal communications and administrative matters
- Correspondence to the RTC
- Additional status reports and comments from the RTC
- Additional staff comments and status reports

7. 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.

8. For Possible Action: To Adjourn

PUBLIC COMMENT LIMITATIONS – The RTC will provide at least two public comment periods in compliance with the minimum requirements of the Open Meeting Law prior to adjournment. No action may be taken on a matter raised under public comment unless the item has been specifically included on the agenda as an item upon which action may be taken. **Public comment will be limited to three minutes per

speaker to facilitate the efficient conduct of a meeting and to provide reasonable opportunity for comment from all members of the public who wish to speak. Testimony from a person who is directly involved with an item, such as City staff, an applicant or a party to an administrative hearing or appeal, is not considered public comment and would not be subject to a three-minute time limitation.

Agenda Management Notice - Items on the agenda may be taken out of order; the public body may combine two or more agenda items for consideration; and the public body may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

Titles of agenda items are intended to identify specific matters. If you desire detailed information concerning any subject matter itemized within this agenda, including copies of the supporting material regarding any of the items listed on the agenda, please contact Christopher Martinovich, Transportation Manager, in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at cmartinovich@carson.org, or by phone at (775) 887-2355 at least 24 hours in advance.

Notice to persons with disabilities: Members of the public who are disabled and require special assistance or accommodations at the meeting are requested to notify RTC staff in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at cmartinovich@carson.org, or by calling Christopher Martinovich at (775) 887-2355 at least 24 hours in advance of the meeting.

This agenda and backup information are available on the City's website at www.carson.org/agendas and at the office for Carson City Public Works - 3505 Butti Way, Carson City, Nevada, 89701 (775) 887-2355.

This notice has been posted at the following locations:

Carson City Public Works, 3505 Butti Way
Carson City Community Center, 851 E. William St.
www.carson.org/agendas
<http://notice.nv.gov>

This page intentionally left blank.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the June 14, 2023 Meeting
Page 1

DRAFT

A regular meeting of the Carson City Regional Transportation Commission (RTC) was scheduled to begin on Wednesday, June 14, 2023, at 4:30 p.m. in the Community Center Robert “Bob” Crowell Boardroom, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Lori Bagwell
 Vice Chair Lisa Schuette
 Commissioner Robert “Jim” Dodson
 Commissioner Lucia Maloney
 Commissioner Gregory Novak

STAFF: Rick Cooley, Deputy Public Works Director
 Chris Martinovich, Transportation Manager
 Adam Tully, Deputy District Attorney
 Bryan Byrne, Transportation Engineer
 Kelly Norman, Transportation Planner/Analyst
 Rebecca Bustos, Grant Analyst
 Brian Elder, Project Manager
 Tamar Warren, Senior Deputy 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 at <https://www.carson.org/minutes>.

1. CALL TO ORDER – REGIONAL TRANSPORTATION COMMISSION (RTC)

(4:29:43) – Chairperson Bagwell called the meeting to order at 4:30 p.m.

2. ROLL CALL

(4:29:49) – Roll was called, and a quorum was present.

3. PUBLIC COMMENT

(4:30:01) – Chairperson Bagwell entertained public comments; however, none were forthcoming.

4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – MAY 10, 2023

(4:30:08) – Chairperson Bagwell introduced the item and entertained corrections or a motion.

(4:30:15) – Commissioner Maloney moved to approve the minutes of the May 10, 2023 RTC meeting as presented. The motion was seconded by Vice Chair Schuette and carried 5-0-0.

5. PUBLIC MEETING ITEM(S):

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the June 14, 2023 Meeting

Page 2

DRAFT

5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING POTENTIAL FISCAL YEAR (“FY”) 2024 TRANSPORTATION INFRASTRUCTURE PROJECTS FOR PERFORMANCE DISTRICT 1, AS FUNDING PERMITS, AND A PRELIMINARY REVIEW OF POTENTIAL PERFORMANCE DISTRICT 2 PROJECTS FOR FY 2025.

(4:30:39) – Chairperson Bagwell introduced the item. Mr. Byrne gave background and reviewed the Staff Report and a PowerPoint presentation titled *District 1 Project Selection FY2024*, both of which are incorporated into the record. He, along with Mr. Martinovich, also responded to clarifying questions. There were no public comments; therefore, Chairperson Bagwell entertained a motion.

(4:35:34) – Vice Chair Schuette moved to approve the recommended Performance District 1 projects, as presented. The motion was seconded by Commissioner Novak and carried 5-0-0.

5-B FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING (1) HIGHWAY AGREEMENT PR243-23-063 (“AGREEMENT”) BETWEEN THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION (“RTC”) AND THE NEVADA DEPARTMENT OF TRANSPORTATION (“NDOT”) TO PARTIALLY FUND THE EAST WILLIAM STREET UTILITY UNDERGROUNDING PROJECT (“PROJECT”) FOR A TOTAL OF \$2,105,263, WITH \$2,000,000 FROM FEDERAL CONGRESSIONALLY DESIGNATED SPENDING (“CDS”) AND A 5% LOCAL MATCH OF \$105,263; AND (2) AUTHORIZATION FOR THE TRANSPORTATION MANAGER TO EXECUTE THE AGREEMENT AS WELL AS ANY FUTURE AMENDMENTS TO THE AGREEMENT REGARDING EXTENSIONS OF TIME OR CHANGES IN FUNDING AMOUNTS NOT EXCEEDING 10% OF THE PRESENT AMOUNT.

(4:35:51) – Chairperson Bagwell introduced the item. Vice Chair Schuette read into the record a prepared disclosure statement, advised of no disqualifying conflict of interest, and stated that she would participate in discussion and action. In response to a question by Chairperson Bagwell, Mr. Martinovich noted that this spending is congressionally designated. He also clarified that the project would not be combined with the rest of the East William Street Project; however, both projects would use the same environmental and right-of-way certifications and would undergo the same processes. Chairperson Bagwell entertained public comments and when none were forthcoming, a motion.

(4:38:52) – Commissioner Maloney moved to approve the Agreement as presented and to authorize the Transportation Manager to execute the Agreement and future amendments regarding extensions of time and changes in funding not exceeding 10 percent of the present amount. The motion was seconded by Commissioner Dodson and carried 5-0-0.

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the June 14, 2023 Meeting

Page 3

DRAFT

5-C FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING AUTHORIZATION TO PURCHASE TRAFFIC SIGNAL VEHICLE DETECTION EQUIPMENT (“EQUIPMENT”) FROM ALTITUDE SIGNAL, LLC (“ALTITUDE”) FOR A NOT TO EXCEED AMOUNT OF \$88,486.00.

(4:39:18) – Chairperson Bagwell introduced the item. Vice Chair Schuette read into the record a prepared disclosure statement, advised of no disqualifying conflict of interest, and stated that she would participate in discussion and action. Mr. Martinovich highlighted the section of the Staff Report which explained that Carson City had installed three GridSmart systems in late 2022 and clarified that they were located at the intersections of Carson Street and Musser Street, Carson Street and Fifth Street, and Carson Street and Robinson Street. He also responded to clarifying questions. There were no public comments; therefore, Chairperson Bagwell entertained a motion.

(4:42:52) – Commissioner Dodson moved to approve the purchase of the Equipment as presented. The motion was seconded by Commissioner Novak and carried 5-0-0.

5-D FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING A DETERMINATION THAT NEVADA BARRICADE & SIGN CO., INC. (“NBSC”), IS THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER PURSUANT TO NEVADA REVISED STATUTES (“NRS”) CHAPTER 338 AND WHETHER TO AWARD CONTRACT NO. 23300333 (“CONTRACT”) FOR THE 2023 SHORT LINE STRIPING PROJECT (“PROJECT”) TO NBSC, FOR A TOTAL NOT TO EXCEED AMOUNT OF \$390,174.

(4:43:10) – Chairperson Bagwell introduced the item and entertained Commissioner and/or public comments and when none were forthcoming, a motion.

(4:43:55) – Vice Chair Schuette moved to award the Contract as presented and authorize the Public Works Director to approve expenditure of the 10% contingency, if necessary. The motion was seconded by Commissioner Dodson and carried 5-0-0.

5-E FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING A DETERMINATION THAT INTERMOUNTAIN SLURRY SEAL, INC. (“ISS”), IS THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER PURSUANT TO NRS CHAPTER 338 AND WHETHER TO AWARD CONTRACT NO. 23300332 (“CONTRACT”) FOR THE 2023 LONG LINE PAVEMENT STRIPING PROJECT (“PROJECT”) TO ISS FOR A TOTAL NOT TO EXCEED AMOUNT OF \$255,555.

(4:44:17) – Chairperson Bagwell introduced the item and entertained Commissioner and/or public comments or questions and when none were forthcoming, a motion.

(4:45:02) – Vice Chair Schuette moved to award the Contract as presented and authorize the Public Works Director to approve expenditure of the 10 percent

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the June 14, 2023 Meeting

Page 4

DRAFT

contingency, if necessary. The motion was seconded by Commissioner Novak and carried 5-0-0.

5-F FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING A DETERMINATION THAT SIERRA NEVADA CONSTRUCTION, INC. (“SNC”), IS THE LOWEST RESPONSIVE AND RESPONSIBLE BIDDER PURSUANT TO NRS CHAPTER 338 AND WHETHER TO AWARD CONTRACT NO. 23300327 (“CONTRACT”) FOR THE 2023 NORTH CARSON STREET MILL AND PATCHING PROJECT (“PROJECT”) TO SNC FOR A TOTAL NOT TO EXCEED AMOUNT OF \$411,408.

(4:45:45) – Chairperson Bagwell introduced the item and entertained Commissioner comments. Mr. Martinovich clarified for Commissioner Novak that the reconstruction of North Carson Street would take place during the North Carson Complete Streets Project possibly around 2026/2027 or later, adding that the patching identified in this item was needed now. Commissioner Dodson recommended coordinating the other striping projects and this one. Mr. Elder clarified for Commissioner Dodson that only one of the manholes was being addressed. There were no public comments; therefore, Chairperson Bagwell entertained a motion.

(4:48:33) – Commissioner Dodson moved to award the Contract as presented and authorize the Public Works Director to approve expenditure of the 10 percent contingency, if necessary. The motion was seconded by Commissioner Maloney and carried 5-0-0.

6. NON-ACTION ITEMS

6-A TRANSPORTATION MANAGER’S REPORT

(4:49:02) – Mr. Martinovich referenced the PowerPoint presentation slide titled *District 2 – Preliminary Project List FY 2025* (packet page 18) and invited the commissioners to reach out to Staff with any questions regarding any of the projects on the list. He also noted that they were working on the Local Roadway Funding Initiatives and explained that the consultant was in the process of collecting data and looking into funding options. Mr. Martinovich announced the Free Senior Bus Pass signup event on June 15 and 16, 2023, and stated that the District 1 ARPA Projects were being designed along with projects in Districts 2, 3, and 4, adding that he hoped the designs would be completed “by this time next year” with possible construction in 2025.

6-B STREET OPERATIONS REPORT

(4:51:50) – Mr. Martinovich reviewed the Street Operations Report, which is incorporated into the record, and highlighted the mud-clearing activities taking place due to the last storm.

6-C OTHER COMMENTS AND REPORTS, WHICH COULD INCLUDE:

- **FUTURE AGENDA ITEMS**

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the June 14, 2023 Meeting

Page 5

DRAFT

(4:51:00) – Mr. Martinovich expected to have an update on the Fifth Street discussion agenda for the July 2023 meeting, along with several contracts and amendments.

- **STATUS REVIEW OF ADDITIONAL PROJECTS**
- **INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS**
- **CORRESPONDENCE TO CAMPO**
- **ADDITIONAL STATUS REPORTS AND COMMENTS FROM CAMPO**

(4:52:24) – Chairperson Bagwell announced that she had received “quite a few compliments” from City residents regarding the work performed by Staff, especially a project referred to Staff by the Chair regarding a storm drain issue. Vice Chair Schuette also thanked Staff for their great work on the Edmonds Drive and Curry Street stormwater mitigation efforts. Commissioner Novak also praised Staff for their work after the last storm.

- **ADDITIONAL STAFF COMMENTS AND STATUS REPORTS**

7. PUBLIC COMMENT

(4:55:02) – Chairperson Bagwell entertained final public comments; however, none were forthcoming.

8. FOR POSSIBLE ACTION: TO ADJOURN

(4:55:10) – Chairperson Bagwell adjourned the meeting at 4:55 p.m.

The Minutes of the June 14, 2023 Carson City Regional Transportation Commission meeting so approved on this 12th day of July, 2023.

This page intentionally left blank.



STAFF REPORT

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

Meeting Date: July 12, 2023

Staff Contact: Chris Martinovich, Transportation Manager

Agenda Title: For Discussion Only – Discussion and presentation regarding the Carson City Transit Center Feasibility Study (“Study”), including the identification of a recommended location and potential improvements for the Jump Around Carson Transit Center Project (“Project”) to serve Jump Around Carson’s (“JAC”) bus system.

Staff Summary: The JAC bus system currently uses a centralized transfer hub on N. Plaza Street between Washington Street and Robinson Street in Downtown Carson City. The transfer hub allows riders to transfer between JAC routes and other regional and statewide bus transit providers. The Study evaluates several potential transit center locations, identifies long-term cost and funding needs, and provides additional planning background to assist with future grant applications to fund the Project. The Study also identifies a recommended location for the Project and potential short-term and long-term improvements that could be advanced to design.

Agenda Action: Other/Presentation

Time Requested: 15 Minutes

Proposed Motion

N/A

Previous Action

July 14, 2021 (Item 5-B) – The Carson City Regional Transportation Commission (“RTC”) approved Contract No. 20300333 with LSC Transportation Consultants, Inc. (“LSC”) to provide a preliminary feasibility study for the Project.

March 10, 2021 (Item 6-D) – RTC authorized staff to conduct a preliminary feasibility study for the Project.

Background/Issues & Analysis

LSC has completed the draft Study for the Project. The Study identifies existing deficiencies of the transfer center located on N. Plaza Street, and it outlines current and future needs for JAC’s service. The Study also explores expansion and possible relocation of the transit center by analyzing six potential locations. Following completion of the analysis, input from the public and JAC riders, and coordination with JAC staff, LSC is recommending long-term and short-term enhancements of the existing transfer center location on N. Plaza Street as the future site of the Project.

The need for the Project was first identified in the JAC Transit Development and Coordinated Human Service Plan (“Plan”) to address current deficiencies with JAC’s existing transfer station. The deficiencies are noted

in Chapter 8 *Capital Alternatives* of the Plan. The material excerpt from the Plan is included as supporting material for this item, and the complete Plan is available here:

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

The Project is supported by the Carson Area Metropolitan Planning Organization’s (“CAMPO”) 2050 Regional Transportation Plan (“2050 RTP”), which identifies the transit center as a short-term (2020-2030) unfunded project. This 2050 RTP can be found here:

<https://www.carson.org/home/showpublisheddocument/74094/637462257582430000>

The Project is also identified in the CAMPO Federal Fiscal Year 2023-2026 Transportation Improvement Program found here: <https://www.carson.org/home/showpublisheddocument/84038/638120678190430000>

Following RTC input on the draft Study, Staff will coordinate with LSC to finalize the Study. Staff will also begin evaluating funding options for the design and construction of an interim, short-term recommendation, and procure of a consultant to assist with design and environment clearance of the Project. The Project is eligible for Federal Transit Administration Section 5339 funding and has received \$100,000 in funding from the Redevelopment Authority in fiscal year 2023.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number:

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

Alternatives

N/A

Supporting Material

- Exhibit-1: Draft, Carson City JAC Transit Center Feasibility Study
- Exhibit-2: Transit Center Presentation
- Exhibit-3: Excerpt from JAC Transit Development and Coordinated Human Service Plan

Board Action Taken:

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

(Vote Recorded By)



Carson City JAC Transit Center Study

Draft Report

June 29, 2023



Prepared for the
Carson City Department of Public Works



Prepared by LSC Transportation Consultants

Carson City JAC Transit Center Study

Draft Report

Prepared for

Carson City Department of Public Works

Prepared by

LSC Transportation Consultants, Inc.

P.O. Box 5875

2690 Lake Forest Road, Suite C

Tahoe City, California, 96145

530 583-4053

June 29, 2023

This page intentionally left blank

TABLE OF CONTENTS

<i>CHAPTER</i>	<i>PAGE</i>
Chapter 1: Introduction	1
Chapter 2: Existing Conditions	3
Existing Downtown Transfer Plaza	3
Recent Planning Documents	4
JAC Operations and Ridership	5
Transit Center Benefits to Ridership	7
Regional Transit Services	9
Existing Zoning Ordinances and Allowable Land Uses	10
Staff Interviews	11
Chapter 3: Transit Center Program Needs and Potential Sites	13
Long-Term Program	13
Near-Term Upgrades to the Existing Site	15
Potential Locations	16
Chapter 4: Public Outreach	23
Online Community Survey	23
On-Site Pop-Up Outreach	26
Chapter 5: Site Analysis and Initial Recommendations	27
Operational Impact by Site	27
Initial Site Ranking and Preliminary Recommendations	27
Chapter 6: Detailed Analysis of Three Conceptual Sites	31
Existing Downtown Transfer Plaza Site – Long-Term	31
Robinson Street Site	39
Spear Street Site	44
Chapter 7: Benefit Cost Analysis	49
Analysis of Transit Ridership Impacts	49
Analysis of Quantifiable Transit Benefits	50
Chapter 8: Focused Site Scoring and Comparison	57
Analysis of Focus Sites	57
Chapter 9: Study Findings and Recommendations	59
Key Study Finding	59
Recommendations	60

LIST OF TABLES

<i>TABLES</i>	<i>PAGE</i>
Table 1: JAC Fleet Inventory	6
Table 2: JAC Transit Fixed Route Annual Ridership.....	6
Table 3: Average Daily Ridership.....	7
Table 4: JAC Fixed Route Ridership by Hour of Day.....	8
Table 5: JAC Transit Facility Space Requirements.....	14
Table 6: Survey Summary of Questions 1, 2, 4, 5, and 6	23
Table 7: Blocks Deviated from Route by Site	27
Table 8: Scoring of Initial Site Alternatives	29
Table 9: North Plaza Street Southbound Traffic Counts.....	36
Table 10: Existing Site Transit Center Cost Estimate	38
Table 11: Robinson Street Site Transit Center Cost Estimate.....	43
Table 12: Spear Street Site Transit Center Cost Estimate.....	47
Table 13: Transit Benefits—Base Year	51
Table 14: Motorist Travel Cost Reduction Benefits	51
Table 15: Air Emission Reduction Benefit	52
Table 16: Safety Benefits	53
Table 17: Annual Costs and Benefit-Cost Ratio	55
Table 18: Updated Weighted Score of Site Alternatives	57

LIST OF FIGURES

<i>FIGURES</i>	<i>PAGE</i>
Figure 1: Average Hourly Boarding by Route -- Weekday	8
Figure 2: Average Hourly Boarding by Route -- Saturday	9
Figure 3: JAC Transit Center Site Options	17
Figure 4: Question 3 - Why Do You Not Use the JAC Transit Services	24
Figure 5: Question 9 - What Sorts of Amenities Would You Like to See Added to This Location?.....	25
Figure 6: Question 10 - How Do You Feel About Relocating the Transit Center.....	25
Figure 7: Potential JAC Transit Center at Existing Site	32
Figure 8: Cross Section of N. Plaza St. with Transit Center at Existing Site	33
Figure 9: Potential JAC Transit Center at Robinson Street Site	40
Figure 10: Cross Section of E. Robinson St. with Transit Center	41
Figure 11: Potential JAC Transit Center at E. Speak St. Site.....	45

Appendix A: Driver Survey Results

Appendix B: Potential Site Information

Chapter 1

INTRODUCTION

Public transportation is an important service in and around Carson City. Transit services provide mobility to residents, including access to important educational, medical, recreational, social, and economic services. In addition to being important to residential quality of life in Carson City and beyond, public transit services assist in supporting educational programs, public and private employers and social service programs throughout the region.

In an effort to better serve Carson City, the City commissioned LSC Transportation Consultants to conduct the following study to explore the possible relocation and/or expansion of the existing transit center (the Downtown Transfer Plaza) along the east side of Plaza Street south of Washington Street to better serve existing passengers as well as to accommodate future transit service growth. This facility would serve as the hub for the Jump Around Transit (JAC) public transit service, as well as the key downtown Carson City stop for other regional transit services such as Washoe RTC Regional Connector service to Reno, Tahoe Transportation District service to Minden/Gardnerville, and Eastern Sierra Transit Authority service to Bishop and Reno.

This document first presents a review of the existing transit center followed by a summary of other plans regarding the transit service and the downtown area. Future transit center needs are then evaluated, including input from transit staff. An initial set of potential sites are described and assessed followed by a summary of public outreach efforts, including an on-site popup workshop and public survey. A focused set of three sites is then evaluated. Based on this detailed analysis, recommendations are presented towards a preferred site.

This page left intentionally blank.

EXISTING DOWNTOWN TRANSFER PLAZA

The current transit hub of the JAC fixed route system is the Downtown Transfer Plaza. This limited facility 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 on eastbound E. Washington Street just east of Plaza Street and a portion of the curb on westbound Robinson Street just east of Plaza Street. This site is adjacent to the Federal Building, which encompasses the entire block. There is a total of 260 feet of curb length available for buses along Plaza Street, excluding a driveway to a parking lot. This is sufficient to accommodate up to six vehicles at one time. At present, up to four JAC buses are at the Plaza at peak times (at 30 minutes past each hour). Up to approximately 40 passengers can be waiting for buses at peak times.

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.

Existing Site Conditions: Strengths and Weaknesses

The current transit center location has both benefits and challenges. The current transit center provides a reasonably convenient location with regards to downtown activity centers as well as efficient bus movements into and out of the site. It is also well located within the fixed route system. However, there are numerous challenges to the existing transit plaza, including the following:

- It lacks restroom facilities for drivers. Drivers currently have to depart their buses (requiring all passengers to disembark) and go into the Carson Nugget to use their restrooms (on a “gratis” basis). This additional walk time can add roughly five 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 lack adequate seating capacity for peak waiting loads, provide little to no shade in the late afternoon on hot summer days, and deliver 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, inconveniencing passengers and increasing the delays as passengers transfer between services.

RECENT PLANNING DOCUMENTS

JAC Transit Development and Coordinated Human Services Plan (2019)

The Carson City Regional Transportation Commission (RTC), using funding through the Nevada Department of Transportation (NDOT) and the Carson Area Metropolitan Planning Organization (CAMPO), retained LSC Transportation Consultants, Inc. to prepare a Transit Development and Coordinated Human Services Plan (TDCHSP) for the Jump-Around-Carson (JAC) public transit program and the CAMPO service area in 2019. This planning process provided an opportunity to develop integrated short- and long-range recommended alternatives for the JAC public transit program while meeting the needs of the region's human services organizations by promoting coordination amongst agencies.

As a long-term capital investment, the plan stressed the importance for a transit center that would be able to accommodate the needs of the transit program for at least the next twenty years. The following describes design elements and site consideration the plan recommended for consideration.

Design Elements

Specific design elements that should be considered in the redesign of the future transit center should include the following:

- Bus Loading Area: The facility needs to accommodate up to four JAC fixed route buses as well as a Washoe Intercity bus or a TTD bus. The space should also accommodate a downtown microtransit 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 elements in considering the location of a transit center. These key elements were considered in the creation of the potential site criteria evaluated in Chapter 5.

- 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 areas 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.

In addition to transit center facility study recommendation, the plan also suggested rerouting specific routes, improving various bus stops, and implementing a strong marketing plan.

JAC OPERATIONS AND RIDERSHIP

Fleet Inventory

As shown in Table 1, the JAC transit program has a total of 17 vehicles in the fleet, along with a staff car, including 5 designated for fixed route service, 5 used for paratransit service, and 7 which are used in either fixed route or demand responsive service. The demand response vehicles range from a seating capacity of 5 to 21 seats and one wheelchair position, although additional seats may be moved to accommodate up to three wheelchairs at a time. The fixed route vehicles range in capacity from 21 to 32 seats and have one or two wheelchair positions and a two-capacity bike rack. Vehicles are stored at 3770 Butti Way and maintained at fleet maintenance facility located at 3505 Butti Way.

Table 1: JAC Fleet Inventory

Model Year	Vehicle #	Type	Use	Length
2008	2233	JAC Explorer	Staff	--
2012	4238	JAC Bus	Para	21'
2012	4239	JAC Bus	Para	21'
2015	4241	JAC Bus	Para	24'
2015	4242	JAC Bus	Para	24'
2016	4243	JAC Bus	Fixed	35'
2016	4244	JAC Bus	Fixed	35'
2016	4245	JAC Bus	Fixed	35'
2019	4249	JAC Bus	Fixed	34'
2019	4250	JAC Bus	Fixed	34'
2020	4253	JAC Van	Para	--
2020	4251	JAC Bus	P1/F	24'
2020	4252	JAC Bus	P1/F	24'
2022	4254	JAC Bus	P/F1	28'
2022	4255	JAC Bus	P/F1	28'
2022	4256	JAC Bus	P/F1	28'
2022	4257	JAC Bus	P/F1	28'
2022	4258	JAC Bus	P/F1	28'

Source: Carson City Department of Public Works, 2023

Historical Annual Ridership

Overall JAC ridership along fixed routes has varied over the last decade with pre-COVID levels resulting in a decrease in ridership by 11 percent (Table 2). During that time, the route that experienced the greatest decline was Route 3 with a decrease in ridership by 23 percent between FY2014-15 and FY 2018-19. Over the pre-COVID fiscal years of 2017-18 and 2018-19 overall ridership declined by 10 percent, with the greatest decrease in ridership occurring along Route 3 (a drop of 14 percent). However, over the last two post-covid years, ridership has steadily grown to close to the pre-covid systemwide ridership (nearly 172,000 passengers). This is an increase of 19 percent from FY 2019-20, the start of the Covid-19. This shows the system’s ability to recover and demonstrates a continued need for public transit in the region.

Table 2: JAC Transit Fixed Route Annual Ridership

JAC Route	Fiscal Years					Pre-Covid Trends	
	2014-15	2015-16	2016-17	2017-18	2018-19	5 Yrs	2 Yrs
Route 1	54,213	54,092	50,840	53,453	48,095	-11%	-10%
Route 2A	43,657	44,360	42,318	45,587	41,243	-6%	-10%
Route 2B	39,117	36,947	37,062	42,451	39,680	1%	-7%
Route 3	59,790	56,223	47,986	53,636	46,166	-23%	-14%
WNC	264	228	224	33	--	--	--
Total	197,041	191,850	178,430	195,160	175,184	-11%	-10%

Source: Ridership by Route Data, Carson City Public Works Department, Received March 15, 2019

Pre-COVID Ridership by Route

Weekly ridership along each route is depicted in Table 3. As shown, weekday ridership is greatest on Route 1, with 185 passengers per day, followed by Route 3 with 180 passengers per day. The average daily weekday ridership along all routes is 665 passengers per day. The average ridership on Saturdays is 108 passengers along Route 1, followed by 92 passengers along Route 2A. The total ridership along all routes is 345 passengers on Saturdays.

Table 3: Average Daily Ridership					
	Route 1	Route 2A	Route 2B	Route 3	Total
Weekday	185	155	144	180	665
Saturday	108	92	81	64	345
<i>Source: Ecolane JAC Ridership data provided March, 2019</i>					

Hourly ridership illustrates how many passengers will possibly need to use the transit center at one time. As depicted in Table 4 and Figures 1 and 2, hourly ridership peaks around noon with 86 passengers, followed by 8:00 AM with 67 passengers. On Saturdays the peak is 63 passengers around 3:00 PM. Note that many passengers stay on the bus while at the transit center.

Based on this data, it is estimated that approximately 360 passengers passed through the existing transit center over the course of an average weekday prior to the pandemic. Of these, approximately 240 passengers transfer between buses and an additional 120 passengers ride through without changing buses.

TRANSIT CENTER BENEFITS TO RIDERSHIP

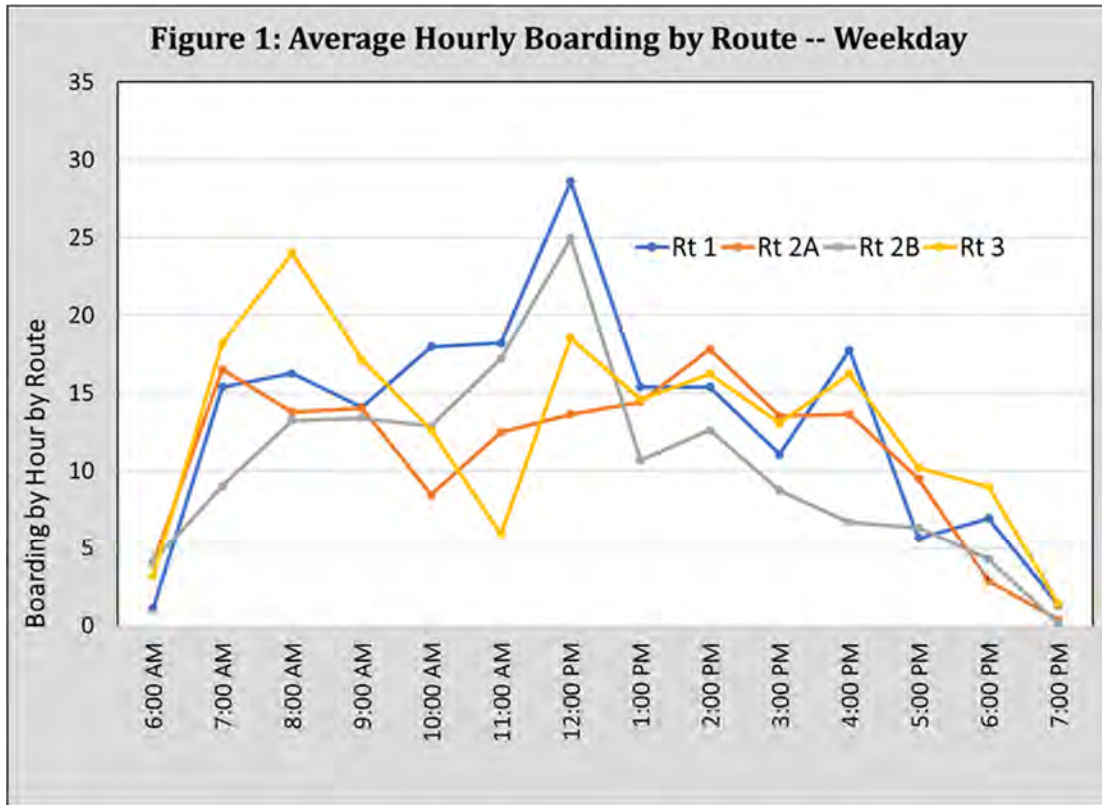
The professional literature regarding the ridership increase generated by new transit facilities is limited. This is in large part because service enhancements are typically implemented along with a new center, making it difficult to define the ridership benefit specifically resulting from the new facility. Bus Rapid Transit planning guides¹ indicate anecdotal evidence ranging from a negligible impact up to a 10 percent increase. Given the importance of a central transit center to the JAC transit system and as a stop to serve the surrounding region (through other regional services), a modest (4 percent) increase in ridership on the routes serving the new potential transit center can be applied. Based on pre-COVID ridership (FY 2018-19), this would be equal to an additional 7,000 passenger-trips per year.

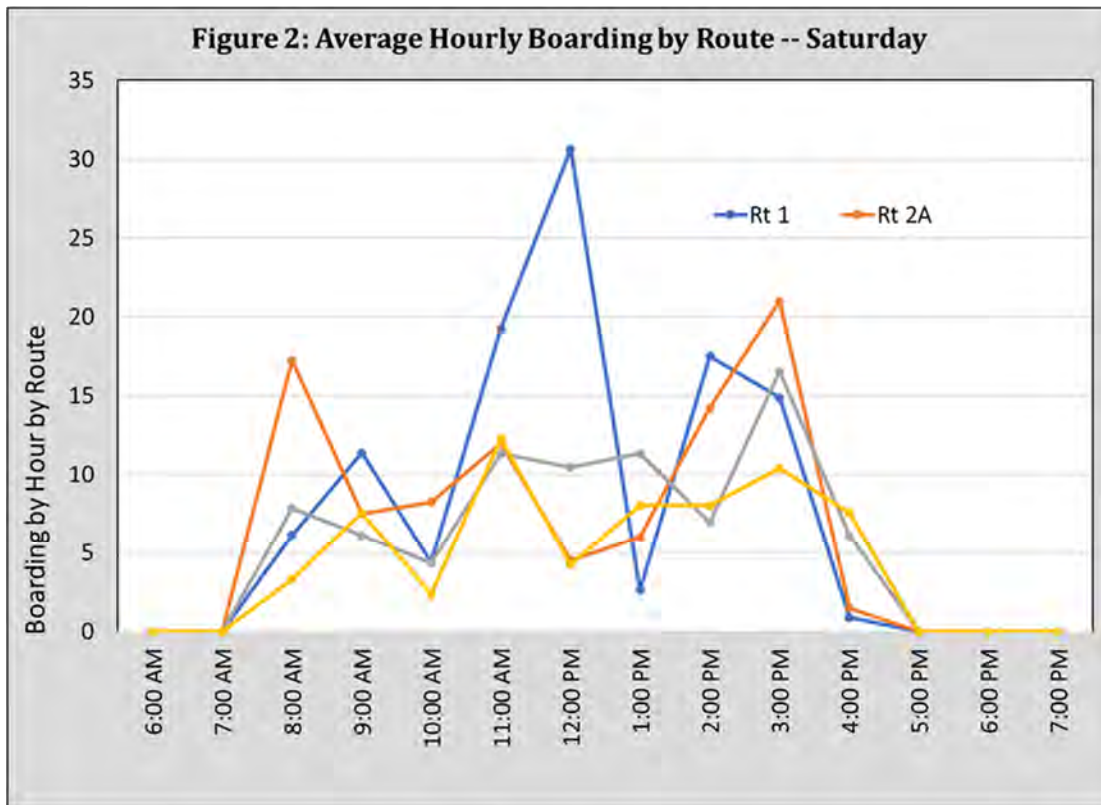
¹ Such as the Transit Cooperative Research Program Report 90: Bus Rapid Transit, 2003.

Table 4: JAC Fixed Route Ridership by Hour of Day

Hour Beginning	Average Weekday					Average Saturday				
	Rt 1	Rt 2A	Rt 2B	Rt 3	Total	Rt 1	Rt 2A	Rt 2B	Rt 3	Total
6:00 AM	1	4	4	3	12	--	--	--	--	--
7:00 AM	15	17	9	18	59	--	--	--	--	--
8:00 AM	16	14	13	24	67	6	17	8	3	35
9:00 AM	14	14	13	17	59	11	7	6	8	33
10:00 AM	18	8	13	13	52	4	8	4	2	19
11:00 AM	18	12	17	6	54	19	12	11	12	55
12:00 PM	29	14	25	19	86	31	4	10	4	50
1:00 PM	15	14	11	15	55	3	6	11	8	28
2:00 PM	15	18	13	16	62	18	14	7	8	47
3:00 PM	11	14	9	13	46	15	21	17	10	63
4:00 PM	18	14	7	16	54	1	1	6	8	16
5:00 PM	6	9	6	10	32	--	--	--	--	--
6:00 PM	7	3	4	9	23	--	--	--	--	--
7:00 PM	1	0	0	1	3	--	--	--	--	--
TOTAL	185	155	144	180	665	108	92	81	64	345

Source: Ecolane data. Totals for March 2019, factored by hourly ridership proportions for Sept and Oct 2017.





REGIONAL TRANSIT SERVICES

Regional transit services are essential for transit dependent community members needing to get to medical appointments, job opportunities, and social services. The transit plaza currently facilitates the connection of three regional routes, as described in further detail below.

Tahoe Transportation District (TTD) Service

The TTD operates Route 19X (Lake and Valley Express Service) connecting Carson City with Gardnerville, along with Route 22 that provides service between Gardnerville and South Lake Tahoe. 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. Both routes provide daily connections between the South Shore area of Lake Tahoe and the Carson Valley. Route 19X offers service from 7:00 AM until 7:40 PM. This route begins in Gardnerville, Nevada at the Douglas County Community and Senior Center located at 1329 Waterloo Lane and continues north along the US 395 corridor through Minden, Nevada.

The northbound route ends at the Downtown Transfer Plaza in Carson City, where it turns around before heading south for the return trip of this bi-directional route through Carson Valley. Transfers to Route 22 at the Douglas County Community and Senior Center provide access to Stateline, Nevada in the Tahoe Basin. Northbound buses arrive at the Downtown Transfer Plaza at 7:40 AM, 9:40 AM, 4:10 PM,

6:10 PM and 7:40 PM, while southbound departures are provided at 6:15 AM, 7:45 AM, 9:45 AM, 4:15 PM and 6:15 PM.

Washoe Regional Transportation Commission (RTC) Regional Connector Service

The Washoe RTC Regional Connector service consists of commuter transportation between Reno and Carson City between 5:47 AM and 6:37 PM. The route serves five stops in total, including three in Reno (4th Street Station, Meadowood Mall, and the Wal-Mart at Damonte Ranch) and two in Carson City (including the Downtown Transfer Plaza and the southern terminus at the NDOT offices on Little Lane). Southbound, six runs per day are operated, arriving in Carson City at 6:35 AM, 7:05 AM, 7:35 AM, 3:59 PM, 4:59 PM and 6:24 PM. Northbound, runs depart Carson City at 6:50 AM, 7:20 AM, 7:50 AM, 4:17 PM, 5:17 PM and 6:42 PM.

The RTC Regional Connector service provides connections to both JAC and TTD services. Transfers to the JAC service can be made in Carson City at the Downtown Transfer Plaza. TTD passengers on most runs will need to first transfer to JAC before transferring to RTC Intercity.

Eastern Sierra Transit Authority (ESTA) Service

ESTA currently operates their Hwy 395 routes running between Reno, Nevada and Lancaster, California. The 395 North Route leaves Lone Pine at 6:10 AM and arrives in Carson City at 11:17 AM, making a stop Walmart in northern Carson City on to Reno and Sparks (it does not serve a stop in the downtown area). Southbound, this route departs Reno at 1:30 PM, stopping at Walmart in Carson City at 2:15 PM. This route runs Monday through Friday and does not operate during federal holidays. As a part of their Short Range Transit Plan, consideration is being given to providing service seven days a week.

EXISTING ZONING ORDINANCES AND ALLOWABLE LAND USES

The Carson City Downtown Mixed-Use Consolidated Development Code established a form-based zoning code for the area. It is designed to accommodate a variety of uses based on how they relate to one another. The Downtown Mixed Use (DT-MU) areas established in downtown Carson City include the following sub areas:

- Main Street Mixed-Use: Provides opportunities for infill and redevelopment, while retaining the traditional “Main Street” character and scale of Carson Street. To support this objective, building heights will be limited along the Carson Street frontage and adjacent to the State Capitol Complex and other historic structures, but will be permitted to “step up” away from the street – providing for a broader range of development opportunities. Active uses, such as retail shops and restaurants, as well as urban residential units, are desired throughout the character area to promote a lively street environment and expanded hours of activity.
- Urban Mixed-Use: Provides for urban-intensity mixed-use development in areas of Downtown that contain larger tracts of vacant or underutilized land. It is intended to provide opportunities

for concentrations of active uses such as convention space, casinos, hotels, urban residential or similar uses which typically have more intensive land requirements than could be readily accommodated in other areas of Downtown. To support these objectives, building heights in this area are permitted to be higher than in other character areas within Downtown, provided appropriate transitions are provided to the more modest scale of development found along Carson Street, the surrounding neighborhoods, and the State Capitol Complex.

- Neighborhood Transition: Provides a more gradual transition between the more urban patterns of development desired in other locations within Downtown and the surrounding residential neighborhoods. To support this objective, building heights are much more restrictive than in other character areas and are required to “step down” towards the surrounding neighborhood and building design becomes less blocky and urban and more residential in character. Uses in this area will tend to be primarily a mix of office and residential, however, a broad range of uses is permitted provided the design of the uses is compatible with the established character of the area.

Each of these districts permit a “Transit Passenger Facility” as an allowed, primary permitted use.

Land Use Compatibility Analysis

Sites 2 through 5 are within 400 feet of the existing Transfer Plaza. The area is characterized by commercial businesses, government offices, and large surface parking lots. When considering equity to the area, these sites are not expected to result in any new or increased impacts to the area due to the potential sites being such a short distance to the existing site with no adjacent sensitive land uses. Site 6 however is within 100 feet of a residential neighborhood boundary. For this reason, the use of Site 6 may generate inequitable impacts to adjacent residents.

In addition, redevelopment of the area has been long planned by nearby parcel owners. Evaluation and an ultimate recommendation for a long-term transfer center site may be affected by redevelopment. A downtown transfer center in this area of Downtown Carson City can enhance possible land uses by providing options for transportation mode and alternatives to auto access. Working in partnership with existing development or planned redevelopment could provide additional, mutual benefit to all parties.

STAFF INTERVIEWS

A series of questions were distributed in the form of a paper survey to drivers during a safety meeting conducted during September. Questions ranged from types of preferred amenities to how many passengers are typically observed at any given time at the existing transit center. The four completed surveys are included under Appendix A and the results summarized below.

Question 1: What are some pros and cons about the existing location along Plaza Street by the Federal Building?

- Pros included the following:
 - Wide parking area to pull in and out from.
 - Central location in town.
 - Close proximity to casinos.
- Cons included the following:
 - Fire hydrant location is too close to curb.
 - No food or beverage options.
 - Lack of designated bus bays.
 - No restrooms.

Question 2: As a driver, what should site planners consider when evaluating a site for a transit center (access, circulation, etc.)

- Need for restrooms.
- Parking provision.
- Shelter orientation that blocks weather.
- Marked bus bays for each bus.
- Accessible pedestrian walkways.

Question 3: What are some transit center features you would like to see included in the new location?

- Of the amenities listed in the survey, security cameras and lighting and restrooms for drivers ranked as the most desirable amenities.
- Public restrooms, additional seating, and a small office space ranked lowest.

Question 4: What is the greatest number of people you have seen waiting at the current Plaza Street stop?

- Two drivers mentioned that they typically observe between 10 to 20 people waiting at one time while the other two noted 20 to 30 and 30 to 40 people at one time.

Question 5: Is there anything else you would like to share regarding the evaluation of a future transit center?

- Only two drivers replied to this question. One mentioned that the transit center should be driver friendly with a one-way in and out for bus traffic only. The other asked what the future size and make of JAC vehicles would be.

Overall, it appeared that there is a need for driver restrooms. They also had input on the existing location needing some improvements regarding improving passenger shelter, security and the location of the fire hydrant if this site was to remain the Downtown Transfer Plaza.

TRANSIT CENTER PROGRAM NEEDS AND POTENTIAL SITES

A potential site program was developed for two general scenarios: an optimal long-term improvement scenario (for a variety of sites) as well as a near-term update to the existing transfer site.

LONG-TERM PROGRAM

A development program for the transit center has been prepared, based on the following:

- Discussions with City and JAC staff, as well as the driver surveys.
- Evaluation of the existing and recent (pre-pandemic) service and ridership data.
- Review of forecasts for transit service and for growth in the Carson City area.
- Review of transit centers that have proven effective and efficient in similar-sized communities and transit systems with a hub route design.

The following have been indicated as desired and needed for a future transit center to accommodate service and ridership growth. A summary of these perceived needs, as well as their estimated space requirements, is shown in Table 5. The following describes what will be included in the new transit center:

- A small climate-controlled building with the following features:
 - Indoor and outdoor passenger waiting areas. “Indoor” areas may consist of a large shelter or shelters with heating elements.
 - One single-stall restroom for staff.
 - One small office space / counter space that can be locked.
 - Real-time public information, including a screen showing mapped location of buses and a departures screen.
 - Closet for janitorial supplies, with space for electronics.

In total, this building should be approximately 1,306 square feet in floor area to accommodate long-term demand.

- Vehicle bays as follows:
 - Seven total bus bays including:
 - Four bus bays accommodating 35' buses for current service, with a potential of two additional bays for future growth.
 - One bus bay accommodating a 40' Intercity (RTC, TTD, ESTA) bus.

Table 5: JAC Transit Facility Space Requirements			
Program Element	Sq.Ft. per Unit		Square Feet of Floor Area
	Standard		
<u>Office Space</u>			
Office Space/Counter	250		250
<i>Subtotal: Administrative Space</i>			250
<u>Building Support Space</u>			
Restrooms (One single stall restroom w/no public access)	150		300
Janitor Closet	36		36
Utility space (electronics, water heater)	120		120
<i>Subtotal: Building Support Space</i>			456
<u>Indoor Passenger Waiting Area</u>			
Standing (20 passengers)	10		200
Sitting (20 passengers)	20		400
<i>Subtotal Waiting Area</i>			600
<i>Subtotal Building Footprint</i>			1,306
<u>Landscape/Plaza Area</u>			
Outdoor waiting area (benches)			600
Pedestrian Circulation			1,600
Bicycle Racks (5 racks)	19		95
<i>Subtotal Plaza Area</i>			2,200
<i>Landscaping Area (25 percent of Plaza)</i>			550
<i>Total Landscape/Plaza Area</i>			2,750
<i>Total Building Footprint and Landscape/Plaza Area</i>			4,056
<u>Bus Bays (Seven Bus Bays at 35' - 40')</u>	800		5,600
<u>JAC Assist/Operational Parking (2 parking spots)</u>	360		720
Total Site Development Program			10,376

- One parking space for JAC Assist vehicle (25') that could also be used for crew van or supervisor vehicle.
- Optimally, 1 space (at center or nearby) to stage one additional JAC bus in order to swap buses over the course of the day.
- Bike parking for up to 10 bikes. Should be covered and provide locking capability. No need for bike lockers.
- One single stall restroom for staff (not accessible to the general public).
- Security improvements (lighting and cameras).
- Optimally, some park-and-ride auto spaces would be provided as part of the facility, or nearby. This would be for intercity (Regional Connector or TTD) service, as there is no demand for JAC park-and-ride parking. Typical park-and-ride patterns for intercity service are that passengers tend to use the last stop served in a community rather than in the center of a community, which reduces the need for park-and-ride spaces in downtown Carson City.

NEAR-TERM UPGRADES TO THE EXISTING SITE

Depending on funding availability, staff availability and the need to coordinate with adjacent property owners, implementing the full site program discussed above may take several years or more. It is thus useful to also define a set of improvements to this existing site that can meet some of the project goals (enhancing the passenger environment, improving security, and reducing conflicts with adjacent properties) at a lower cost.

Upgrade the existing site would generally include the enhancement of features to address the most of basic of identified challenges to provide immediate short-term site safety and security solutions. The following is a summary of the upgrades:

- **Expanded Bus Shelters** – The existing shelters only provide covered seating for up to 8 riders. Given current ridership activity and the sometimes harsh environment, the lack of shelter impacts waiting passengers. In particular, summer heat drives some passengers to use nearby trees on private property for shade. Seating within shelters for a minimum of 24 passengers should be provided. Note that seating should be designed to deter sleeping in the shelters. Depending on the size of shelters available, this would consist of 2 to 4 additional shelters. Sign holders should be included in the shelters to enhance the ability to provide service information.
- **Additional Benches** – Benches should be provided at the bus stop along E. Washington Street and E. Robinson Street.
- **Improved Fencing** -- The existing chain-on-post fencing along the back of sidewalk should be replaced with a higher fence (on the order of 3 feet in height) to discourage use of the adjacent lawn area. Note that this would not change the access to the existing monument.
- **Upgraded Lighting** – At present, lighting is limited to a single central streetlight and lighting within the shelters. Additional street lighting illuminating the sidewalk (lower height, placed at the back of the sidewalk) consisting of 4 to 6 additional fixtures would enhance security.
- **Relocation of the Fire Hydrant or other roadside elements** – At present, there is a fire hydrant located behind the face of curb on the east side of N. Plaza Street opposite E. Caroline Street. It conflicts with the ability to load/unload passengers, and particularly to deploy the wheelchair lift, and should be relocated to the back of the sidewalk.
- **Pavement Patching and Reconstruction** – A moderate level of pavement and sidewalk improvements are warranted to fix cracking, potholes, damaged curb and gutter and uneven pavement.
- **Signing and Striping** – A monument sign (on the order of 3 feet in height and 6 feet in width) should be provided stating “Carson City Transit Center” within the existing right of way on the southeast corner of N. Plaza Street and E. Washington Street (just to the north of the existing

utility poles). In addition, pavement striping to designate the outer edge of the bus loading zones should be provided, and a painted crosswalk across N. Plaza Street south of E. Washington Street.

These upgrades do not preclude the construction of any future improvements on this or another site.

According to the *Transit Capacity and Quality of Service Manual*, 3rd Edition (TCRP, 2017) (p 4-4) 7 to 10 square feet per standing waiting passenger is recommended for a transit facility. Sitting passengers require approximately 20 square feet per passenger. Assuming that half are standing and half are sitting (as the “pulse” nature of the JAC system means that many passengers wait only a few minutes), this indicates that the provision of between 450 and 600 square feet of waiting area should be considered for a future transit center, preferably the higher figure. A similar area should be provided for outdoor waiting areas.

Including bus bays, parking areas, building area and landscaping areas, as shown in Table 5 the space that is selected would ideally require between 8,400 and 11,300 square feet total to accommodate near term and future growth.

POTENTIAL LOCATIONS

In discussion with City and JAC staff, a total of six potential locations for a future transit center were identified. Reflecting the results of the Transit Development/Coordinated Human Services Plan, only sites within the general downtown area (which provides for efficient transit operations) were considered. These sites are described in further detail below and shown in Figure 3. A more in-depth page summary of each site is also included under Appendix B. In addition, for the purpose of this study, strengths and weaknesses of each site are discussed, focusing on the availability of the site, impact on transit/traffic opportunities, impact on access to nearby transit destinations, constructability factors such as onsite utilities, and impacts on downtown parking spaces.

Additional sites may be available in the future because of changes to land use and redevelopment; however, any potential downtown transit center should be centrally located in this general region as it provides the best option of the JAC operations and passengers. In addition to the six sites, the existing site (Site 1) was evaluated both regarding a long-term new facility as well as for a minimum alternative to provide short-term benefits to JAC, its passengers, and the adjacent property owner, as was discussed further in the previous section.

Site 1 – Downtown Transfer Plaza

This is the existing site located west adjacent to the Federal Building on the east side of Plaza Street between Robinson Street and Washington Street. It consists of approximately 200 feet of curb length and is sufficient enough 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). In its current configuration, there is a limitation in its space to accommodate more than six vehicles at one time. There is also not sufficient space in the existing 14-foot-wide sidewalk to provide a building.



Figure 3
JAC Transit Center Site Options



A potential option to develop a transit center at this site would be to convert N. Plaza Street to one way (northbound) between E. Robinson Street and E. Washington Street. With 54 feet between the existing west curb face and the eastern back of sidewalk and elimination of on-street parking on the west side of the street, sufficient width would be available to provide a single northbound travel lane as well as space for a building site (with pedestrian circulation) and bus bays to the north and/or south.

- Strengths: Familiarity and functionality at current service levels. High visibility along Washington Street.
- Weaknesses: The current property owners and employees of the Federal Center parcel do not like the loitering that occurs on site. There is also a lack of existing space to expand and include any amenities for drivers and passengers such as restrooms or weatherproof shelter. However, removal of on-street parking on the west side of Plaza Street and/or conversion to one-way northbound operation could provide the footprint needed for a facility building. As the lack of adequate shelter (such as from the sun) is a factor in waiting passengers entering the Federal Building site, improving the facility along with fencing could reduce the loitering issue. Traffic reconfiguration associated with one-way street conversion.

Site 2 - V&T Train Station

The building originally constructed as the Virginia and Truckee Train Station is located along the south side of Washington Street just west of Plaza Street. Currently owned by the Masonic Lodge, it is an existing structure of approximately 6,000 square feet. The owner has indicated they are not currently interested in a sale or a joint use. Even so, the site could potentially provide several benefits to downtown and to JAC.

Bus bays would remain along Plaza Street with three bays proposed in the northbound directions, and three bays proposed in the southbound direction. One additional bay and space for a JAC crew car would be located along Washington Street. This configuration would require JAC riders to cross the street; however, curb extensions and enhanced crosswalk features could be added at both the Washington Street and Caroline Street intersections. The majority of the V&T Station would continue function without change. The restroom and office facilities would be located in the eastern end of the existing building. These facilities could be jointly shared by the owners of the building, by the drivers, and available for the public.

- Strengths: Location convenient to downtown land uses. The building has a history of public transportation use. Adjacent to existing downtown transfer center area. Familiarity and functionality at current service levels. High visibility along Washington Street. Partnership with the building owner to provide services and maintenance of the new public facilities. The building likely has heating and utility connections.
- Weaknesses: The current property owners are currently not interested in a partnership with the City. Once constructed, there would be limited opportunity to expand and include future

amenities in the building for drivers and passengers. The building would have limited indoor passenger waiting area as the lack of adequate shelter (such as from the sun) is a factor in waiting passengers of the existing site in front of the Federal Building site, but this could be mitigation with additional shelters or canopies. The station is listed on the National Register of Historic Places and as such would require particularly close coordination with the State Historic Preservation Office.

The site is not recommended for further analysis as part of this current study, due to the owner's current lack of interest. If the owner reconsiders a future partnership with the City, this location provides an optimal location to meet the basic facility needs for JAC. The V&T Station can continue to serve as a transportation hub for Carson City preserving the long history of the building.

Site 3 - Coin Lot

This site is located along the north side of Caroline Street and the west side of Plaza Street from Caroline Street south to Robinson Street. This is the northeast portion of the small block formed by Caroline Street, Plaza Street, Robinson Street and Carson Street and is currently the site of Carson City Coin (in the southwest corner) with the remainder consisting of a surface parking lot. The owner indicates that the existing parcel is not available. Setting aside the private lot, the use of existing public right-of-way was considered. Caroline Street could be converted to one-way eastbound operation, providing adequate width on the south side of the right-of-way for the transit center building (closing the eastern access point to the coin lot, but preserving the western access point).

One bus bay could be provided on the south side of Caroline Street between the western lot driveway and the building, and two bus bays could be provided on the west side of Plaza Street between Caroline Street and Robinson Street. However, other bus bays would need to be provided across Caroline Street along the west side of Plaza Street and on the east side of Plaza Street. This would require JAC passengers to cross streets while transferring between buses.

- Strengths: Location convenient to downtown land uses.
- Weaknesses: Traffic changes of one-way street conversion, including changes to parking lot access and impact to Shell station access. Requires passengers to cross travel lane while transferring between buses. Constrained space between surface parking and public streets would provide less potential for landscaping and less attractive environment.

Site 4 - Robinson Street

Under this site, the transit center would be located along the north side of Robinson Street between Stewart Street and Plaza Street, with some bus bays on the east side of Plaza Street just north of Robinson Street. This stretch has a wide (16 foot) existing sidewalk and is currently where the RTC Regional Connector serves passengers heading northbound to Reno. Given the traffic activity on Robinson Street, it is probably not feasible to convert it to one-way traffic. Expanding the area available

for a transit center by narrowing the existing 32-foot wide street would therefore be limited to reducing Robinson Street to two 12-foot travel lanes (an additional 8 feet), yielding 24 feet total without using Federal Building land. Considering the need for an ADA-accessible sidewalk and the building floor area identified in Table 5, use of this site would require some land from the Federal Building parcel (such as the western 12 parking spaces in the southernmost row of perpendicular parking spaces).

- Strengths: The site is already being used by Washoe RTC Regional Connector and is likely a familiar location being less than a block from the existing transit center. It is also the most efficient in access by existing routes, though as mentioned above, these impacts are minor.
- Weaknesses: As Robinson Street is too busy to close or convert to a 1-way street, this site would require land from the Federal government, which may be very difficult to negotiate. It could also have many of the similar weaknesses the current transit center location experiences including lack of space for amenities and its location on federally owned parcel with negative employee opinions regarding the stop location.

Site 5 - Spear St. West

This site consists of the westernmost block of Spear Street just east of the Carson Nugget (between Fall Street and Stewart Street). The existing-curb-to-curb width (34 feet) is not sufficient to provide a transit center building, and the owner of the adjacent parking lots to the north and south indicates that the private parcels are not available. However, the existing public right-of-way is approximately 66 feet in width (north-south dimension) by 200 feet in length (east-west dimension). This is sufficient to accommodate a center island for the building, with an eastbound one-way bus lane to the north and a westbound one-way bus lane to the south, sufficient to accommodate up to 8 buses at peak time. As shown in Appendix B, at present, off-street parking spaces encroach on the right-of-way. Reconfiguring the lots to provide the transit center space would reduce the total number of spaces by approximately 17 (along with 14 on-street spaces). In addition, as there is not sufficient space for a bus passing lane, buses could be delayed if a bus in front does not depart in a timely manner (such as delays for securing a wheelchair passenger).

- Strengths: As this site is bound by surface parking lots and located at the end of Spear Street that terminates into a parking lot, there are no immediate adjacent land use incompatibility concerns. A center island layout would provide conveniently short walk distances between buses, and the building amenities would be close to all bus loading locations.
- Weaknesses: This site would require removing the existing encroachments (surface parking spaces) to the north and south, resulting in a 31-space reduction in total parking supply. Bus operations could be delayed as buses must depart in the same order they arrive. This location is also non-signalized and could cause issues with left-turns into the stations and with pedestrians crossing the area.

Site 6 – Spear Street East

This would be located along the south side of Spear Street between Stewart Street and North Valley Street. It is currently adjacent to a surface parking lot. The owner of this lot has indicated that the lot (which consists of two parcels) is potentially available for a long-term ground lease. (Note that Federal transit funds are typically available for use on leased sites, so long as the lease term is at least 20 years). This site is approximately 172 feet in the east-west dimension and 85 feet in the north-south dimension. This is sufficient (along with the adjacent Spear Street travel lane) to allow buses to circulate past the individual bus bays.

- Strengths: Sufficient land to provide a central transit plaza allowing convenient walk distances between the bus bays, close proximity between the bays and the transit building, and independent operation of the individual bus bays.
- Weaknesses: This site is adjacent to residential uses to the east and south and lodging uses (including the Nugget Inn) to the north. It is a farther walk from destinations in the area, such as along Carson Street. Buses circulating east of the site could also impact residences.

Other Sites Considered

Other sites were discussed, including the Library and Community Center, but each were found to be too far from the center of the route system and thus would be inefficient to serve. The Old V&T railyard site (N. side of Washington/E side of Stewart Street) was not viable due to possible contamination and lack of an overall master plan for the property.

This page left intentionally blank.

During the month of October 2021, LSC led a public outreach effort including a community-wide online survey and an on-site outreach event. The survey was advertised on Carson NOW and posted to Carson City municipality Facebook pages.

ONLINE COMMUNITY SURVEY

Questions 1 – 6 – Getting to know our participants.

Questions 1 through 6 were asked to better understand who was taking our survey. As shown in Table 6, 39 percent of participants were between the age of 45 and 64 years old. Ages 25 to 44 years old (25 percent) and 65 to 74 years old (25 percent) made up the second most popular age groups participating in the survey.

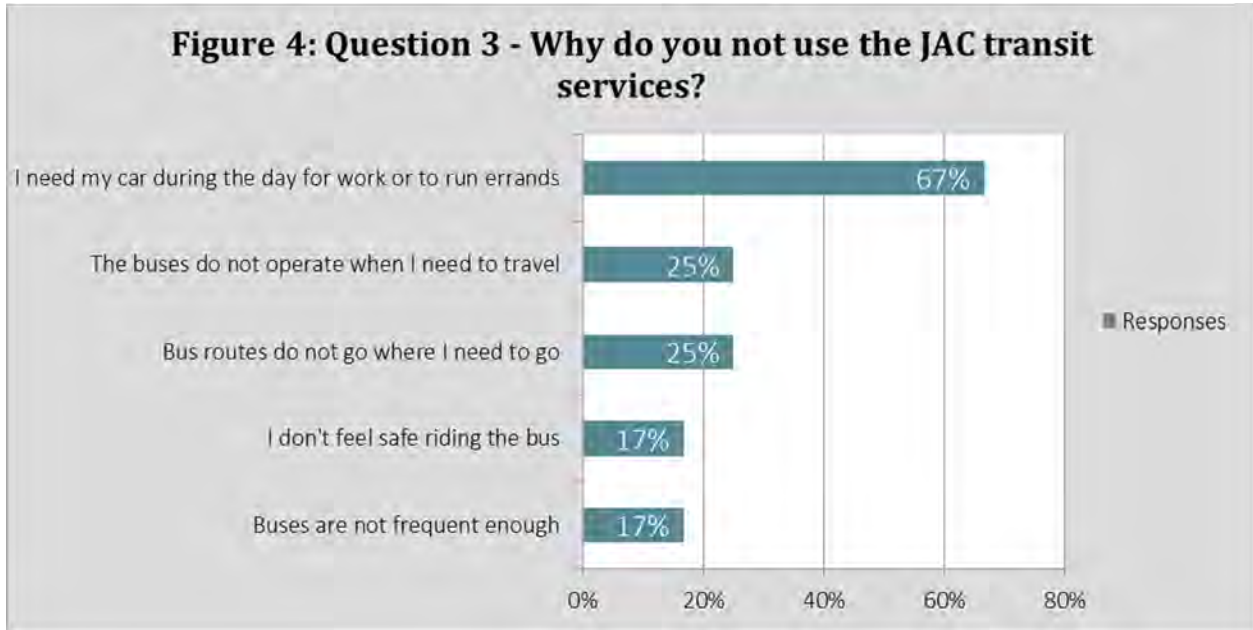
Table 6: Survey Summary of Questions 1, 2, 4, 5, and 6					
Question	Responses		Question	Responses	
	#	%		#	%
Q1 What is your age?			Q5 When riding JAC, do you start your ride or transfer buses at the current transit center on Plaza Street near the Federal Building?		
17 years old or younger	0	0.0%	Yes	7	50.0%
18 to 24 years old	1	3.6%	No	7	50.0%
25 to 44 years old	7	25.0%	Q6 How do you typically get to or from the transit center?		
45 to 64 years old	11	39.3%	I walk	2	25.0%
65 to 74 years old	7	25.0%	I ride a bike	1	12.5%
75 years or older	2	7.1%	I drive	0	0.0%
Q2 Have you ever used JAC transit services before?			I get dropped off or picked up by a vehicle	0	0.0%
Yes	15	53.6%	I transfer between buses	5	62.5%
No	13	46.4%			
Q4 How often do you use JAC transit?					
5 or more times per week	4	26.7%			
1 to 4 times per week	2	13.3%			
1 to 4 times per month	1	6.7%			
Less than once a month	3	20.0%			
1 to 2 times per year	5	33.3%			

More than half (53.6 percent) of respondents had used JAC transit services before. Of these participants, 33.3 percent use JAC 1 to 2 times per year, followed by about 26.7 percent who use JAC 5 or more times per week. The number of participants who either start their ride at or transfer through the existing JAC transit center was 50 percent with 62.5 percent of these respondents getting to the transit center by transferring from another bus. Another 37.5 percent either walk or bike.

The survey asked participants why they don't use JAC transit services (Figure 4). Over half responded that they need their car during the day to work or run errands. Others indicated that the buses don't go where they need to go (25 percent) or that the bus doesn't operate when they need them (25 percent).

Question 7 - What do you like about the existing transit center?

Participants indicated that they like the general location of the existing transit center. Comments included that the transit center is within 5 blocks of their home and feels very centralized.

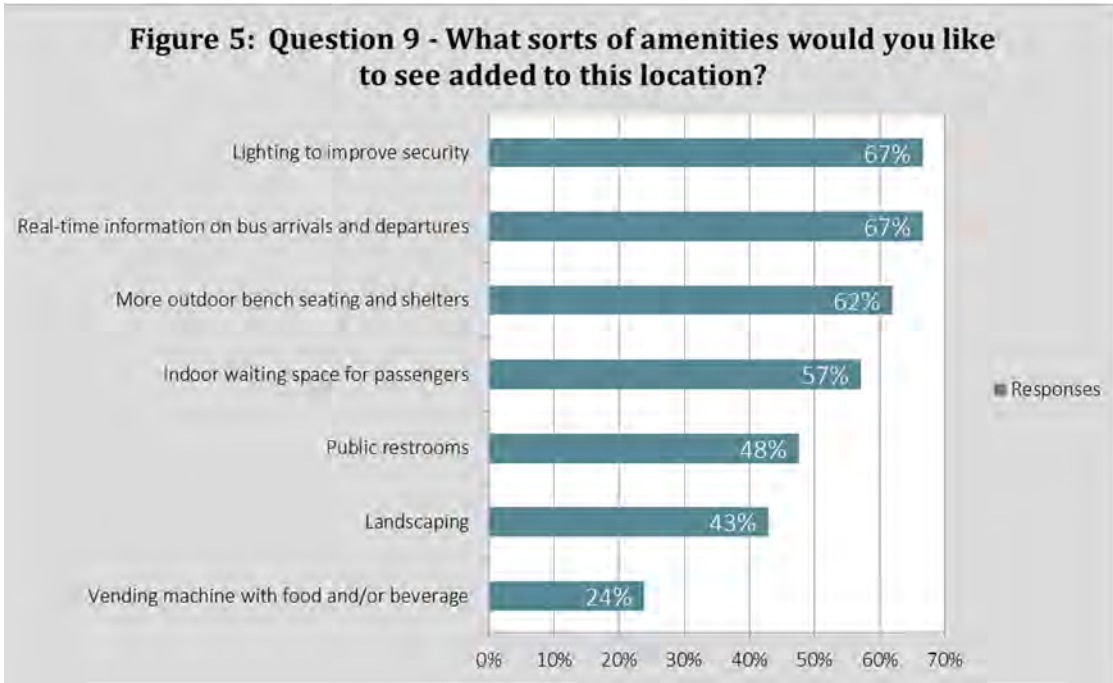


Question 8 - What do you not like about the existing transit center location?

Respondents indicated that the existing transit center doesn't feel safe due to lack of sufficient lighting and/or security. Others indicated that having no public amenities or restrooms is an issue for them. The lack of protection from seasonal weather was also disliked. One respondent indicated that they don't feel safe due to the homelessness population and loitering at the site.

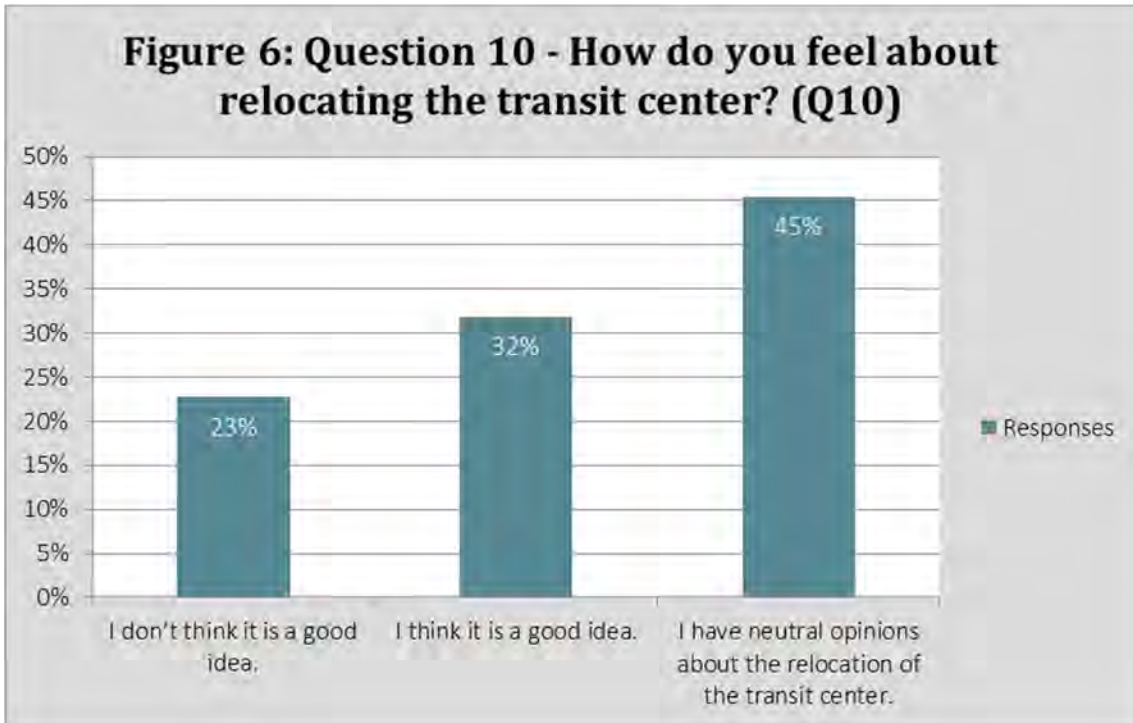
Question 9 - What sorts of amenities would you like to see added to this location?

Participants were asked to select all amenities they would like to see at a new transit center. As shown in Figure 5, providing lighting to improve security (66.7 percent) and real-time information on bus arrivals and departures (66.7 percent) are the most desired amenities for transit center improvements. Adding more outdoor bench seating and shelters were also requested by 61.9 percent of participants, followed by indoor waiting space (57.1 percent).



Question 10 - How do you feel about relocating the transit center?

When asked about the potential relocation of the transit center, 45.5 percent of participants had neutral opinions about it (Figure 6). Another 31.8 percent thought it is a good idea, followed by 22.7 percent who did not think it is a good idea.



Question 11 - Is there anything else you would like to add for our consideration?

Additional comments for consideration included amenity requests (coffee, WiFi, and landscaping). Others commented that they were not aware of the existing center and that it needed to be marketed more.

ON-SITE POP-UP OUTREACH

LSC Transportation Consultants conducted an on-site public outreach event between 11:00 AM and 4:00 PM on October 28th. A questionnaire was distributed to various passengers and JAC drivers. The survey was simple and asked two questions: “What do you like about the existing JAC transit center?” and “What do you not like about the existing transit center?” Of the 15 participants, many respondents indicated that the existing site was conveniently located and easy to access. Characteristics that people did not like about the existing transit center included that there is currently no schedule information displayed, there is not enough shelter to protect from poor weather, and that there are no restrooms.

SITE ANALYSIS AND SCREENING RECOMMENDATIONS

This chapter presents the results of an initial site analysis and screening process, in order to focus the study on the sites with the highest potential.

OPERATIONAL IMPACT BY SITE

Table 7 represents site impacts by how many blocks the existing routes would need to deviate to accommodate the change in transit center location. The existing site was determined by how many blocks each route travels from their turn off Roop Street. Each alternative site was then measured against the existing, resulting in a total deviated block count by each route (as shown at the bottom of Table 7). As shown, Site 2 resulted in the most deviated blocks from existing route paths, followed by Site 3. These blocks were then converted to miles per year and multiplied by \$0.82 (cost per mile). As depicted, the differences in annual operational cost were very small (between \$500 less than current and \$1,000 more than current cost conditions).

Table 7: Blocks Deviated from Route by Site												
Route	Blocks Deviated Per Site											
	Site 1		Site 2		Site 3		Site 4		Site 5		Site 6	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
1	7	9	9	9	9	7	5	11	6	6	6	4
2A	7	1	10	3	9	4	6	3	4	5	4	7
3	5	2	6	3	5	2	6	4	5	6	6	7
4	5	7	8	6	7	5	3	9	2	4	3	1
<i>Difference by Site</i>												
1	-	-	2	0	2	-2	-2	2	-1	-3	-1	-5
2A	-	-	3	2	2	3	-1	2	-3	4	-3	6
3	-	-	1	1	0	0	1	2	0	4	1	5
4	-	-	3	-1	2	-2	-2	2	-3	-3	-2	-6
<i>Total by Direction</i>			9	2	6	-1	-4	8	-7	2	-5	0
Total Both Direction			11		5		4		-5		-5	
Total Miles per hour			0.49		0.22		0.18		-0.22		-0.22	
Total Miles per year			1,279		582		465		-582		-582	
Cost Impact per year			\$1,000		\$500		\$400		(\$500)		(\$500)	

INITIAL SITE RANKING AND SCREENING RECOMMENDATIONS

LSC conducted a two-step analysis in order to evaluate and screen the initial list of sites. First, the sites were reviewed based on the two following “screening” criteria:

1. **Site Availability** – As Site 2 (V&T Station) is not available, it was screened from further consideration as part of this study. While the Coin Lot (Site 3) is not available, it is included as the program could be accommodated in the right-of-way.

2. **Site Capacity** – If a site cannot accommodate the program presented above in Table 5 (including the number of bus bays, building floor area, etc.), it would be screened from further consideration. As all sites have this adequate capacity, none were screened out by this criteria.

Next, in an effort to quantify the above-mentioned site-factors, LSC created a set of six site factors to differentiate various characteristics amongst each potential site, as shown in Table 8. The sites were evaluated based on the following six factors:

1. **Construction Cost** – Is there any extra associated costs with implementing a transit center on the site (obvious utilities, additional need for street reconfiguration, etc)? Note that a relatively high cost is reflected in a relatively low score.
2. **Parking Impact** – Will existing parking be eliminated?
3. **Downtown Area Goals** – Does it align with the Downtown Area Goals?
4. **Transit Efficiency & Access** – Does it negatively impact transit operating costs or accessibility along the existing routes? This reflects both the excess bus circulation as well as the potential for buses to be delayed due to site design complaints.
5. **Passenger Safety and Convenience** – Can passengers conveniently walk between buses? Are bus bays close to the transit building amenities?
6. **Adjacent Land Use Compatibility** – Is a transit center use consistent with existing surrounding land uses?

These various factors were then weighted based on feasibility of project implementation, project benefits to the community, and potential operational impacts. Based on the Consultant’s experience and discussions with JAC staff, the Consultant has assigned weights reflecting the relative importance, on a scale of 0.0 (no importance) to 1.0 (highest importance).

Next, a score was identified for each site and for each factor, on a scale of 1 (worst score) to 5 (best score), based on the site characteristics. Each score was multiplied by the factor weight and then summed over all factors to determine a weighted score. As shown, four sites (Site 1 – Existing Site, Site 2 V&T Station, and Site 5 – Spear Street West, all rank relatively high and close in value (between 18.8 and 22.5). These are followed by Site 6 – Spear Street East, and Site 3 - Coin Lot. However, as Site 2 is not currently available, it is dropped from further analysis as part of this study. Based on this analysis and the background information, LSC recommends further analysis of providing an improved transit center on the following sites:

- Site 1 – Existing Site
- Site 4 – Robinson Street
- Site 5 – Spear Street West

Table 8: Scoring of Initial Site Alternatives

Scoring (1 = Very Poor to 5 = Very Good)

Factor Weight (0 to 1)	Site 1 - Existing Site	Site 2 - V&T Station	Site 3 - Coin Lot	Site 4 - Robinson St.	Site 5 - Spear St. West	Site 6 -Spear St. East	
Site Availability (Screening)	NA	Yes	Possibly	Limited to ROW	Possibly	Yes	Yes
Adequate Site Capacity (Screening)	NA	Yes	Yes	Yes	Yes	Yes	Yes
Construction Cost	0.50	2	4	3	3	4	3
Parking Impact	0.75	5	5	3	3	2	3
Downtown Area Goals	1.00	5	5	5	5	5	4
Transit Efficiency & Access	0.75	4	5	4	4	3	4
Passenger Safety & Convenience	1.00	4	3	1	4	5	4
Adjacent Land Use Compatibility	1.00	4	5	3	3	5	2
Weighted Score	20.8	22.5	15.8	18.8	20.8	16.8	

This page left intentionally blank.

DETAILED ANALYSIS OF THREE CONCEPTUAL SITES

Based on the screening process described in the previous chapter, the following three sites have been identified as those with the highest potential to meet the needs of the service in a cost-effective manner:

- *Existing Downtown Transfer Plaza Site*—This could include use of existing Plaza Street travel lanes. Not that this site is evaluated both for the long-term full program as well as for an interim limited set of improvements.
- *Robinson Street Site*—This consists of the north side of Robinson Street, east of Plaza Street.
- *E. Spear Street Site*—This consists of the existing public right-of-way between N. Fall Street on the west and N. Stewart Street on the east.

This chapter presents a detailed evaluation of each site.

EXISTING DOWNTOWN TRANSFER PLAZA SITE – LONG-TERM

Under this site option, the transit hub would remain in its current location along the east side of N. Plaza Street between E. Washington Street and E. Robinson Street, adjacent to the Federal Building. The facility would be improved as shown in Figure 7 and as follows:

- Between E. Robinson Street and E. Washington Street, the eastern curb would be extended approximately 19 feet to the west. This segment of N. Plaza Street would be converted to one-way northbound traffic only. As shown in the cross section provided in Figure 8, the remaining street width would be 28 feet (excluding curb and gutter), sufficient to provide 9 feet for a northbound bus parking lane and a 19-foot northbound travel lane. Parking along the west side of N. Plaza Street would be prohibited for this portion of the block.²
- The curb extension would yield a building pad/plaza area 32 feet in width and 150 feet in length north of the northern Federal Building parking lot driveway. This space would be used to provide:

² Consideration was given to converting only the portion north of the northern driveway to one-way, leaving the segment between E. Robinson Street and this northern driveway two-way. However, this could be potentially confusing to drivers.

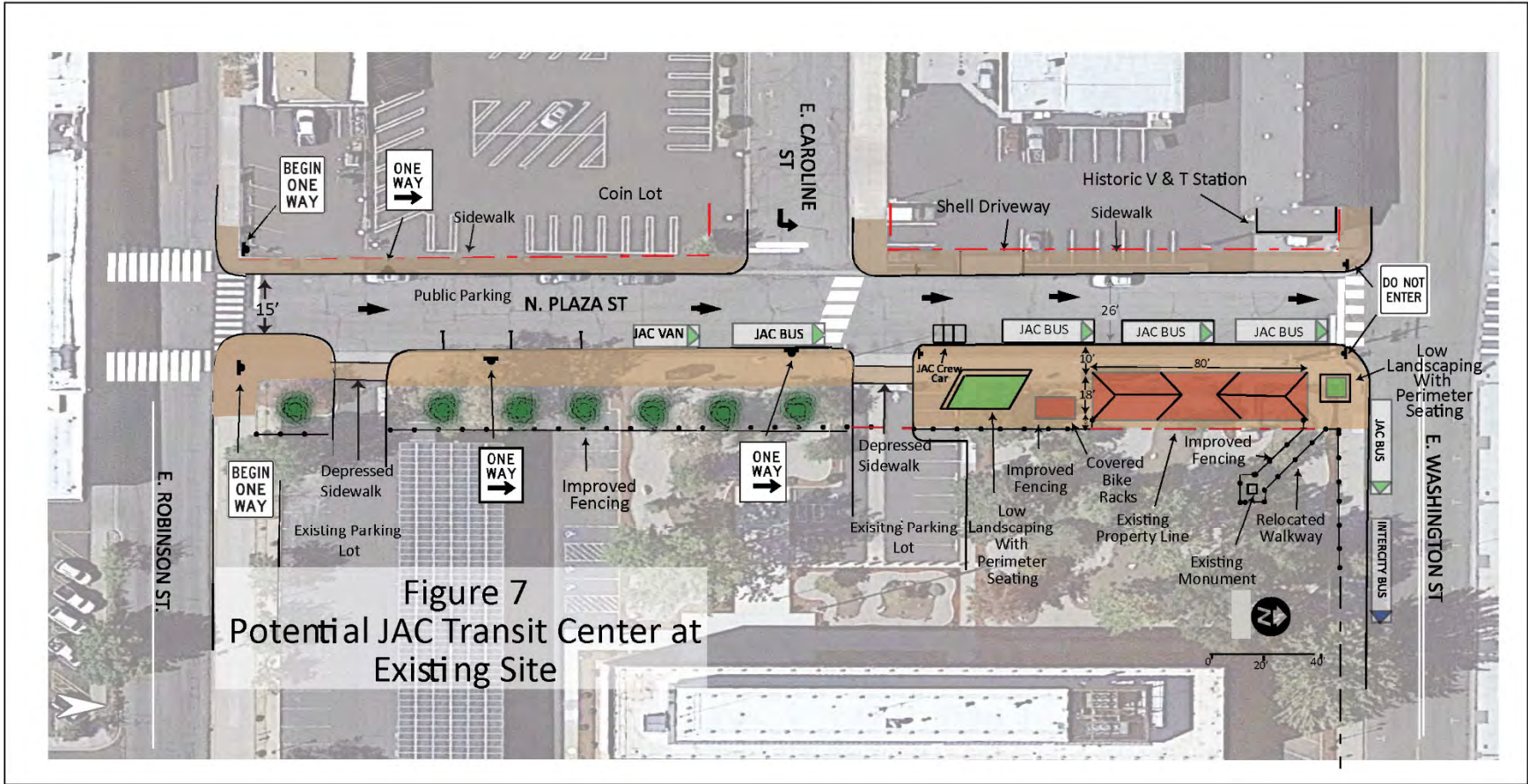
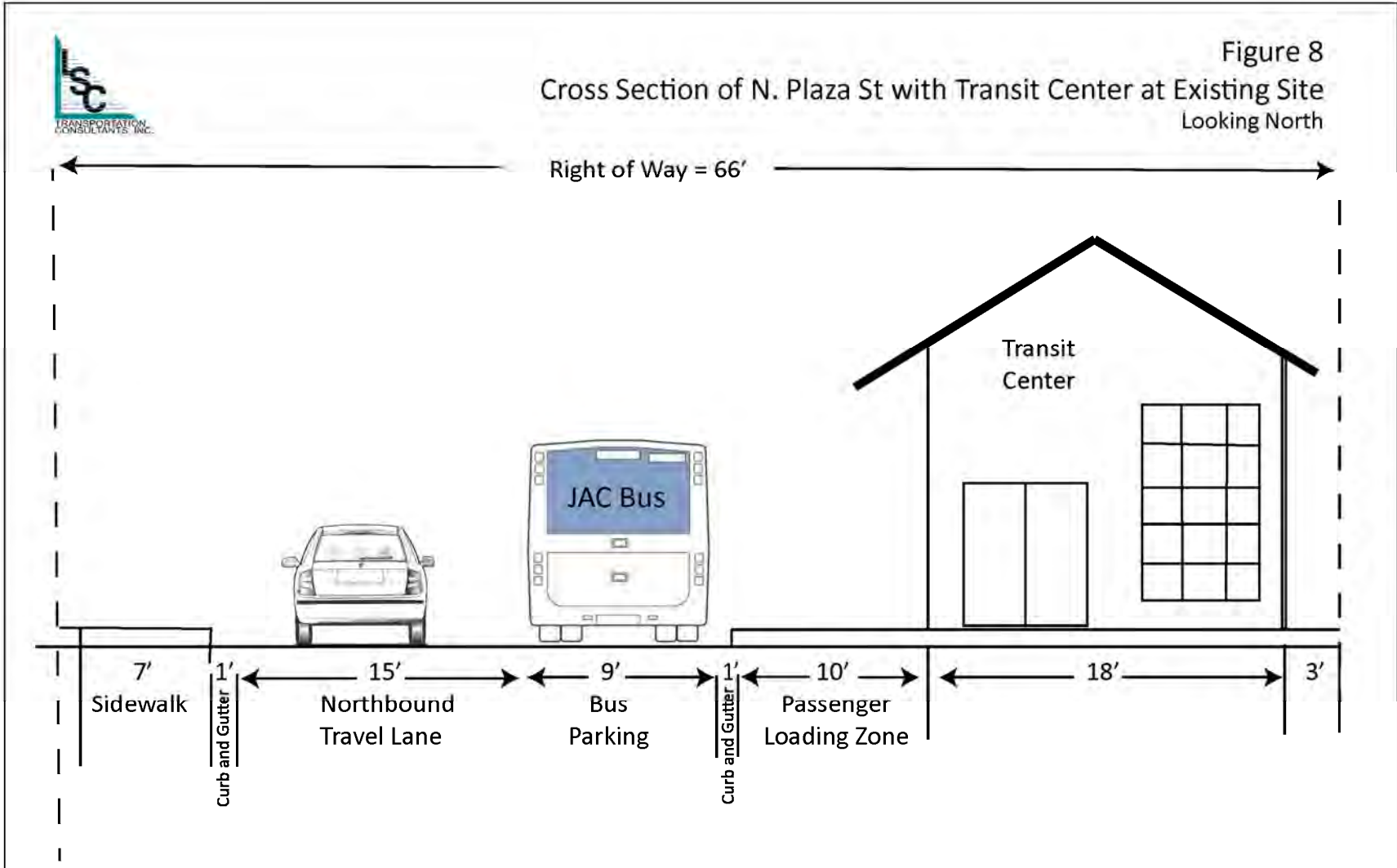




Figure 8
Cross Section of N. Plaza St with Transit Center at Existing Site
Looking North



- A single-story transit center building approximately 1,450 square feet in floor area, providing passenger waiting space, restrooms, JAC counter and operational space and custodial space. The center portion of this building could have a raised roof section to provide some architectural interest; Low landscaping areas to the north and south with perimeter passenger seating. Landscaping in these areas would be designed to provide good line of sight across the plaza for security reasons; and
- A set of covered bike racks.
- An improved fence would be provided along the east side of N. Plaza Street, as well as along the south side of E. Washington Street eastward to the first driveway. This fencing would preferably incorporate artwork (such as steel cutouts) and would be designed to stop direct access into the Federal Building property. It would tie into the corners of the transit center building to eliminate pedestrian access behind the building. The existing short walkway to the monument would be relocated to avoid the transit center building.
- Three JAC bus bays would be provided on N. Plaza Street along the extended curb, while the fourth JAC bus bay needed for regular service would be provided along E. Washington Street. Space for an intercity (RTC, ESTA, TTD) bus would also be provided on E. Washington Street.
- To the south of the northern Federal Building driveway on N. Plaza Street, space would be available for a layover JAC bus (such as when buses are being switched out) and a JAC Assist van. The existing sidewalk would be shifted to the west and a new landscaping strip provided along the eastern right-of-way line. Optimally, one of the two existing driveways serving the Federal Building lot would be eliminated. As passenger loading/unloading would typically not occur in this area, no benches or shelters would be provided. Curb parking could be provided to the south. If battery electric bus charging equipment is needed at the transit center in the future, this area would be the appropriate location and there would be more than adequate space available for the equipment.

National Historic Preservation Act Considerations

This site is immediately across the street from the Virginia and Truckee Railroad Depot, which is listed on the National Register of Historic Places. As such, any federal funding for a transit center project would trigger the need to comply with Section 106 of the National Historic Preservation Act of 1966. Any site that would have a visual impact on the Depot (e.g., could be seen from the Depot) would need to conform to the Section 106 process of consultation and review. This should include a discussion of the plan with the Carson City Historic Resources Commission. In discussing the potential project with the Nevada State Historic Preservation Office, the Office indicated that while the project proponent would need to go through this process, there is no reason to expect that it would prohibit a transit center on this site. It was also concluded that shifting the building location to the southern end of the block would not change the process, as in both cases the building could be seen from the Depot.

Traffic Impact of One-Way Street Conversion

Any conversion of an existing street to one-way operation warrants careful consideration of the impact on existing drivers and traffic movements. As a basis for this review, LSC conducted traffic counts over a weekday afternoon peak period. As shown in Table 9, these counts focused on tracking the southbound movements from E. Washington Street through the site to their destination or exit location. A review of these counts indicates the following:

- The observed peak hour of southbound traffic occurred between 2:45 PM and 3:45 PM, when a total of 13 southbound vehicle-movements were observed. Of these, 5 made southbound through movements from N. Plaza Street north of E. Robinson Street), 5 made westbound left turns off of E. Washington Street and 3 made eastbound right turns from E. Washington Street.
- Most of these drivers departed the area by making a southbound left turn movement from N. Plaza Street to eastbound E. Robinson Street (9), while 2 parked along the west side of N. Plaza Street (including a JAC bus), 1 pulled into the Shell station and 1 pulled into the Coin Lot.

Based on these observed patterns, most of the vehicles eliminated from N. Plaza Street southbound would shift to N. Stewart Street. The few drivers heading to the Shell station or Coin Lot would likely shift to Carson Street to the west. At most, the greatest shift would be 5 southbound through movements at Plaza/Washington that would shift to southbound left turn movements. Given these low volumes and the generally good traffic conditions in the area, there is no potential for any significant traffic issues or driver delays, beyond the need for a low number of drivers to circle the block. Access to individual adjacent parcels would be provided as follows:

- The Shell station would lose southbound ingress to the driveway on N. Plaza Street, as well as eastbound egress to the south on N. Plaza Street. However, inbound drivers can easily go around the block to Stewart Street or Carson Street to use one of the other four access points, and outbound drivers can exit onto E. Caroline Street less than 100 feet away.
- While southbound movements in and out of the Coin Lot at the two driveways on Plaza Street would be eliminated, this lot also has access drives on both Caroline and Robinson Streets. The few drivers from the north on N. Plaza Street can easily go around the block to Stewart or Carson.

Access to the Federal Building would remain unchanged, except that southbound ingress on N Plaza Street would be eliminated. As the larger lot on the south side of the parcel also has access off of N. Stewart Street, drivers from the north would shift to that street. For the smaller 13-space lot, drivers from the north would largely access via Carson Street and Caroline Street. Left turns out of this smaller lot would still be provided.

TABLE 9: North Plaza Street Southbound Traffic Counts

Location: North Plaza Street, Carson City, Nevada
 Date: Monday, January 10, 2022
 Time: 2:30pm-5:30pm

Southbound Peak Hour Shown in Blue



Number of Vehicles by Southbound Entry Movement and Destination												
	1 - Shell Gas			2 - Fed Bldg Small Lot			3 - E Carolina Street			4 - Coin Parking Lot		
	EBR	SBT	WBL	EBR	SBT	WBL	EBR	SBT	WBL	EBR	SBT	WBL
2:30 PM												
2:45 PM												
3:00 PM												
3:15 PM	1											
3:30 PM												1
3:45 PM												
4:00 PM												
4:15 PM												
4:30 PM												
4:45 PM												
5:00 PM												
5:15 PM												
Total	1	0	0	0	0	0	0	0	0	0	0	1

	5 - Fed Bldg Large Lot			6 - SBR E Robinson St			7 - SBL E Robinson St			Parked on Plaza Street		
	EBR	SBT	WBL	EBR	SBT	WBL	EBR	SBT	WBL	EBR	SBT	WBL
2:30 PM												
2:45 PM							1	1	1			1
3:00 PM								1				1
3:15 PM								1				
3:30 PM							1	2	1			
3:45 PM								1			1	
4:00 PM				1			1	1				
4:15 PM									1			
4:30 PM									1			
4:45 PM		1						1				
5:00 PM								1				
5:15 PM												
Total	0	1	0	1	0	0	3	9	4	0	1	2

	Total Northbound			JAC Buses
	NBL	NBT	NBR	
2:30 PM	1		3	
2:45 PM	1	1	1	
3:00 PM		2	4	
3:15 PM		2	2	4
3:30 PM	1	2	1	
3:45 PM		2		
4:00 PM	2	1	1	
4:15 PM		3	1	4
4:30 PM		2		
4:45 PM			1	
5:00 PM	1	5	2	
5:15 PM		2	2	4
Total	6	22	18	12

	Total		
	SB	NB	Total
2:30 PM	0	4	4
2:45 PM	4	3	7
3:00 PM	2	6	8
3:15 PM	2	8	10
3:30 PM	5	4	9
3:45 PM	2	2	4
4:00 PM	3	4	7
4:15 PM	1	8	9
4:30 PM	1	2	3
4:45 PM	2	1	3
5:00 PM	1	8	9
5:15 PM	0	8	8
Total	23	58	81
Peak Hr	13	21	34

Transit Operations During Construction

Construction at this site would require staging to allow continuance of JAC operations during construction. Bus bays would be relocated to the south (south of Caroline Street) and the existing northern shelter would be relocated temporarily to the south. In the limited periods when Plaza Street north of Caroline Street is closed for construction, buses would exit via Caroline Street westbound. Once construction north of Caroline Street is complete, the relatively simple construction south of Caroline Street could be completed by shifting to the new bus bays to the north. When this segment is closed, buses would access the busy bays via Caroline Street eastbound. The temporarily relocated bus shelter would then be removed and made available for another location in the JAC system.

Construction Cost Estimate – Full Program

Table 10 presents a planning-level cost estimate for development of a transit center on the existing site. This estimate applies standard unit costs provided by Carson City Department of Public Works for many of the standard roadway and streetscape islands, and unit costs defined by LSC for similar previous studies regarding the transit-specific items. Items of note in this cost estimate are as follows:

- A unit cost of \$660 per square foot is assumed for the transit center building. This factor can vary widely based on the quality of finish and the degree to which custom architectural features are incorporated. While this is consistent with other transit center projects, it reflects a high level of finish and could well be lower if a more utilitarian design approach is used.
- Roadway costs assume full removal and replacement of Plaza Street between E. Robinson Street and E. Washington Street, including adjacent areas of Robinson and Washington Streets to allow transitions.
- Costs are included for the removal of the existing fencing and replacement with a non-standard custom designed fence (that could incorporate artwork).
- Sidewalk/plaza area is assumed to be removed and replaced from E. Robinson Street around to the existing Federal Building driveway on Washington Street.
- It is assumed that the existing fire hydrant south of the northern driveway can remain in the current location.
- Costs for enhanced lighting is included.
- Costs are included for the additional mobilization and relocation of the bus shelter to allow for staged construction.
- “Soft costs” are included for contingency, design/engineering, construction management and project administration.

TABLE 10: Existing Site Transit Center Cost Estimate

ITEM	QTY	UNIT	UNIT PRICE	TOTAL ESTIMATE	Subtotal
Site Preparation					
Mobilization and Demobilization	1	EA	\$50,000	\$50,000	\$166,760
Erosion and Sediment Control	1	LS	\$5,000	\$5,000	
Construction Staking / Survey	1	LS	\$10,000	\$10,000	
Temporary Fence	1,210	LF	\$6.00	\$7,260	
Utility Relocation	1	EA	\$10,000	\$10,000	
Remove Existing Sidewalk	6,660	SF	\$4.50	\$29,970	
Remove Existing Curb Ramp	3	EA	\$800	\$2,400	
Remove Existing Curb and Gutter	1,005	LF	\$10.00	\$10,050	
Remove Existing Roadway	19,200	SF	\$1.15	\$22,080	
QC/Materials Testing	1	LS	\$20,000	\$20,000	
Earthwork					
Fine Grading	27,350	SF	\$0.50	\$13,700	\$13,700
Road, Parking Lot, Curb, Sidewalk					
Circulation Aggregate Base	375	CY	\$80.00	\$30,000	\$447,500
Site Concrete	78	CY	\$250	\$19,500	
5" Bituminous Pavement	3,602	SF	\$4.20	\$15,100	
Concrete Ribbon Curb	1,110	LF	\$45.00	\$50,000	
Concrete ADA Ramp	10	LS	\$4,800	\$48,000	
Plaza and Walkways	10,870	SF	\$20.00	\$217,400	
Planting Beds/Perimeter Seating	550	SF	\$50.00	\$27,500	
Landscaping/Irrigation	--	LS	--	\$30,000	
Miscellaneous	1	LS	\$10,000	\$10,000	
Facilities, Furnishings, Lighting					
Transit Building	1,458	SF	\$660	\$962,280	\$1,185,000
Benches	8	LS	\$1,500	\$12,000	
Facility Furnishings	1	LS	\$50,000	\$50,000	
Covered Bicycle Rack	120	SF	\$100	\$12,000	
Enhanced Fencing	500	LF	\$100	\$50,000	
Lighting	9	EA	\$7,080	\$63,720	
Utility Connections	1	EA	\$30,000	\$30,000	
Miscellaneous	1	LS	\$5,000	\$5,000	
Signing & Striping					
Monument Sign	1	LS	\$4,000	\$4,000	\$72,400
Misc Signs	28	LS	\$650	\$18,200	
Crosswalk Markings	9,000	SF	\$5.50	\$49,500	
Pavement Markings	120	LF	\$6.00	\$700	
Total Construction Cost					\$1,885,360
Contingency (15%)					\$282,800
Subtotal					\$2,168,160
Design & Engineering (15%)					\$325,200
Construction Management/Oversight (10%)					\$216,800
Project Administration (5%)					\$10,800
TOTAL DEVELOPMENT COSTS -- 2022					\$2,720,960
Land Acquisition					
Land Value	0	Acre	\$700,000	\$0	\$0
Closing Costs	5%			\$0	
Appraisal	0	EA	\$10,000	\$0	
TOTAL ESTIMATE - 2022					\$2,720,960
2022 to 2028 Escalation Factor - 3 years at 5% per year, 3 years at 3% per year					1.26
TOTAL ORDER OF MAGNITUDE ESTIMATE - 2028					\$3,430,000

LSC Transportation Consultants, Inc.

To reflect that the project will require several years to obtain funding and prepare plans and contracts, costs are increased to reflect estimated 2028 values. 2022 values are increased assuming 3 years of 5 percent inflation and 3 years of 3 percent inflation.³

As indicated, total project construction and development costs are estimated to be \$3,430,000. Of this total, just over half consists of the transit facility building costs and associated soft costs.

Construction Cost Estimate – Interim Improvements

A cost estimate was also developed for interim improvements at the existing site (Site 1), as discussed above. Note that quantities for repairs to existing pavement and curb are estimates only and would require a detailed evaluation for final costing. No costs regarding design and engineering were included, given the simplicity of the improvements. In addition, the construction year was assumed to be 2025, rather than 2028. As indicated, a 2025 cost estimate of \$233,800 was identified.

ROBINSON STREET SITE

This site consists of the north side of E. Robinson Street between N. Plaza Street and N. Stewart Street, and also makes use of the southern portion of the existing transit center sidewalk area along N. Plaza Street. As shown in Figure 9, to provide a footprint for the transit center building it would be necessary to negotiate purchase (or long-term lease) of a portion of the existing Federal Building parcel in the northeast corner of the Plaza/Robinson intersection. This land area is approximately 88 feet in east-west dimension and 28 feet in north-south dimension (2,464 square feet). It would allow the existing driveway on Plaza Street to remain unchanged but would require the elimination of eight existing parking spaces. As shown in the cross-section provided in Figure 10, Robinson Street would provide 2 24' travel lanes.

The Transit Center building is configured to wrap partially around the corner to provide good line of sight and pedestrian travel paths. To the east, the existing sidewalk area would include shelters and benches for passengers waiting for the buses queuing farther east along Robinson Street. Enhanced fencing would be provided between the transit uses and the Federal Building. All buses would line up along the north side of E. Robinson Street (facing westbound), with room for a van or crew vehicle along the existing curb on N. Plaza Street. This site alternative would require no changes to existing streets or circulation.

East of Fell Street, the Robinson Street centerline would need to transition approximately 8 feet to the north over a 110' distance, in order to align with the eastbound left turn lane at Stewart Street. As the through movement vehicles do not need to shift, this is effectively a bay taper for the eastbound left turn vehicles. Section 9.7.2.3 of the *Manual on Uniform Traffic Control Devices* (American Association of State Highway and Transportation Officials, 2018) indicates a minimum bay taper length of 100 feet, indicating that this restriping can be accommodated.

³ The Congressional Budget Office forecasts consumer inflation for 2023 at 2 to 4 percent. However, construction costs are expected to increase by 5 percent in 2023 per the firm of CBRE.

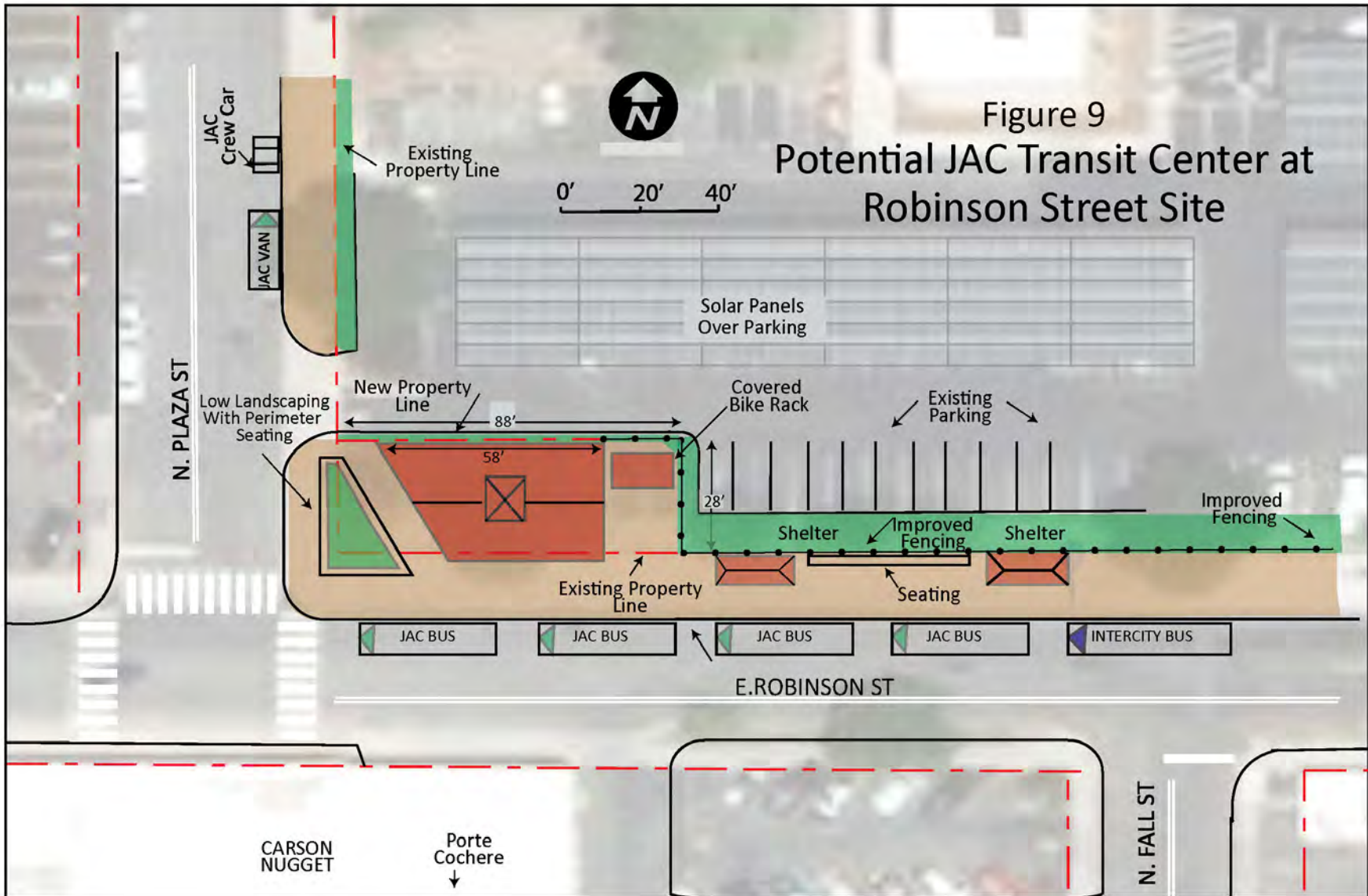
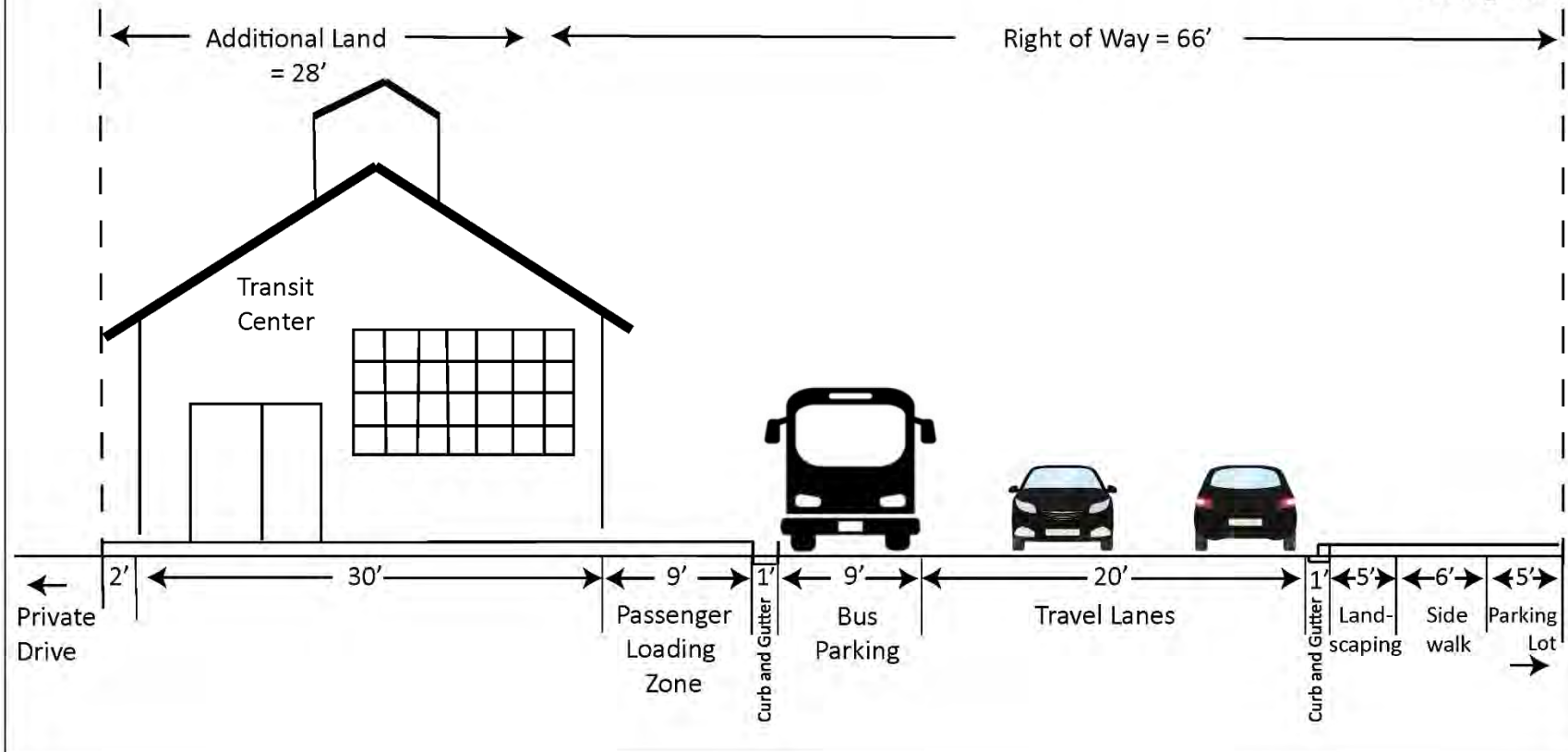


Figure 10
Cross Section of E. Robinson St with Transit Center
Looking East



To allow adequate distance for the eastbound through lane shift entering the site, the existing 40' yellow curb taxi loading zone directly south of Plaza Street (between the existing crosswalks) would need to be eliminated with a red curb, reducing capacity by two loading vehicles. The loading zone west of the western crosswalk would remain.

One option to this plan would be for the overall project to include "decommissioning" of the existing transit center by reducing the existing sidewalk width and expanding landscaping into this area.

Construction Cost Estimate

A cost estimate for development at this site is shown in Table 11, consistent with the approach used for the existing site cost estimate. Items of note in this cost estimate are as follows:

- A unit cost of \$660 per square foot is assumed for the transit center building. This factor can vary widely based on the quality of finish and the degree to which custom architectural features are incorporated. While this is consistent with other transit center projects, it reflects a high level of finish and could well be lower if a more utilitarian design approach is used.
- Roadway costs assume full removal and replacement of the north side of E. Robinson Street from N. Fall Street and N. Plaza Street.
- Costs are included for the removal of the existing fencing and replacement with a non-standard custom designed fence (that could incorporate artwork).
- Sidewalk/plaza area is assumed to be removed and replaced from the existing southern Federal Building driveway on Plaza Street and along the north side of E. Robinson Street as far east as N. Fall Street. East of this point, a relatively new sidewalk is already in place that appears to be adequate.
- Costs for enhanced lighting is included.
- \$5,000 is included for decommissioning of the existing transit center site, including removal of shelters and benches and minor pavement repair.
- "Soft costs" are included for contingency, design/engineering, construction management and project administration.
- Land acquisition costs are included, assuming current land value of \$700,000 per acre for commercial land in central Carson City and including appraisal costs and closing costs.

As indicated, total project construction, land acquisition and development costs are estimated in 2028 to be \$2,890,000. This is approximately \$540,000 less than for the existing site option, largely due to the smaller area of street reconfiguration.

TABLE 11: Robinson Street Site Transit Center Cost Estimate					
ITEM	QTY	UNIT	UNIT PRICE	TOTAL ESTIMATE	Subtotal
Site Preparation					
Mobilization and Demobilization	1	EA	\$50,000	\$50,000	\$115,485
Erosion and Sediment Control	1	LS	\$5,000	\$5,000	
Construction Staking / Survey	1	LS	\$10,000	\$10,000	
Temporary Fence	600	LF	\$6.00	\$3,600	
Utility Relocation	0	EA	\$10,000	\$0	
Remove Existing Sidewalk	3,660	SF	\$4.50	\$16,470	
Remove Existing Curb Ramp	2	EA	\$800	\$1,600	
Remove Existing Curb and Gutter	180	LF	\$10.00	\$1,800	
Remove Existing Roadway	6,100	SF	\$1.15	\$7,015	
QC/Materials Testing	1	LS	\$20,000	\$20,000	
Earthwork					
Fine Grading	5,000	SF	\$0.50	\$2,500	\$2,500
Road, Parking Lot, Curb, Sidewalk					
Circulation Aggregate Base	333	CY	\$80.00	\$26,700	\$244,600
Site Concrete	125	CY	\$250	\$31,200	
5" Bituminous Pavement	8,520	SF	\$4.20	\$35,800	
Concrete Ribbon Curb	390	LF	\$45.00	\$17,600	
Concrete ADA Ramp	3	LS	\$4,800	\$14,400	
Plaza and Walkways	2970	SF	\$20.00	\$59,400	
Planting Beds/Perimeter Seating	390	SF	\$50.00	\$19,500	
Landscaping/Irrigation	--	LS	--	\$30,000	
Miscellaneous	1	LS	\$10,000	\$10,000	
Facilities, Furnishings, Lighting					
Transit Building	1,440	SF	\$660	\$950,400	\$1,172,880
Bus Shelters (Custom)	2	EA	\$20,000	\$40,000	
Benches	6	LS	\$1,500	\$9,000	
Facility Furnishings	1	LS	\$50,000	\$50,000	
Covered Bicycle Rack	120	SF	\$100	\$12,000	
Enhanced Fencing	290	LF	\$100	\$29,000	
Lighting	6	EA	\$7,080	\$42,480	
Utility Connections	1	EA	\$30,000	\$30,000	
Decommissioning of Existing Site	1	EA	\$5,000	\$5,000	
Miscellaneous	1	LS	\$5,000	\$5,000	
Signing & Striping					
Monument Sign	1	LS	\$4,000	\$4,000	\$14,550
Misc Signs	10	LS	\$650	\$6,500	
Crosswalk Markings	700	SF	\$5.50	\$3,850	
Pavement Markings	500	LF	\$0.42	\$200	
Total Construction Cost					\$1,550,015
Contingency (15%)					\$232,500
Subtotal					\$1,782,515
Design & Engineering (15%)					\$267,400
Construction Management/Oversight (10%)					\$178,300
Project Administration (5%)					\$8,900
TOTAL DEVELOPMENT COSTS					\$2,237,115
Land Acquisition					
Land Value	0.06	Acre	\$700,000	\$42,000	\$54,100
Closing Costs	5%			\$2,100	
Appraisal	1	EA	\$10,000	\$10,000	
TOTAL ESTIMATE - 2022					\$2,291,215
2022 to 2028 Escalation Factor - 3 years at 5% per year, 3 years at 3% per year					1.26
TOTAL ORDER OF MAGNITUDE ESTIMATE - 2028					\$2,890,000

SPEAR STREET SITE

The final site under consideration consists of the existing right-of-way of E. Spear Street between N. Fall Street and N. Stewart Street. While the existing right-of-way is currently used as part of parking lots on both the north and south sides of Spear Street, the existing right-of-way is 66 feet in width, which is sufficient to accommodate the transit center site program (with reconfiguration of the existing adjacent parking lots), as shown in Figure 11.

To provide a footprint adequate for the transit center building as well as adequate width for passenger loading/unloading at five bus bays, it is necessary to configure the site as a central plaza area with one-way 15-foot-wide transit-only drive lanes on the north and south sides. These one-way lanes need to be eastbound on the north side and westbound on the south side.

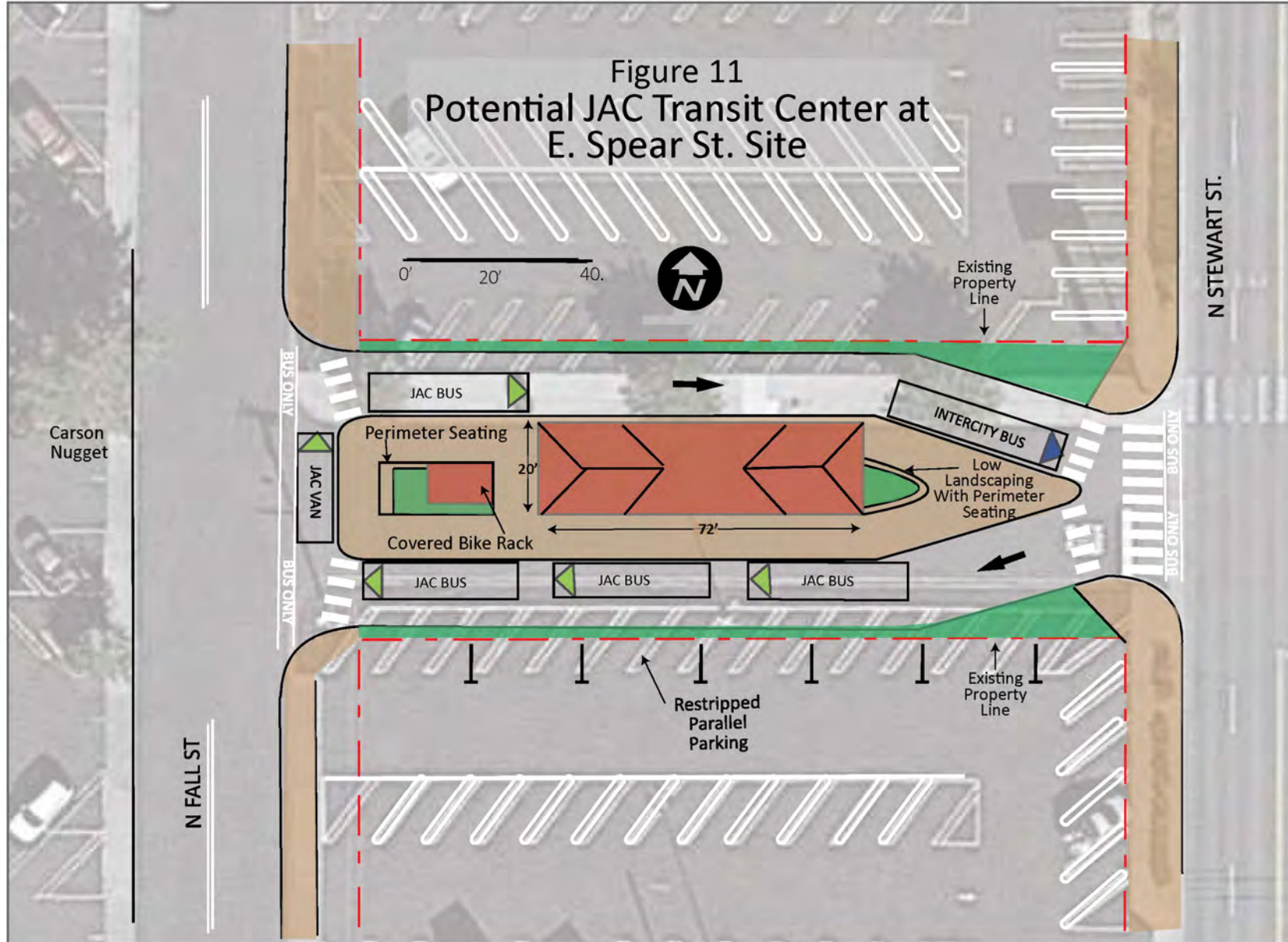
As there is not sufficient right-of-way width to provide transit lanes with width to allow buses to pass each other, bus drivers would typically need to pull as far forward as possible upon entering. Bus drivers would also need to wait for buses in front to depart before they can depart. This could create some delays of a few minutes at times, such as when the bus in front is loading a wheelchair user. Typically, JAC buses are scheduled to only be at the transit center for a few minutes. The Washoe RTC and ESTA routes also are on-site only as long as needed to deboard and board passengers. At present, only the TTD route uses Carson City as a layover point, which could necessitate a longer stay. Depending on the specific schedule overlap with JAC schedules, it may be necessary for the TTD bus to deboard passengers and then exit the transit center to lay over at another location (such as along the north side of Telegraph Street to the south) in order to not delay the JAC bus using the other bus bay on the north side.

This layout is convenient for passengers transferring between buses, as the walk distances between buses are relatively short. This also allow the transit center building to be conveniently located close to all five bus bays. However, there is very limited space for snow storage provided by this site design.

To ensure that entering buses are not blocked in a manner that stops traffic on Stewart Street, the bus bays on the south side of the transit plaza would be shifted to the west, providing space for an additional bus to pull into the transit lane even with three buses present on the south side of the plaza.

The lot to the north would need to be restriped to eliminate the existing 13 angled spaces along the south side (partially on City right-of-way) but would allow 1 more head-in space on the east side for a net loss of 12 spaces. In the lot to the south, 14 angled spaces partially on City right-of-way would be eliminated but six parallel spaces could be provided for a net loss of 8 spaces. Overall, 20 parking spaces would be eliminated.

The lot to the south of Spear Street is currently used for the Carson Farmers Market, which operated on Saturdays in June through September, from 8:30 AM to 1:00 PM. Use of the full right-of-way for the transit center would eliminate the northernmost 10 feet of the existing lot (or roughly 5 percent of the existing lot area).



Traffic Discussion

This site option would require the closure E. Spear Street west of N. Stewart Street to general public traffic. This 200-foot-long roadway effectively only serves as internal circulation to Carson Nugget parking lots. Existing traffic activity exclusive of special events is exceptionally low. Given that alternative access is provided both 200 feet to the north via Robinson Street and 200 feet to the south via Telegraph Street and considering the good overall traffic conditions in the vicinity, there is no chance that the relocation of existing traffic would create any significant traffic issues.

The bus circulation plan does present an unusual condition at the intersection of Spear Street and Stewart Street. Buses entering from Stewart Street will need to pass to the left of buses waiting to exit onto N Stewart Street. Exiting drivers will need to be aware that entering drivers from the north will pass in front of them. Given that only bus drivers will be making these movements, they can be trained to be aware of this condition. In addition, there is good driver sight distances in all directions. Signage and pavement markings would need to clearly identify that access is limited to buses only. In addition, the presence of the traffic signal on Stewart Street 200 feet to the north at Robinson Street creates gaps in southbound traffic that helps exiting bus drivers to pull onto Stewart Street. Given these factors, it is likely that no significant traffic safety impacts would be created. However, if this site is pursued a detailed traffic operations and safety analysis should be conducted.

Construction Cost Estimate

As shown in Table 12, the cost estimate for development at this site reflects the following (in addition to the factors discussed above):

- Removal of all roadways, parking lot pavement, sidewalk and curb and gutter within the Spear Street right-of-way and to the centerlines on Fall Street and Stewart Street is assumed.
- Costs are included for reconstruction of curbs at the new edges of the parking lots, as well as fencing between the transit center and adjacent lots.
- Costs are included for new sidewalks along the east side of Fall Street and the west side of Stewart Street between Telegraph Street and Robinson Street.
- \$5,000 is included for decommissioning of the existing transit center site, including removal of shelters and benches and minor pavement repair.

In total, and including soft costs, development of a transit center on this site is estimated to require total costs of \$2,990,000 in 2028 dollars. This is \$100,000 more than the estimated cost of the E. Robinson Street site, and \$300,000 less than the existing site.

TABLE 12: Spear Street Site Transit Center Cost Estimate

ITEM	QTY	UNIT	UNIT PRICE	TOTAL ESTIMATE	Subtotal
Site Preparation					
Mobilization and Demobilization	2	EA	\$50,000	\$100,000	
Erosion and Sediment Control	1	LS	\$5,000	\$5,000	
Construction Staking / Survey	1	LS	\$10,000	\$10,000	
Temporary Fence	530	LF	\$6.00	\$3,180	
Temporary Relocation of Shelter	1	LS	\$2,000	\$2,000	
Utility Relocation	1	EA	\$10,000	\$10,000	\$179,260
Remove Existing Streetlight	2	EA	\$650	\$1,300	
Remove Existing Sidewalk	2,200	SF	\$4.50	\$9,900	
Remove Existing Curb Ramp	0	EA	\$800	\$0	
Remove Existing Curb and Gutter	500	LF	\$10.00	\$5,000	
Remove Existing Roadway	11,200	SF	\$1.15	\$12,880	
QC/Materials Testing	1	LS	\$20,000	\$20,000	
Earthwork					
Fine Grading	13,200	SF	\$0.50	\$6,600	\$6,600
Road, Parking Lot, Curb, Sidewalk					
Circulation Aggregate Base	243	CY	\$80.00	\$19,500	
Site Concrete	150	CY	\$250	\$37,500	
5" Bituminous Pavement	3,870	SF	\$4.20	\$16,300	
Concrete Ribbon Curb	830	LF	\$45.00	\$37,400	
Concrete ADA Ramp	8	LS	\$4,800	\$38,400	\$300,100
Plaza and Walkways	2900	SF	\$20.00	\$58,000	
Sidewalks along Fall and Stewart Sts.	4000	SF	\$12.00	\$48,000	
Planting Beds/Perimeter Seating	300	SF	\$50.00	\$15,000	
Landscaping/Irrigation	--	LS	--	\$20,000	
Miscellaneous	1	LS	\$10,000	\$10,000	
Facilities, Furnishings, Lighting					
Transit Building	1,440	SF	\$660	\$950,400	
Bus Shelters (Custom)	0	EA	\$20,000	\$0	
Benches	4	LS	\$1,500	\$6,000	
Facility Furnishings	1	LS	\$50,000	\$50,000	
Covered Bicycle Rack	120	SF	\$100	\$12,000	\$1,134,880
Enhanced Fencing	340	LF	\$100	\$34,000	
Lighting	6	EA	\$7,080	\$42,480	
Utility Connections	1	EA	\$30,000	\$30,000	
Decommissioning of Existing Site	1	EA	\$5,000	\$5,000	
Miscellaneous	1	LS	\$5,000	\$5,000	
Signing & Striping					
Monument Sign	1	LS	\$4,000	\$4,000	
Misc Signs	16	LS	\$650	\$10,400	\$22,390
Crosswalk Markings	1,380	SF	\$5.50	\$7,590	
Pavement Markings	1,000	LF	\$0.42	\$400	
Total Construction Cost					\$1,643,230
Contingency (15%)					\$246,500
Subtotal					\$1,889,730
Design & Engineering (15%)					\$283,500
Construction Management/Oversight (10%)					\$189,000
Project Administration (5%)					\$9,500
TOTAL DEVELOPMENT COSTS					\$2,371,730
Land Acquisition					
Land Value	0	Acre	\$700,000	\$0	
Closing Costs	5%			\$0	\$0
Appraisal	0	EA	\$10,000	\$0	
TOTAL ESTIMATE - 2022					\$2,371,730
2022 to 2028 Escalation Factor - 3 years at 5% per year, 3 years at 3% per year					1.26
TOTAL ORDER OF MAGNITUDE ESTIMATE - 2028					\$2,990,000

This page intentionally left blank

A new transit center for Carson City would have many benefits that are not possible to quantify, including the following:

- Raising the overall perception of public transit in the community as an attractive mobility option. The current facility does not provide an inviting environment to encourage “discretionary” travelers to use public transit.
- Addressing the existing lack of convenient driver restroom and break facilities.
- Addressing the existing impacts on the adjacent properties. The current lack of amenities on the site causes passengers to encroach on the adjacent Federal Building property, particularly in search of shade. An improved center can also accommodate improvements in fencing and security systems to minimize impacts on adjacent properties.
- Providing indoor climate-controlled waiting areas for passengers. This is particularly important for persons travelling on intercity buses with lower service frequency (Washoe RTC, ESTA, TTD).

Beyond these “intangibles,” the US Department of Transportation’s *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* (January 2023) provides a framework for evaluating quantitative financial benefits, specifically the net present value benefits over a 20-year period (2027—the first year that a transit center is assumed to be open—to 2046). Per the guidelines, benefits are calculated at a seven percent annual discount rate.

Some of the potential quantifiable benefits identified for transit center proposals in other communities do not pertain for the Carson City proposal. As the existing center is in a good, centralized location and the potential alternative sites are within a few blocks of the existing site, there is no appreciable reduction in transit operating costs. The existing facility also accommodates all the buses in a convenient timed-transfer schedule, so a new center does not allow improved connections between buses (and associated reductions in passenger travel times). There is therefore no direct reduction in passenger travel time that would accrue from a new transit center.

ANALYSIS OF TRANSIT RIDERSHIP IMPACTS

The basis for this benefit analysis is an evaluation of how the project elements will expand transit ridership. The Carson City Transit Center would provide an improvement in amenities, including expanded indoor passenger waiting area, space for public information systems and greater visibility/public profile.

The professional literature regarding the ridership increase generated by new transit facilities (absent any reduction in travel time, as discussed above) is limited. This is in large part because service enhancements are typically implemented along with a new center, making it difficult to define the ridership benefit specifically resulting from the new facility. Bus Rapid Transit planning guides⁴ indicate anecdotal evidence ranging from a negligible impact up to a 10 percent increase. Given the importance of the downtown Transit Center site as a key junction in the JAC transit system and as a transfer facility for other intercity transit services, a moderate (4 percent) increase in JAC fixed route ridership is applied. This is equal to an additional 11,700 passenger-trips per year. In addition, a modest (2 percent) increase in ridership on the Washoe RTC Regional Connector. The ridership impact on TTD and ESTA services is expected to be minimal. In sum, the transit center is estimated to increase existing annual ridership by 8,400 passenger-trips.

ANALYSIS OF QUANTIFIABLE TRANSIT BENEFITS

The transit improvement program will generate the quantifiable benefits discussed below.

Transit Rider Transportation Cost Savings

The increased transit ridership will reduce overall travel-related costs, as the operating costs for auto use are higher than transit fares. As shown in Table 13, the ridership estimates were divided by an average vehicle occupancy (over all trip types) of 1.67, per the BCA Guidance document, to yield the eliminated annual one-way vehicle-trips for each service. Multiplying by the average person-trip length on each service corridor yields the reduction in annual Vehicle-Miles of Travel (VMT). The cost savings per VMT rate is calculated at an average operating cost per vehicle-mile of 46 cents (per the BCA Guidance document) minus the average fare per person-mile for the various routes multiplied by the average vehicle occupancy. The ridership is expected to grow at the forecast rate of Carson City annual population growth (0.2 percent per year). As shown in Table 14, this benefit is \$6,000 in 2027, increasing to \$6,300 in 2046 with growth in ridership. The net present value of this benefit is \$58,357.

Air Emission Benefits

The reduction in private vehicle (auto, light truck, and SUV) use will yield overall reductions in air pollutant emissions, even when the additional transit service is considered. The analysis of this benefit, as shown in Table 15, is based upon the VMT reductions (identified in Table 14) multiplied by standard auto emission cost factors. This yields a relatively small benefit of \$700 per year. Over the 20-year analysis period this yields a net present value benefit of \$7,799.

⁴ Such as the Transit Cooperative Research Program Report 90: Bus Rapid Transit, 2003.

TABLE 13: Transit Benefits -- Base Year

	JAC Fixed Route	Washoe RTC Regional Connector	Total
Existing Annual Ridership (2018)	195,160	30,000	
Ridership Increase	7,800	600	8,400
<i>Percent Increase</i>	4%	2%	
Average Avoided Vehicle Occupancy	1.67	1.67	
Eliminated 1-Way Vehicle-Trips (1)	4,700	400	
Average Trip Length (Miles)	2.5	28	
Reduction in Private Vehicle VMT	11,800	11,200	23,000

TABLE 14: Motorist Travel Cost Reduction Benefits
Annual Reduction in VMT by
Transit Service

Year	Washoe RTC			Annual Value	Discounted at 7 Percent
	JAC Fixed Route	Regional Connector	TOTAL		
2027	12,000	11,400	23,400	\$6,000	\$5,189
2028	12,100	11,500	23,600	\$6,100	\$4,907
2029	12,100	11,500	23,600	\$6,100	\$4,563
2030	12,100	11,500	23,600	\$6,100	\$4,244
2031	12,100	11,500	23,600	\$6,100	\$3,947
2032	12,200	11,600	23,800	\$6,200	\$3,731
2033	12,200	11,600	23,800	\$6,200	\$3,469
2034	12,200	11,600	23,800	\$6,200	\$3,227
2035	12,200	11,600	23,800	\$6,200	\$3,001
2036	12,300	11,600	23,900	\$6,200	\$2,791
2037	12,300	11,700	24,000	\$6,200	\$2,595
2038	12,300	11,700	24,000	\$6,200	\$2,414
2039	12,300	11,700	24,000	\$6,200	\$2,245
2040	12,400	11,700	24,100	\$6,200	\$2,088
2041	12,400	11,800	24,200	\$6,300	\$1,973
2042	12,400	11,800	24,200	\$6,300	\$1,835
2043	12,400	11,800	24,200	\$6,300	\$1,706
2044	12,500	11,800	24,300	\$6,300	\$1,587
2045	12,500	11,900	24,400	\$6,300	\$1,476
2046	12,500	11,900	24,400	\$6,300	\$1,372
TOTAL					\$58,357

TABLE 15: Air Emission Reduction Benefit

Year	Annual Value of Auto Air Emission Reduction						Net Annual Value	Discounted at 7 Percent
	Annual Reduction in Auto VMT	Particulate Matter (PM)	Nitrous Oxides (NO _x)	Sulfur Oxides (SO _x)	Volatile Organic Compounds (VOC)	Carbon Dioxide		
<i>Value (\$ per VMT) (1)</i>		<i>\$0.01893</i>	<i>\$0.00602</i>	<i>\$0.00039</i>	<i>\$0.00219</i>	<i>\$0.00520</i>		
2027	23,400	\$400	\$100	\$0	\$100	\$100	\$700	\$605
2028	23,600	\$400	\$100	\$0	\$100	\$100	\$700	\$563
2029	23,600	\$400	\$100	\$0	\$100	\$100	\$700	\$524
2030	23,600	\$400	\$100	\$0	\$100	\$100	\$700	\$487
2031	23,600	\$400	\$100	\$0	\$100	\$100	\$700	\$453
2032	23,800	\$500	\$100	\$0	\$100	\$100	\$800	\$481
2033	23,800	\$500	\$100	\$0	\$100	\$100	\$800	\$448
2034	23,800	\$500	\$100	\$0	\$100	\$100	\$800	\$416
2035	23,800	\$500	\$100	\$0	\$100	\$100	\$800	\$387
2036	23,900	\$500	\$100	\$0	\$100	\$100	\$800	\$360
2037	24,000	\$500	\$100	\$0	\$100	\$100	\$800	\$335
2038	24,000	\$500	\$100	\$0	\$100	\$100	\$800	\$311
2039	24,000	\$500	\$100	\$0	\$100	\$100	\$800	\$290
2040	24,100	\$500	\$100	\$0	\$100	\$100	\$800	\$269
2041	24,200	\$500	\$100	\$0	\$100	\$100	\$800	\$251
2042	24,200	\$500	\$100	\$0	\$100	\$100	\$800	\$233
2043	24,200	\$500	\$100	\$0	\$100	\$100	\$800	\$217
2044	24,300	\$500	\$100	\$0	\$100	\$100	\$800	\$201
2045	24,400	\$500	\$100	\$0	\$100	\$100	\$800	\$187
2046	24,400	\$500	\$100	\$0	\$100	\$100	\$800	\$174
TOTAL								\$7,799

Note 1: Based on emission rates identified in *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects -- Emission Factor Tables*, California Air Resources Board, September 2019.

Safety Benefits

As fatality/injury rates per mile traveled are significantly lower for bus passengers than for auto (and light truck/SUV) passengers, the increase in transit ridership resulting from the transit center would provide a safety benefit. Existing crash rates were defined from NDOT Office of Traffic Safety data. Based on National Safety Council data⁵, the fatality rate (deaths per million passenger-miles) for light duty motor vehicles (passenger cars, light trucks, SUVs) for the ten years between 2009 and 2018 was 0.488, while the rate over the same period for buses was 0.047.

This indicates that the ratio of bus fatality rate to light duty motor vehicle rate was 9.63 percent (a crash modification factor of 90.4). This in turn can be used to identify the number and severity of crashes that would be avoided due to the shift of motorists to transit use. These are multiplied by the costs associated with crashes by severity, as identified in *Benefit-Cost Analysis Guidance for Discretionary*

⁵ Death by Transportation Mode, Website: <https://injuryfacts.nsc.org/home-and-community/safety-topics/deaths-by-transportation-mode/>, 2007-2018

Grant Programs to yield the safety benefit. As shown in Table 16, the annual safety benefits are estimated to be \$6,505 in the 2027. In total, the 20-year net present value of safety benefits is found to be \$62,656.

TABLE 16: Safety Benefits					
Annual Reduction in Auto Million Passenger-Miles by Transit Service					
		Washoe RTC			
Year	JAC Fixed Route	Regional Connector	TOTAL	Annual Value	Discounted at 7 Percent
2027	0.0200	0.0190	0.0391	\$6,505	\$5,626
2028	0.0202	0.0192	0.0394	\$6,561	\$5,277
2029	0.0202	0.0192	0.0394	\$6,561	\$4,908
2030	0.0202	0.0192	0.0394	\$6,561	\$4,564
2031	0.0202	0.0192	0.0394	\$6,561	\$4,245
2032	0.0204	0.0194	0.0397	\$6,616	\$3,981
2033	0.0204	0.0194	0.0397	\$6,616	\$3,702
2034	0.0204	0.0194	0.0397	\$6,616	\$3,443
2035	0.0204	0.0194	0.0397	\$6,616	\$3,202
2036	0.0205	0.0194	0.0399	\$6,643	\$2,990
2037	0.0205	0.0195	0.0401	\$6,672	\$2,793
2038	0.0205	0.0195	0.0401	\$6,672	\$2,597
2039	0.0205	0.0195	0.0401	\$6,672	\$2,416
2040	0.0207	0.0195	0.0402	\$6,698	\$2,255
2041	0.0207	0.0197	0.0404	\$6,728	\$2,107
2042	0.0207	0.0197	0.0404	\$6,728	\$1,959
2043	0.0207	0.0197	0.0404	\$6,728	\$1,822
2044	0.0209	0.0197	0.0406	\$6,754	\$1,701
2045	0.0209	0.0199	0.0407	\$6,784	\$1,589
2046	0.0209	0.0199	0.0407	\$6,784	\$1,478
TOTAL					\$62,656

Benefit-Cost Analysis

Costs will consist of capital costs (design, engineering, construction, land acquisition and project management) as well as ongoing maintenance costs. These costs were defined as follows:

- The middle of the three site cost estimates was assumed (\$2,990,000).
- Ongoing facility maintenance costs also need to be considered. A reasonable planning-level estimate is as follows:
 - Custodial and Grounds—\$40,000
 - General building maintenance—\$15,000
 - Utilities—\$6,000
 - Security/Cameras/IT—\$4,000.

This indicates a total annual facility cost of \$65,000 per year. Annualized over the period from 2027—2046, the net present value of all costs is \$4,201,050 as shown in Table 17. The various benefits discussed above, as shown in the bottom portion of Table 17, total \$128,812 in present value. Dividing this figure by the total present value of all costs, the Benefit-to-Cost Ratio is found to be 0.04.

TABLE 17: Annual Costs and Benefit-Cost Ratio				
Year	Capital Costs	Maintenance Costs	Total Annual Costs	Discounted at 7 Percent
2027	\$2,990,000	\$65,000	\$3,055,000	\$2,642,270
2028	\$0	\$65,000	\$65,000	\$52,283
2029	\$0	\$65,000	\$65,000	\$48,623
2030	\$0	\$65,000	\$65,000	\$45,220
2031	\$0	\$65,000	\$65,000	\$42,054
2032	\$0	\$65,000	\$65,000	\$39,111
2033	\$0	\$65,000	\$65,000	\$36,373
2034	\$0	\$65,000	\$65,000	\$33,827
2035	\$0	\$65,000	\$65,000	\$31,459
2036	\$0	\$65,000	\$65,000	\$29,257
2037	\$0	\$65,000	\$65,000	\$27,209
2038	\$0	\$65,000	\$65,000	\$25,304
2039	\$0	\$65,000	\$65,000	\$23,533
2040	\$0	\$65,000	\$65,000	\$21,886
2041	\$0	\$65,000	\$65,000	\$20,354
2042	\$0	\$65,000	\$65,000	\$18,929
2043	\$0	\$65,000	\$65,000	\$17,604
2044	\$0	\$65,000	\$65,000	\$16,372
2045	\$0	\$65,000	\$65,000	\$15,226
2046	\$0	\$65,000	\$65,000	\$14,160
TOTAL				\$3,201,050
Benefits			<u>Net Present Value</u>	
	Rider Travel Cost Savings		\$58,357	
	Air Emission Reductions		\$7,799	
	Safety Benefits		\$62,656	
	TOTAL		\$128,812	
Benefit-Cost Ratio				
	Benefit		\$128,812	
	Cost		\$3,201,050	
	Ratio		0.04	

This page intentionally left blank

FOCUSED SITE SCORING AND COMPARISON

ANALYSIS OF FOCUS SITES

Chapter 5 of this study prepared as part of this study presented a ranking/weighting system for evaluation of potential sites. This was used to narrow down the six original site options to the three discussed in this document. Using the results of the additional design and analysis documented in previous chapters of this document, this analysis was updated, as shown in Table 18.

Table 18: Updated Weighted Score of Site Alternatives				
	Factor Weight (0 to 1)	Scoring (1 = Very Poor to 5 = Very Good)		
		Existing Site	Robinson St.	Spear St. West
<i>Site Availability (Screening)</i>	1.00	Yes	Possibly	Yes
Construction Cost	0.50	2	3	3
Parking Impact	0.75	4	3	3
Downtown Area Goals	1.00	5	5	5
Transit Efficiency & Access	0.75	4	4	3
Passenger Safety & Convenience	1.00	5	4	3
Adjacent Land Use Compatibility	1.00	4	4	5
Expandability/Flexibility	0.75	4	3	1
	Weighted Score	24.0	22.0	19.8

These scores were defined as follows:

- **Construction Cost**— The Existing Site costs would be higher than the other two sites (due to the larger roadway reconstruction area), scoring slightly lower on this factor.
- **Parking Impact**—The Existing Site would reduce on-street parking by a net five spaces, while the Robinson Street Site would reduce parking supply by 8 spaces (along with two taxi loading spaces) and the Spear Street Site would reduce parking by 20 spaces.
- **Downtown Area Goals**—All sites align with Downtown Area Goals.

- **Transit Efficiency and Access**—As discussed in Chapter 5, the transit mileage needed to serve any of the sites are remarkably similar (within \$400 per year of operating costs). The potential for buses at the Spear Street site to be blocked from exiting due to the presence of other buses is a disadvantage to that site.
- **Passenger Safety and Convenience**—All three sites allow passengers to transfer between buses without the need to cross public streets or driveways, which is a safety benefit. The Spear Street Site has a convenience benefit in that bus bays are closer together (reducing walk distance) than for the other two sites. However, the Spear Street Site is a one block longer walk to trip destinations along Carson Street. The Existing Site benefits in this regard by the relatively low traffic volumes on Plaza Street compared with Robinson Street.
- **Adjacent Land Use Compatibility**—Both the Existing Site and the Robinson Street Site would keep the transit functions immediately adjacent to the Federal Building, which has been an issue in the past. While the site improvements are expected to address this issue, the Spear Street Site avoids the issue altogether. Assuming the slight 5 percent reduction in the parking lot to the south of the site does not have a substantial impact on the Farmers Market, the Spear Street Site ranks slightly higher than the other two sites.
- **Expandability/Flexibility** – While each of the sites can accommodate the currently-foreseeable site program, as a long-term facility investment there is always the potential for new technologies or site requirements to be accommodated. Examples may include charging equipment for battery electric transit vehicles or providing space for a bike share or scooter share program. The relatively large amount of space provided at the Existing Site due to the viability of reducing Plaza Street to a single lane provides a clear benefit in this category.

Consideration was given to also adding a “Traffic Impact” category, as two options (existing and Spear Street) change current traffic access patterns slightly. As none of the options were found to have any significant traffic/circulation impacts, however, adding this category would not change the relative weighted rankings.

As shown, all sites yield an overall score within a relatively narrow range of 19.8 to 24.0. This analysis, however, does indicate a modest overall advantage to the Existing Site at 24.0, compared with 22.0 for the Robinson Street Site and 19.8 for the Spear Street Site. As mentioned in Chapter 5, the scoring analysis did not include Site 0 – Upgrade Existing, as it remains a short-term option regardless of the final recommendation and selection of a long-term location.

STUDY FINDINGS AND RECOMMENDATIONS

KEY STUDY FINDINGS

Ultimately, after assessing existing transit center site challenges, generating potential new sites, exploring each site for feasible viability in development and operations, and determining cost impacts to implementation, the key findings of this study are as follows:

- The JAC fixed route service is important to many Carson City residents. As a “hub and spoke” “pulse” system, a transit center for bus transfers in this general area of downtown is a key element of the service. It also serves as a connection point for regional transit services providing service to Reno/Sparks and Lake Tahoe.
- The existing Downtown Transfer Plaza consists only of a wide sidewalk with 2 shelters, 3 benches, and a bike rack along the sidewalk adjacent to the east side of North Plaza Street. This facility has numerous existing deficiencies:
 - It lacks sufficient shelter for the existing peak passenger loads.
 - It does not provide driver break facilities, such as restrooms.
 - Lack of lighting is a potential safety issue.
 - The poor facilities result in some passengers encroaching onto nearby properties (in particular, the Federal Building) in search of seating and shade.
 - The current configuration results in long walking distance for passengers transferring between some buses.
 - The facility does not provide a positive public image for the transit service, nor does it have adequate wayfinding signage, real-time information, or marketing for the services it accommodates and links together.
- An improved transit center would warrant the provision of a modest enclosed building of approximately 1,500 square feet of floor area, providing a passenger waiting area, staff break facilities and office, and restrooms. Transit bays to accommodate up to 7 buses are also warranted.
- None of the three sites evaluated in detail (Site 1, Site 4, or Site 5) fully meet the space requirements identified in Table 5. Changes to adjacent land use, redevelopment of adjacent parcels, and further coordination with nearby building owners may present new partnership opportunities over the long-term that could result in a Downtown Transfer center that meets all the stated requirements.
- The City should carefully consider short and long-term costs of the site, not only for construction, but also for ongoing maintenance and care of the facility.

RECOMMENDATIONS

With these findings in mind and based on a detailed analysis of each site, it is recommended to pursue construction on the existing site along Plaza Drive. Of the options analyzed, and with these findings in mind, Site 1 at the existing location along Plaza Drive is the best long-term location for the Downtown Transfer Center. Advantages of this site over the others considered are as follows:

- It does not require the purchase of additional property.
- It provides greater flexibility to provide for future modifications, such as for electric vehicle charging.
- It has less impact on other adjacent uses. By providing better facilities on site, in fact, it can reduce the existing nuisance use of the Federal Building lawn area.
- It provides for better pedestrian safety than the other locations.

However, there are additional challenges and questions to be addressed prior to recommending this site for construction in the short-term. Therefore, the following two recommendations are made:

- 1) Proceed with design and construction of interim improvements at the Existing Site-1 to address short-term challenges with the site.
- 2) Continue to monitor changes to adjacent land use and continue open dialog and coordination with nearby building owners related to future opportunities in addressing the long-term goals for JAC.

Implementation

Achieving a new transit center for Carson City is a substantial endeavor. Key implementation steps consist of the following for the short-term recommendation:

- Pursue Federal funding for planning and construction, such as existing transit funding apportioned for JAC operations, or by perusing the Federal Transit Administration's Section 5339 Grants for Buses and Bus Facilities program.
- Coordinate with the property owners of the adjacent Federal Building parcel. While the transit center project will not require additional land, it will affect this parcel. Discussions are needed regarding access to the monument, modifications to the central driveway, and changes to fencing and landscaping areas.
- Begin design of the facility including by conducting a review and identification of potential environmental mitigations.

For the long-term transit center to be successful, the following are key steps:

- Coordinate with all adjacent the property and building owners to understand future plans and partnership opportunities.
- Through the environmental process, present the proposed project to the Carson City Historic Resources Commission and discuss how the project center can minimize impacts on the Virginia and Truckee Railroad Station and best be compatible with this historic asset.
- Research long-term maintenance requirements for the project including the pursuit of a new JAC facilities staff person, or other contracted service, using existing federal funding.
- Conduct a focused traffic study to support the conversion of Plaza Street to one-way northbound.
- Conduct a procurement process to retain an architectural/engineering firm to develop plans for the new facility.

This page intentionally left blank

Appendix A
DRIVER SURVEY RESULTS

Carson City JAC Transit Center Facility Feasibility Study – Bus Driver Interview Questions –

In the 2019 Carson City Transit Development Plan, the need for an improved JAC transit center was identified. Carson City has hired LSC Consultants, Inc to complete a feasibility study to identify needs, conduct outreach, and to evaluate the existing downtown transfer site as well as other potential locations to consider for a future transit station. As a part of these efforts, we would like to ask the bus drivers a few questions.

This is only a study; future action requires direction from the Carson City Regional Transportation Commission

1. What are some pros and cons about the existing location along Plaza Street by the Federal Building?

Pros

Cons

- Fire Hydrant need remove

2. As a driver, what should site planners consider when evaluating a site for a transit center (access, circulation, etc.)?

* Need to build a public restroom!

3. What are some transit center features you would like to see included in the new location? (Check the following)

Amenities	Yes	No
Indoor waiting area	✓	
Driver Restrooms	✓	
Public Restrooms	✓	
Security (Cameras and Lighting)	✓	
Bicycle Racks	✓	
Additional seating	✓	
Small Office Space	✓	
Storage Area	✓	
Vending Machine (Food and Drinks)	✓	

Use back if needed

4. What is the greatest number of people you have ever seen waiting at the current Plaza Street stop? (Check the best answer) Less than 10 people 10-20 people 20-30 people 30-40 people 40-50 people More than 50, specifically my best estimate is _____

5. Is there anything else you would like to share regarding the evaluation of a future transit center?

Carson City JAC Transit Center Facility Feasibility Study – Bus Driver Interview Questions –

In the 2019 Carson City Transit Development Plan, the need for an improved JAC transit center was identified. Carson City has hired LSC Consultants, Inc to complete a feasibility study to identify needs, conduct outreach, and to evaluate the existing downtown transfer site as well as other potential locations to consider for a future transit station. As a part of these efforts, we would like to ask the bus drivers a few questions.

This is only a study; future action requires direction from the Carson City Regional Transportation Commission

1. What are some pros and cons about the existing location along Plaza Street by the Federal Building?

Pros

wide parking area

Cons

Not always enough
time to get to restroom
no Food plaza close by

2. As a driver, what should site planners consider when evaluating a site for a transit center (access, circulation, etc.)?

plenty of parking
Restroom Employee
accessable any
waiting area

3. What are some transit center features you would like to see included in the new location? (Check the following)

Amenities	Yes	No
Indoor waiting area	X	
Driver Restrooms	X	
Public Restrooms		X
Security (Cameras and Lighting)	X	
Bicycle Racks	X	
Additional seating		
Small Office Space		
Storage Area	X	
Vending Machine (Food and Drinks)	X	

Use back if needed

4. What is the greatest number of people you have ever seen waiting at the current Plaza Street stop? (Check the best answer) Less than 10 people 10-20 people 20-30 people 30-40 people 40-50 people More than 50, specifically my best estimate is _____

5. Is there anything else you would like to share regarding the evaluation of a future transit center?

make it Driver freindly one way in/out for
Bus Traffic only

Carson City JAC Transit Center Facility Feasibility Study – Bus Driver Interview Questions –

In the 2019 Carson City Transit Development Plan, the need for an improved JAC transit center was identified. Carson City has hired LSC Consultants, Inc to complete a feasibility study to identify needs, conduct outreach, and to evaluate the existing downtown transfer site as well as other potential locations to consider for a future transit station. As a part of these efforts, we would like to ask the bus drivers a few questions.

This is only a study; future action requires direction from the Carson City Regional Transportation Commission

1. What are some pros and cons about the existing location along Plaza Street by the Federal Building?

Pros

1. Central location in town.

Cons

1. Position of fire hydrant?

2. As a driver, what should site planners consider when evaluating a site for a transit center (access, circulation, etc.)?

1. Direction of weather?

2. Safety of clients in wait.

3. Transfers?

4.

3. What are some transit center features you would like to see included in the new location? (Check the following)

Amenities	Yes	No
Indoor waiting area		
Driver Restrooms	X	
Public Restrooms		
Security (Cameras and Lighting)	X	
Bicycle Racks	X	
Additional seating		
Small Office Space		
Storage Area		
Vending Machine (Food and Drinks)		

Use back if needed

4. What is the greatest number of people you have ever seen waiting at the current Plaza Street stop? (Check the best answer) Less than 10 people 10-20 people 20-30 people 30-40 people 40-50 people More than 50, specifically my best estimate is _____

5. Is there anything else you would like to share regarding the evaluation of a future transit center?

What type of vehicles are in the transit future?

Electric/Battery?

Carson City JAC Transit Center Facility Feasibility Study – Bus Driver Interview Questions –

In the 2019 Carson City Transit Development Plan, the need for an improved JAC transit center was identified. Carson City has hired LSC Consultants, Inc to complete a feasibility study to identify needs, conduct outreach, and to evaluate the existing downtown transfer site as well as other potential locations to consider for a future transit station. As a part of these efforts, we would like to ask the bus drivers a few questions.

This is only a study; future action requires direction from the Carson City Regional Transportation Commission

1. What are some pros and cons about the existing location along Plaza Street by the Federal Building?

EASY TO ^{Pros} PULL INTO
NEARBY CASINO
STREET IS WIDE
EASY TO PULL OUT FROM

FIRE HYDRANT ^{Cons} NEAR CURB.
NO DESIGNATED BAYS FOR BUSES
CARS Sometimes interfere by
PARKING TOO CLOSE.

2. As a driver, what should site planners consider when evaluating a site for a transit center (access, circulation, etc.)?

PEDESTRIAN WALKWAYS
BAYS FOR EACH BUS
Shelter for Bad weather

3. What are some transit center features you would like to see included in the new location? (Check the following)

Amenities	Yes	No
Indoor waiting area	✓	
Driver Restrooms	✓	
Public Restrooms		✓
Security (Cameras and Lighting)	✓	
Bicycle Racks		✓
Additional seating	✓	
Small Office Space	✓	
Storage Area	✓	
Vending Machine (Food and Drinks)	✓	

Use back if needed

4. What is the greatest number of people you have ever seen waiting at the current Plaza Street stop? (Check the best answer) Less than 10 people 10-20 people 20-30 people 30-40 people 40-50 people More than 50, specifically my best estimate is _____

5. Is there anything else you would like to share regarding the evaluation of a future transit center?

NO

This page intentionally left blank

Appendix B
POTENTIAL SITE INFORMATION

Site 1 - Existing Site Summary

Site Information

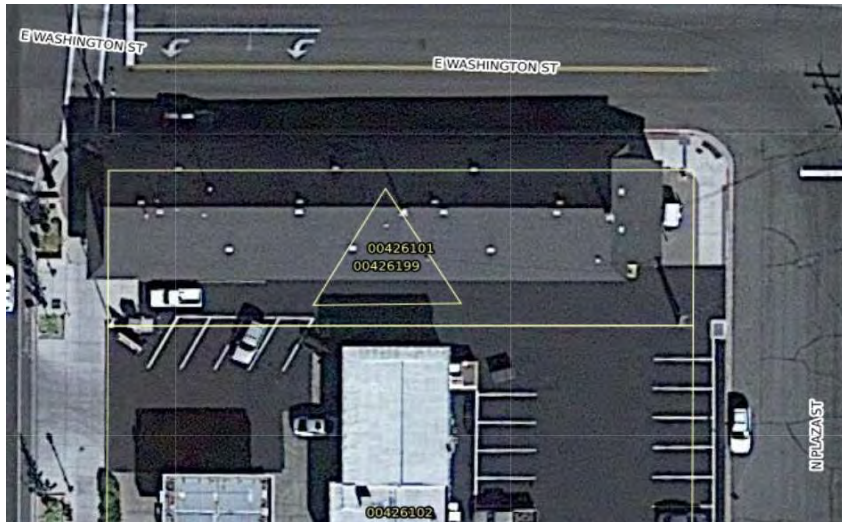
Site Address	705 N Plaza Street
APN	426202
Owners	US Government
Zoning	Public Regional
Allowable Use	Yes



Site 2 - V&T Freight House Summary

Site Information

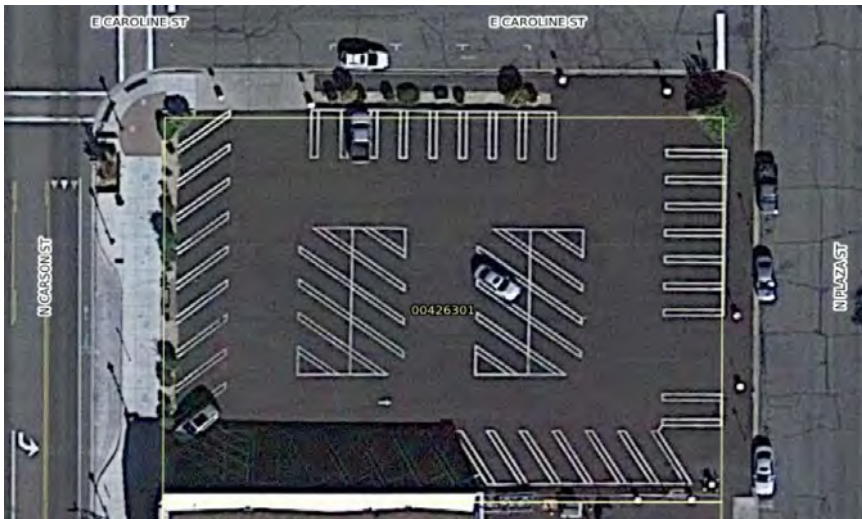
Address 113 E Washington Street
APN 426101
Owners Masonic Lodge, Carson
Size 0.2 Acres
Zoning Downtown Mixed Use
Allowable Use Yes



Site 3 - Coin Lot

Site Information

Address 617 N Carson Street
APN 426301
Owners Adams N Carson LLC
Size 0.51 Acres
Zoning Downtown Mixed-Use
Allowable Use Yes



Site 4 - Robinson St.

Site Information

Address	705 N Plaza Street
APN	426202
Owners	US Government
Zoning	Public Regional
Allowable Use	Yes



Site 5 - Spear St. West

Site Information

Address East Spear Street between Fall Street and Stewart Street
APN 00422407, 00422408, & 00422402
Owners Adams N Carson LLC
Zoning Downtown Mixed Use



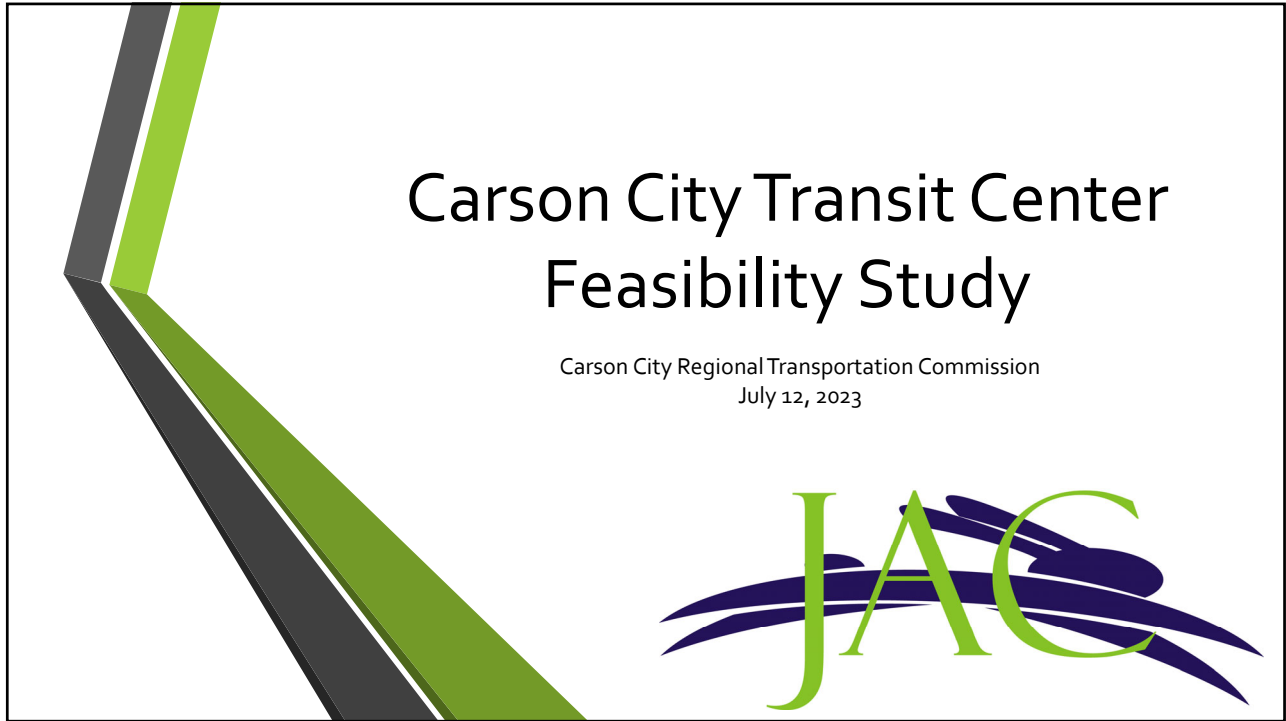
Site 6 – Spear Street East

Site Information

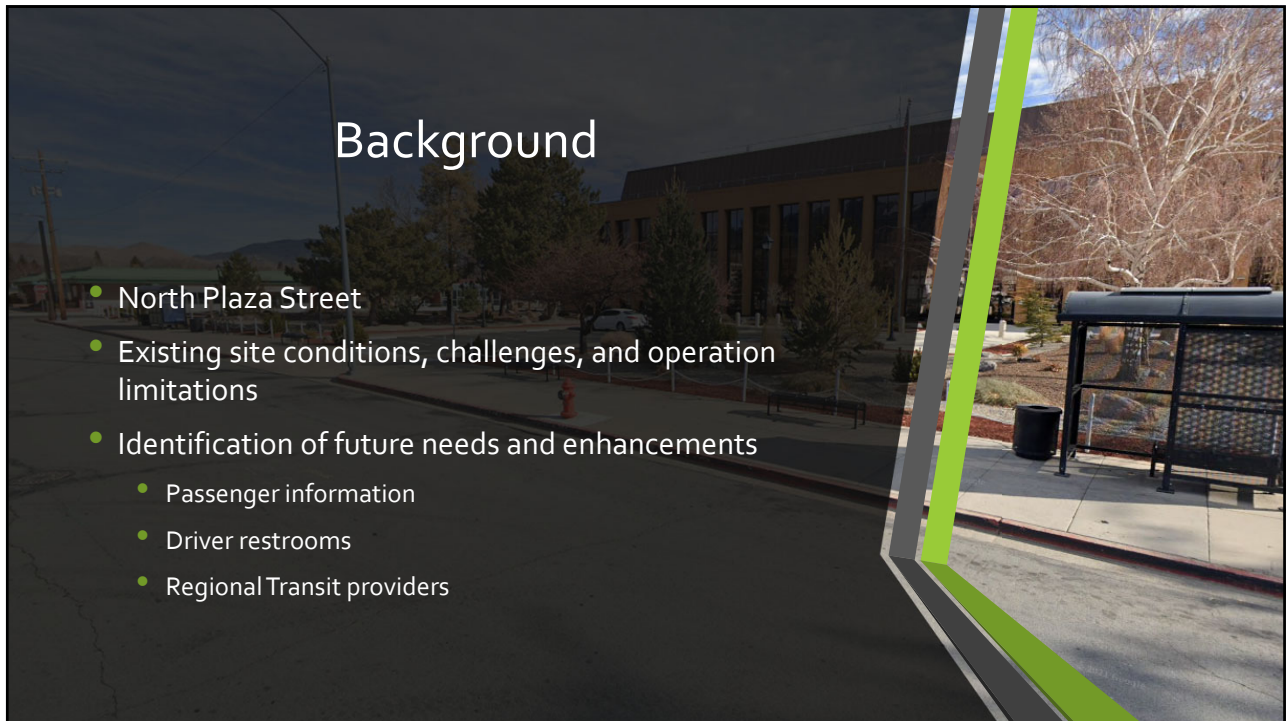
Addresses Spear Street between Stewart Street and Valley Street
APN 00422306 & 00422307
Owners Adams N Carson LLC
Zoning Downtown Mixed Use



This page intentionally left blank.



1

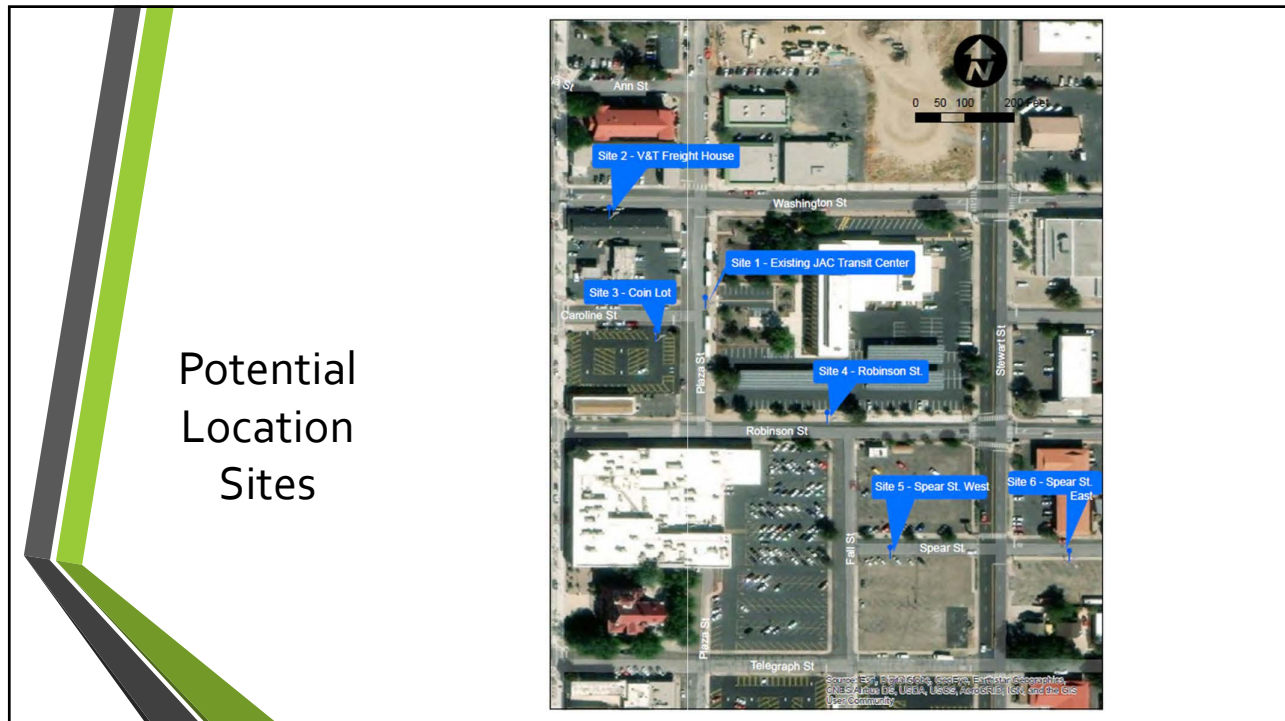


2

Space Need Requirements

Table 5: JAC Transit Facility Space Requirements		
Program Element	Sq.Ft. per Unit	Square Feet of Floor Area
<u>Office Space</u>		
Office Space/Counter	250	250
<i>Subtotal: Administrative Space</i>		250
<u>Building Support Space</u>		
Restrooms (One single stall restroom w/no public access)	150	300
Janitor Closet	36	36
Utility space (electronics, water heater)	120	120
<i>Subtotal: Building Support Space</i>		456
<u>Indoor Passenger Waiting Area</u>		
Standing (20 passengers)	10	200
Sitting (20 passengers)	20	400
<i>Subtotal Waiting Area</i>		600
<i>Subtotal Building Footprint</i>		1,306
<u>Landscape/Plaza Area</u>		
Outdoor waiting area (benches)		600
Pedestrian Circulation		1,600
Bicycle Racks (5 racks)	19	95
<i>Subtotal Plaza Area</i>		2,200
<i>Landscaping Area (25 percent of Plaza)</i>		550
<i>Total Landscape/Plaza Area</i>		2,750
<i>Total Building Footprint and Landscape/Plaza Area</i>		4,056
<u>Bus Bays (Seven Bus Bays at 35' - 40')</u>	800	5,600
<u>JAC Assist/Operational Parking (2 parking spots)</u>	360	720
Total Site Development Program		10,376

3



4

Evaluation Process

- Compatibility with Downtown goals
- Transit Efficiently and Access
- Parking Impact
- Construction Cost
- Passenger Safety and Convenience
- Adjacent Land Use Compatibility
- Staff and driver interviews
- Public input

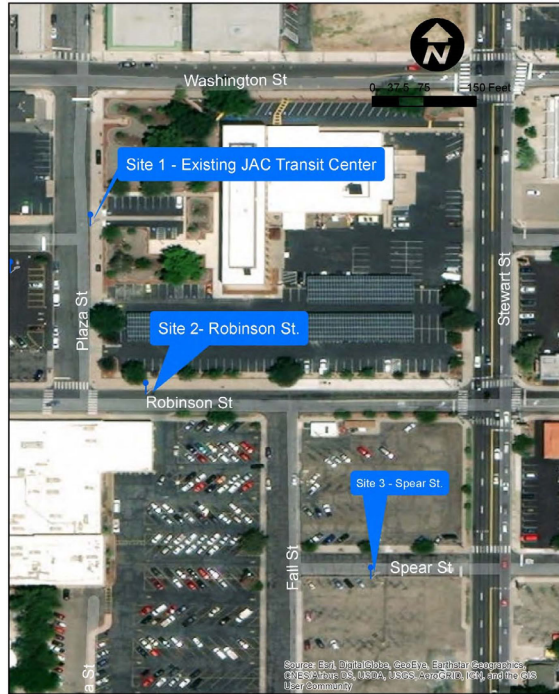
Table 8: Scoring of Initial Site Alternatives

Factor	Weight (0 to 1)	Scoring (1 = Very Poor to 5 = Very Good)					
		Site 1 - Existing Site	Site 2 - V&T Station	Site 3 - Coin Lot	Site 4 - Robnison St.	Site 5 - Spear St. West	Site 6 - Spear St. East
Site Availability (Screening)	NA	Yes	Possibly	Limited to ROW	Possibly	Yes	Yes
Adequate Site Capacity (Screening)	NA	Yes	Yes	Yes	Yes	Yes	Yes
Construction Cost	0.50	2	4	3	3	4	3
Parking Impact	0.75	5	5	3	3	2	3
Downtown Area Goals	1.00	5	5	5	5	5	4
Transit Efficiency & Access	0.75	4	5	4	4	3	4
Passenger Safety & Convenience	1.00	4	3	1	4	5	4
Adjacent Land Use Compatibility	1.00	4	5	3	3	5	2
Weighted Score		20.8	22.5	15.8	18.8	20.8	16.8

5

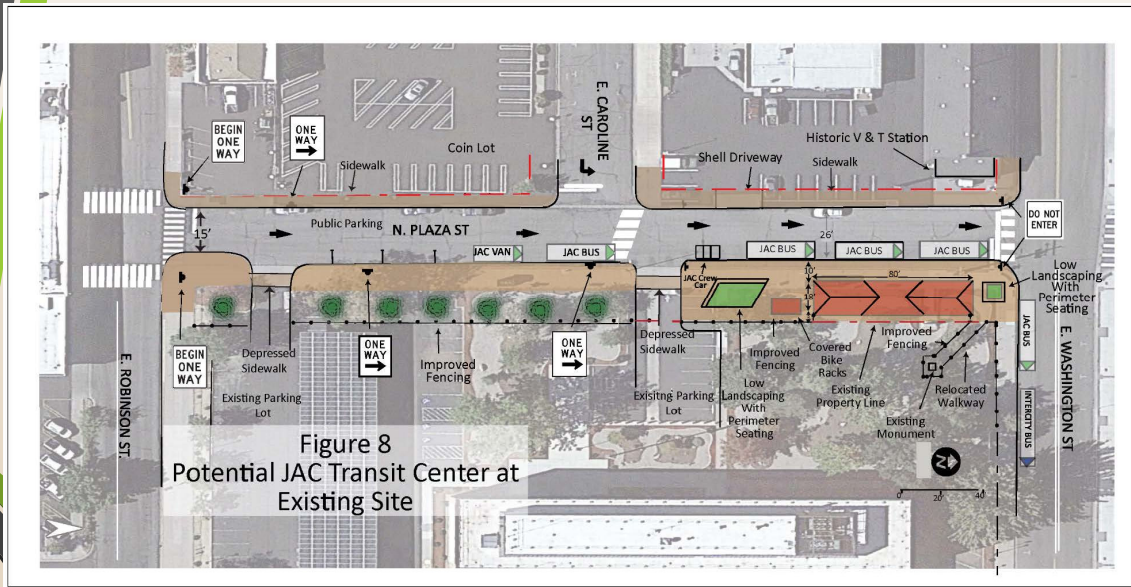
Shortlist of Sites

- Sites reduced to three with additional analysis completed on each



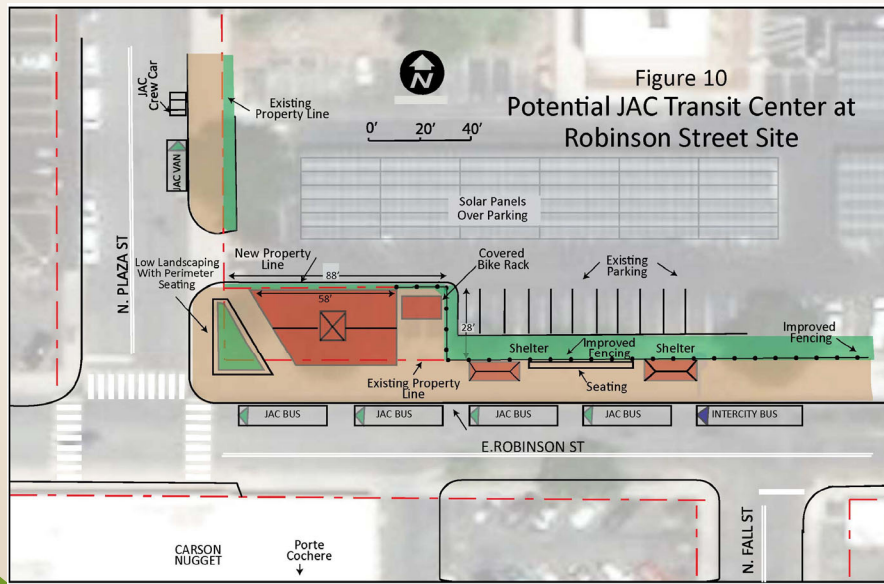
6

Site 1 - Existing Transfer Station



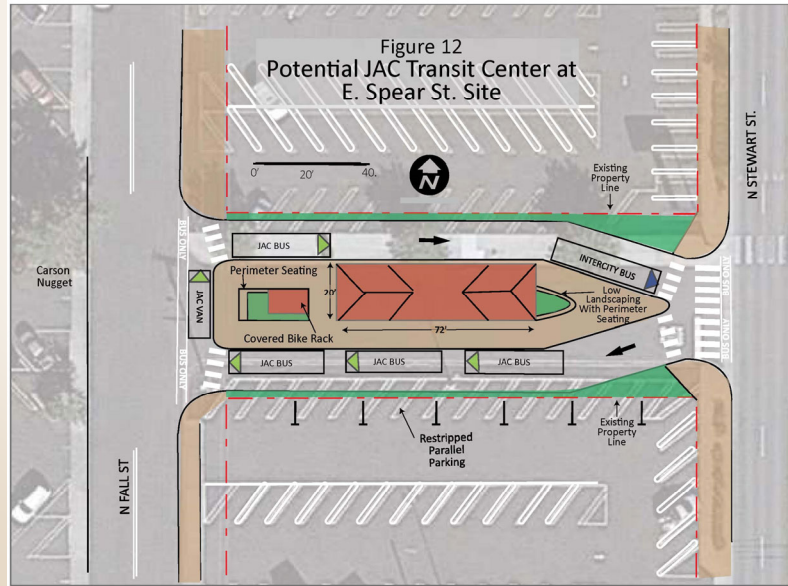
7

Site 2 – Robinson Street Site



8

Site 3 – Spear Street



9

Stage 2 Evaluation Result

- Compatibility with Downtown goals
- Transit Efficiently and Access
- Parking Impact
- Construction Cost
- Passenger Safety and Convenience
- Adjacent Land Use Compatibility
- Expandability/Flexibility

Table 18: Updated Weighted Score of Site Alternatives

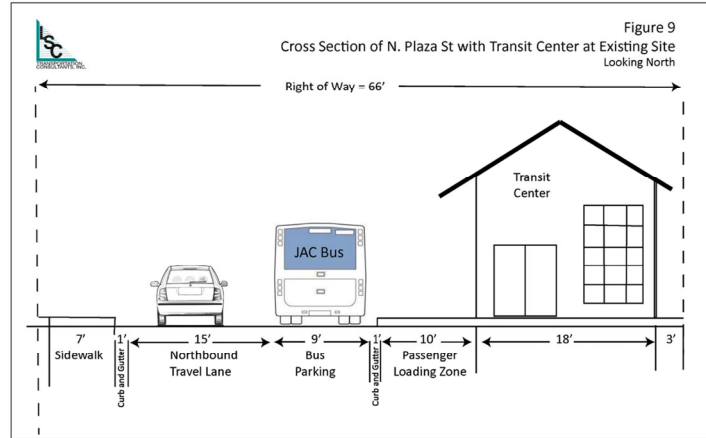
	Factor Weight (0 to 1)	Scoring (1 = Very Poor to 5 = Very Good)		
		Existing Site	Robinson St.	Spear St. West
<i>Site Availability (Screening)</i>	1.00	Yes	Possibly	Yes
Construction Cost	0.50	2	3	3
Parking Impact	0.75	4	3	3
Downtown Area Goals	1.00	5	5	5
Transit Efficiency & Access	0.75	4	4	3
Passenger Safety & Convenience	1.00	5	4	3
Adjacent Land Use Compatibility	1.00	4	4	5
Expandability/Flexibility	0.75	4	3	1
Weighted Score		24.0	22.0	19.8

10

Recommendation: Short-term

- Site 1 – Interim Improvements on N. Plaza Street

- Addresses some of the immediate concerns for drivers and passengers.
- No property impacts or acquisitions.
- Does not preclude future long-term improvements or transition to other sites.
- Cost Estimate (2025) = \$234,000

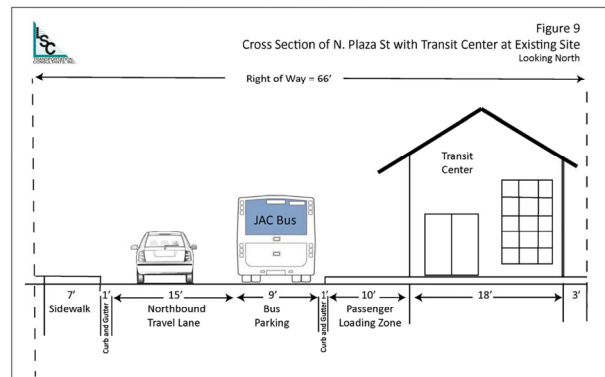


11

Recommendation: Long-term

- Site 1 – Enhancement of the existing location on N. Plaza Street

- Site provides the best opportunity for growth and flexibility
- No property impacts or acquisitions
- Conversion to a one-way street provides added pedestrian safety
- Cost Estimate (2028) = \$3.4M
- Continued conversation about adjacent properties



12

Additional Considerations

- Time Capsule / Monument
 - Coordination with Government Services Administration, Bureau of Indian Affairs, and Washoe Tribe
- Maintenance / Occupancy of building
 - City vs. Contract Operator
 - Available funding



13

Next Steps

- FINALIZE THE STUDY BASED ON RTC INPUT
- IDENTIFY POTENTIAL CONSTRUCTION FUNDING OPPORTUNITIES
- BEGIN DESIGN AND ENVIRONMENTAL REVIEW OF THE PROJECT
- CONTINUE COORDINATION WITH ADJACENT PROPERTY OWNERS
- CONSTRUCTION TARGET – 2025

14

This page intentionally left blank.



JAC Transit Development and Coordinated Human Services Plan

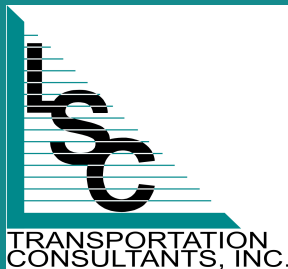
Final Report



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



STAFF REPORT

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

Meeting Date: July 12, 2023

Staff Contact: Bryan Byrne, Transportation / Traffic Engineer

Agenda Title: For Discussion Only - Discussion and presentation regarding the District 3 - East 5th Street Pavement Project (“Project”), including a summary of the Project’s revised scope, design status, funding, and interim roundabout implementation options.

Staff Summary: This Project is located between Fairview Drive and Marsh Road. Staff will present a status update on the Project, including (1) a summary of the Project’s scope revisions, (2) a review of the current, design plans, (3) an update to Project costs and funding, and (4) interim roundabout enhancement concepts following previous discussion and input from the Carson City Regional Transportation Commission (“RTC”). The Project was approved as part of Performance District 3.

Agenda Action: Other/Presentation

Time Requested: 15 minutes

Proposed Motion

N/A

Previous Action

May 10, 2023 (Item 5-B) – Staff presented design alternatives for the improvement of the roundabout based on budgetary restrictions, and the RTC directed staff to defer the installation of the proposed roundabout improvements, and instead evaluate potential interim measures until sufficient funding can be secured for the complete implementation of the selected design.

March 9, 2022 (Item 5-D) – Staff presented design alternatives for the Project to the RTC, and the RTC selected design alternative 1 for the Project, which included two lanes for the north and southbound direction with right turn lanes in east and westbound direction.

Background/Issues & Analysis

The revised scope of the Project includes a combination of pavement rehabilitation and pavement replacement on East 5th Street between Carson River Road and Marsh Road, pathway and ADA upgrades at intersections, waterline enhancements, and landscaping. The Project’s 90% design is nearly complete and construction is anticipated to occur over the summer of 2024.

Based on the revised Project scope, staff will also evaluate and implement potential temporary improvements as an interim measure to enhance traffic flow at the roundabout.

Due to the revised scope, there will be a reduction in the budget for the Project, specifically in the allocation of funds from the Surface Transportation Block Grant (“STBG”). An amount of \$984,000 in STBG funds will be reallocated to other eligible projects in Carson City. The Nevada Department of Transportation (“NDOT”)

has approved the transfer of \$750,000 in funding from the Project to the Colorado Street CDBG & Pavement Rehabilitation Project. The remaining \$234,000 will be allocated to the District 1 Carmine Street Rehabilitation Project through the execution of a separate Local Public Agency (“LPA”) agreement with NDOT.

Applicable Statute, Code, Policy, Rule or Regulation

N/A.

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: Project # P303521008, STBG Funds – Regional Transportation Capital Improvements account / 2503035-507010.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: Project # P303521008 has an original budget of \$2,366,000 of STBG Funds. Due to the scope change, \$984,000 of those funds will be removed from the Project budget and transferred to the Colorado Street CDBG & Pavement Rehabilitation Project and the District 1 Carmine Street Rehabilitation Project through separate LPA agreements. As a result, the new STBG budget for the Project will be \$1,382,000.

Alternatives

N/A

Supporting Material

-Exhibit-1: Presentation District 3 - E. 5th Street Pavement Project

District 3 - E. 5th Street Reconstruction Project

PRESENTED BY: BRYAN BYRNE, TRANSPORTATION ENGINEER


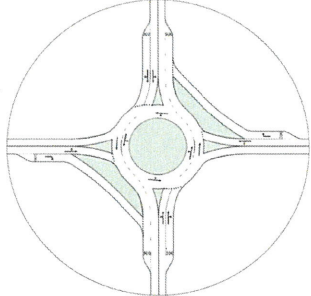
1

Previous Action

March 9, 2022 – RTC selected design alternative 1 for the layout of the proposed roundabout.

May 10, 2023 – RTC directed staff to pause design on the roundabout until additional funding could be identified and continue with the design and construction of the eastern portion of the 5th Street Project. In addition, evaluate temporary enhancements to the roundabout.

*Future Alternative
(2 Lanes NB/SB & EB/WB Right Turns)*



2

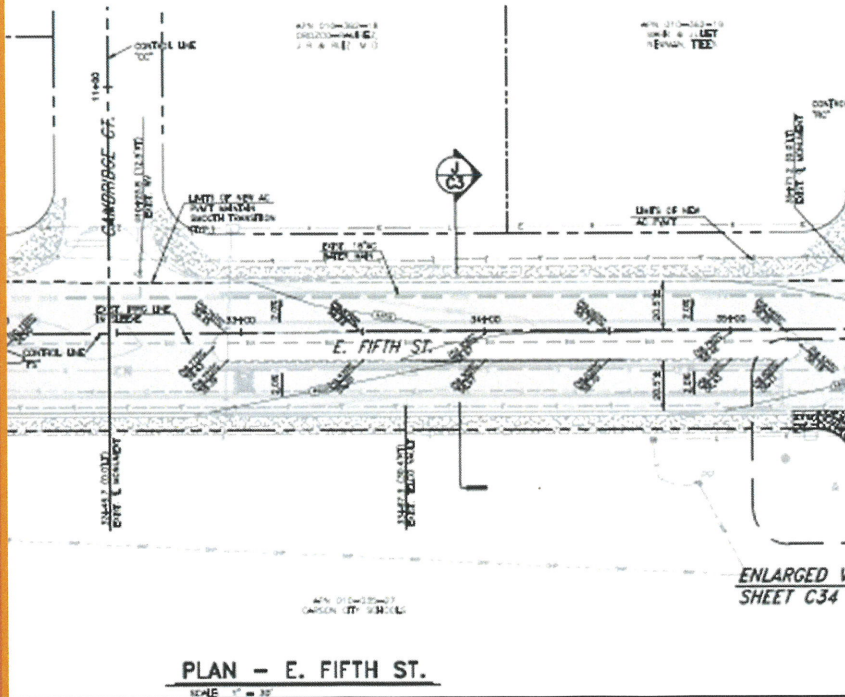
Project Funding for 5th Street



3

90% Design Features

- ❖ 9 INTERSECTIONS WITH ADA IMPROVEMENTS ALONG 5TH STREET
- ❖ PAVEMENT REHABILITATION FROM CARSON RIVER ROAD TO BRITTANY COURT
- ❖ PAVEMENT PRESERVATION FROM BRITTANY COURT TO MARSH ROAD
- ❖ SIDEWALK REPAIRS
- ❖ PAVEMENT PATCHING REPAIRS AND CRACK SEALING



4

Schedule

START DATE	5th Street Reconstruction Project																						
	FY23			FY24						FY25													
	FY23Q4	FY24Q1		FY24Q2		FY24Q3		FY24Q4		FY25Q1			FY25Q2										
	04/23	05/23	06/23	07/23	08/23	09/23	10/23	11/23	12/23	01/24	02/24	03/24	04/24	05/24	06/24	07/24	08/24	09/24	10/24	11/24	12/24		
PROJECT NAMES + TASK TITLES																							
District 3 E. 5th Street Reconstruction Project																							
Design	█																						
Notice To Proceed				█																			
Bid						█																	
Construction												█											

5th Street Improvements

- 5th Street from Carson River Road to Marsh Road

5

Temporary Roundabout Metering

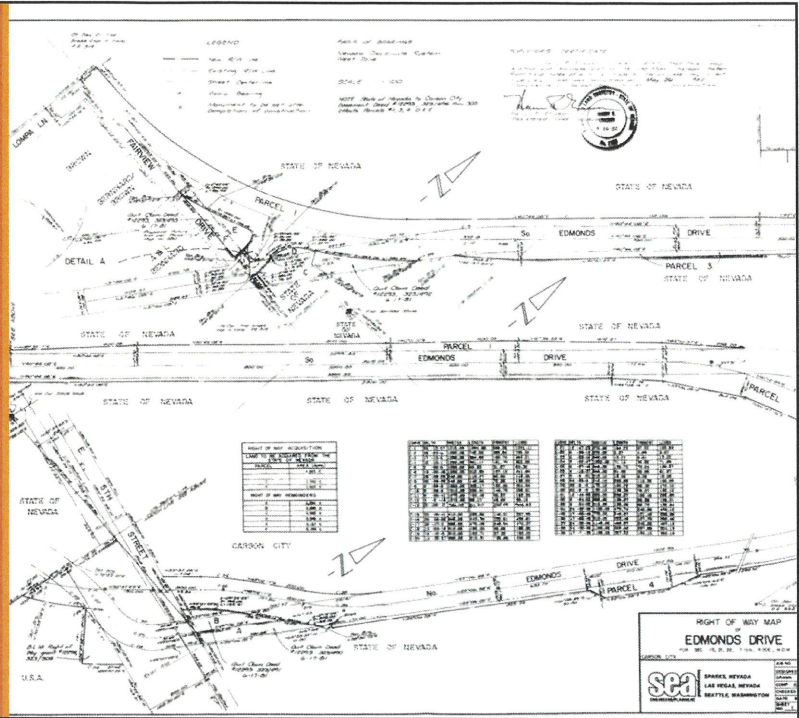
- ☐ Follow NCHRP Report 672
 - ☐ Chapter 7.5 Roundabout Signalization
- ☐ Project Scope and Approach
 - ☐ Utilize previous Traffic Impact for traffic data
 - ☐ New drone footage to compare with metering
 - ☐ Simulate traffic with proposed metering to optimize traffic signaling timing
 - ☐ Layout metering configuration, i.e., signing and striping changes
 - ☐ Evaluate temporary system for a short-duration trial during school session
 - ☐ Compare pre- and post-conditions and provide a recommendation



6

ROW and Budget

- Continue seeking additional funding for roundabout
- Continue coordination with Nevada State Lands for expansion of existing easement.



7



THANK YOU

8



STAFF REPORT

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

Meeting Date: July 12, 2023

Staff Contact: Bryan Byrne, Transportation/Traffic Engineer

Agenda Title: For Possible Action – Discussion and possible action regarding Contract No. 23300302 (“Contract”) for Black Eagle Consulting, Inc. (“BEC”) to perform material testing services for the Edmonds Multi-Use Path Project (“Project”) for a total not to exceed amount of \$57,000.

Staff Summary: The Project will construct approximately 1.8 miles of a multi-use path along the I-580 freeway between Colorado Street and the Pete Livermore Sports Complex, which was previously known as the Edmonds Sports Complex. Under the Contract, BEC will assist Carson City construction staff by completing material acceptance testing for the Project in accordance with the Standard Specification for Public Works Construction.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

I move to approve the Contract, as presented.

Previous Action

May 10, 2023 (Item 5-D) – The RTC approved Contract No. 23300289 for MKD Construction, Inc., to construct the Project.

Background/Issues & Analysis

The Project is of significant value as it establishes a much-needed connection between the previously constructed I-580 to Colorado Street multi-use path and the Pete Livermore Sports Complex located on Livermore Lane. This connection between Colorado Street and Edmonds Drive had been lost due to the construction of the freeway. The Project involves building a 1.8-mile multi-use path within the I-580 freeway right-of-way, starting from Colorado Street and stretching south to the Pete Livermore Sports Complex. The path runs along the west side of the freeway until Clearview Drive, then crosses to the east side and continues along the freeway to the Pete Livermore Sports Complex. Construction is expected to take place this summer.

The Contract will enable BEC to offer quality control/quality assurance by performing material acceptance sampling and testing services for the Project. These services will help ensure that Project construction materials are installed as required by the Project plans and meet Project specifications. Material testing is conducted on all City pavement projects to ensure high-quality and sustainable infrastructure.

A Request for Qualifications regarding the opportunity to provide material testing services for the Project was published in the Reno Gazette Journal and NGEM on April 19, 2023. One proposal was received and evaluated

by the Review and Selection Committee. BEC was selected by that committee for recommendation to the RTC.

Applicable Statute, Code, Policy, Rule or Regulation

NRS 277A.270; NRS Ch. 338

Financial Information

Is there a fiscal impact? Yes No

If yes, account name / number: Project # P303518008, Regional Transportation Fund, Capital Improvements account / 2503035-507010

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

If approved, Regional Transportation Fund, Capital Improvements account / 2503035-507010, which has a current budget amount of \$1,551,228, will be reduced by \$57,000.

Alternatives

Do not approve the contract and provide alternative direction to staff.

Supporting Material

-Exhibit-1: Contract No. 23300302

Board Action Taken:

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)

Contract No. 23300302
Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

THIS CONTRACT is made and entered into this _____ day of _____, 2023, by and between the Regional Transportation Commission for Carson City, hereinafter referred to as “CITY”, and Black Eagle Consulting, Inc., hereinafter referred to as “CONSULTANT”.

WITNESSETH:

WHEREAS, the Purchasing and Contracts Manager for **CITY** is authorized pursuant to Nevada Revised Statutes (hereinafter referred to as “NRS”) 332 and 338 and Carson City Purchasing Resolution #1990-R71, to approve and accept this Contract as set forth in and by the following provisions; and

WHEREAS, this Contract is for consulting services from one or more licensed architects, engineers and/or land surveyors; and

WHEREAS, this Contract (does involve X) (does not involve) a “public work” construction project, which pursuant to NRS 338.010(18) means any project for the new construction, repair or reconstruction of an applicable project financed in whole or in part from public money; and

WHEREAS, CONSULTANT’S compensation under this agreement (does X) (does not) utilize in whole or in part money derived from one or more federal grant funding source(s) as set forth in **Exhibit B**; and

WHEREAS, it is deemed necessary that the services of **CONSULTANT** for **CONTRACT No. 23300302** (hereinafter referred to as “Contract”) are both necessary and in the best interest of **CITY**; and

NOW, THEREFORE, in consideration of the aforesaid premises, and the following terms, conditions and other valuable consideration, the parties mutually agree as follows:

1. REQUIRED APPROVAL:

This Contract shall not become effective until and unless approved by the Regional Transportation Commission, all required documents are received and signed by all parties.

2. SCOPE OF WORK (Incorporated Contract Documents):

2.1 **CONSULTANT** shall provide and perform the following services set forth in **Exhibit A**, which shall all be attached hereto and incorporated herein by reference for and on behalf of **CITY** and hereinafter referred to as the “SERVICES”.

2.2 **CONSULTANT** represents that it is duly licensed by **CITY** for the purposes of performing the SERVICES.

2.3 **CONSULTANT** represents that it is duly qualified and licensed in the State of Nevada for the purposes of performing the SERVICES.

For P&C Use Only
CCBL expires _____
GL expires _____
AL expires _____
PL expires _____
WC expires _____

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

2.4 **CONSULTANT** represents that it and/or the persons it may employ possess all skills and training necessary to perform the SERVICES described herein and required hereunder. **CONSULTANT** shall perform the SERVICES faithfully, diligently, in a timely and professional manner, to the best of its ability, and in such a manner as is customarily performed by a person who is in the business of providing such services in similar circumstances. **CONSULTANT** shall be responsible for the professional quality and technical accuracy of all SERVICES furnished by **CONSULTANT** to **CITY**.

2.5 **CONSULTANT** represents that neither the execution of this Contract nor the rendering of services by **CONSULTANT** hereunder will violate the provisions of or constitute a default under any other contract or agreement to which **CONSULTANT** is a party or by which **CONSULTANT** is bound, or which would preclude **CONSULTANT** from performing the SERVICES required of **CONSULTANT** hereunder, or which would impose any liability or obligation upon **CITY** for accepting such SERVICES.

2.6 Before commencing with the performance of any work under this Contract, **CONSULTANT** shall obtain all necessary permits and licenses as may be necessary. Before and during the progress of work under this Contract, **CONSULTANT** shall give all notice and comply with all the laws, ordinances, rules and regulations of every kind and nature now or hereafter in effect promulgated by any Federal, State, County, or other Governmental Authority, relating to the performance of work under this Contract. If **CONSULTANT** performs any work that is contrary to any such law, ordinance, rule or regulation, it shall bear all the costs arising therefrom.

2.7 Special Terms and Conditions for Engineers, Architects, and Land Surveying/Testing:

2.7.1 *Use of **CONSULTANT'S** Drawings, Specifications and Other Documents:*

2.7.1.1 The drawings, specifications and other documents prepared by **CONSULTANT** for this Contract are instruments of **CONSULTANT'S** service for use solely with respect to this Contract and, unless otherwise provided, **CONSULTANT** shall be deemed the author of these documents and shall retain all common law statutory and other reserved rights, including the copyright.

2.7.2 *Cost Accounting and Audits:*

2.7.2.1 If required by **CITY**, **CONSULTANT** agrees to make available to **CITY** for three (3) years after the completion of the SERVICES under this Contract, such books, records, receipts, vouchers, or other data as may be deemed necessary by **CITY** to enable it to arrive at appropriate cost figures for the purpose of establishing depreciation rates for the various materials and other elements which may have been incorporated into the SERVICES performed under this Contract.

2.7.3 *If Land Surveying or Testing SERVICES are provided to a Public Work Project involving actual Construction (not solely design work):*

2.7.3.1 DAVIS-BACON & RELATED ACTS 29 CFR PARTS 1,3,5,6,&7 AND NRS 338.070(5): **CONSULTANT** shall comply with Davis-Bacon Act and NRS 338.070(5). **CONSULTANT** and each covered contractor or subcontractor must provide a weekly statement of wages paid to each of its employees engaged in covered SERVICES. The statement shall be executed by **CONSULTANT** or subcontractor or by an authorized officer or employee of **CONSULTANT** or subcontractor who supervised the payment of

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

wages and shall be on the “Statement of Compliance” form. **CONSULTANT** shall submit a Statement of Compliance that is prescribed by the Nevada Labor Commissioner or contains identical wording. Per NRS 338.070(6) the records maintained pursuant to subsection 5 of this statute must be open at all reasonable hours to the inspection of the public body (the **CITY’S** representative) awarding the contract. The **CONSULTANT** engaged on the public work or subcontractor engaged on the public work shall ensure that a copy of each record for each calendar month is received by the public body awarding the contract (the **City**) **no later than 15 days after the end of the month.**

2.7.3.2 FEDERAL FUNDING: In the event federal funds are used for payment of all or part of this Contract, **CONSULTANT** shall submit a Statement of Compliance form WH347 or a form with identical wording and a Statement of Compliance prescribed by the Nevada Labor Commissioner **within 7 days after the regular pay date for the pay period.** The original Statements shall be delivered to Carson City Public Works, 3505 Butti Way, Carson City, Nevada 89703, attention Davis-Bacon/Federal Funding Compliance.

2.7.3.3 CERTIFIED PAYROLLS FOR DAVIS-BACON AND PREVAILING WAGE PROJECTS: The higher of the Federal or local prevailing wage rates for **CITY**, as established by the Nevada Labor Commission and the Davis-Bacon Act, shall be paid for all classifications of labor on this project SERVICES. Should a classification be missing from the Davis-Bacon rates the **CONSULTANT** shall complete a request of authorization for additional classification or rate form SF1444 in its entirety and submit it to the **CITY** for approval and submission to the U.S. Department of Labor. Also, in accordance with NRS 338, the hourly and daily wage rates for the State and Davis-Bacon must be posted at the work site by **CONSULTANT**. **CONSULTANT** shall ensure that a copy of **CONSULTANT’S** and subcontractor’s certified payrolls for each calendar week are received by **CITY**.

2.7.3.3.1 Per NRS 338.070(5) a **CONSULTANT** engaged on a public work and each subcontractor engaged on the public work shall keep or cause to be kept:

(a) An accurate record showing, for each worker employed by the consultant or subcontractor in connection with the public work:

- (1) The name of the worker;
- (2) The occupation of the worker;
- (3) The gender of the worker, if the worker voluntarily agreed to specify that information pursuant to subsection 4, or an entry indicating that the worker declined to specify such information;
- (4) The ethnicity of the worker, if the worker voluntarily agreed to specify that information pursuant to subsection 4, or an entry indicating that the worker declined to specify such information;
- (5) If the worker has a driver’s license or identification card, an indication of the state or other jurisdiction that issued the license or card; and
- (6) The actual per diem, wages and benefits paid to the worker; and

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

(b) An additional accurate record showing, for each worker employed by the consultant or subcontractor in connection with the public work who has a driver's license or identification card:

- (1) The name of the worker;
- (2) The driver's license number or identification card number of the worker; and
- (3) The state or other jurisdiction that issued the license or card.

2.7.3.3.2 The original payroll records shall be certified and shall be submitted weekly to Carson City Public Works, 3505 Butti Way, Carson City, Nevada 89703, attention Davis-Bacon/Federal Funding Compliance. Submission of such certified payrolls shall be a condition precedent for processing the monthly progress payment. **CONSULTANT**, as General Contractor, shall collect the wage reports from the subcontractors and ensure the receipt of a certified copy of each weekly payroll for submission to **CITY** as one complete package.

2.7.3.3.3 Pursuant to NRS 338.060 and 338.070, **CONSULTANT** hereby agrees to forfeit, as a penalty to **CITY**, not less than Twenty Dollars (\$20) nor more than Fifty Dollars (\$50) for each calendar day or portion thereof that each worker employed on the Contract is paid less than the designated rate for any WORK done under the Contract, by **CONSULTANT** or any subcontractor under him/her, or is not reported to **CITY** as required by NRS 338.070.

2.7.3.4 FAIR EMPLOYMENT PRACTICES: Pursuant to NRS 338.125, Fair Employment Practices, the following provisions must be included in any contract between **CONSULTANT** and a public body such as **CITY**:

2.7.3.4.1 *In connection with the performance of work or SERVICES under this Contract, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, gender identity, or age, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including without limitation, apprenticeship.*

2.7.3.4.2 **CONSULTANT** further agrees to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

2.7.3.5 PREFERENTIAL EMPLOYMENT: Unless, and except if, this Contract is funded in whole or in part by federal grant funding (see 40 C.F.R. § 31.36(c) *Competition*), pursuant to NRS 338.130, in all cases where persons are employed in the construction of public works, preference must be given, the qualifications of the applicants being equal: (1) First: To persons who have been honorably discharged from the Army, Navy, Air Force, Marine Corps or Coast Guard of the United States, a reserve component thereof or the National Guard; and are citizens of the State of Nevada. (2) Second: To other citizens of the State of Nevada.

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

2.7.3.5.1 In connection with the performance of SERVICES under this Contract, **CONSULTANT** agrees to comply with the provisions of NRS 338.130 requiring certain preferences to be given to which persons are employed in the construction of a public work. If **CONSULTANT** fails to comply with the provisions of NRS 338.130, pursuant to the terms of NRS 338.130(3), this Contract is void, and any failure or refusal to comply with any of the provisions of this section renders this Contract void.

2.7.4 If the CITY was required by NRS 332.039(1) to advertise or request a proposal for this Agreement, by signing this Agreement, the **CONSULTANT** provides a written certification that the **CONSULTANT** is not currently engaged in, and during the Term shall not engage in, a Boycott of Israel. The term "Boycott of Israel" has the meaning ascribed to that term in Section 3 of Nevada Senate Bill 26 (2017). The **CONSULTANT** shall be responsible for fines, penalties, and payment of any State of Nevada or federal funds that may arise (including those that the CITY pays, becomes liable to pay, or becomes liable to repay) as a direct result of the **CONSULTANT's** non-compliance with this Section.

2.8 CITY Responsibilities:

2.8.1 **CITY** shall make available to **CONSULTANT** all technical data that is in **CITY'S** possession, reasonably required by **CONSULTANT** relating to the SERVICES.

2.8.2 **CITY** shall provide access to and make all provisions for **CONSULTANT** to enter upon public and private lands, to the fullest extent permitted by law, as reasonably required for **CONSULTANT** to perform the SERVICES.

2.8.3 **CITY** shall examine all reports, correspondence, and other documents presented by **CONSULTANT** upon request of **CITY**, and render, in writing, decisions pertaining thereto within a reasonable time so as not to delay the work of **CONSULTANT**.

2.8.4 It is expressly understood and agreed that all work done by **CONSULTANT** shall be subject to inspection and acceptance by **CITY** and approval of SERVICES shall not forfeit the right of **CITY** to require correction, and nothing contained herein shall relieve **CONSULTANT** of the responsibility of the SERVICES required under the terms of this Contract until all SERVICES have been completed and accepted by **CITY**.

3. CONTRACT TERM:

3.1 The term of this Contract begins on July 12, 2023, subject to Regional Transportation Commission approval (anticipated to be July 12, 2023) and ends on March 15, 2024, unless sooner terminated by either party as specified in **Section 7** (CONTRACT TERMINATION).

4. NOTICE:

4.1 Except any applicable bid and award process where notices may be limited to postings by **CITY** on its Bid Opportunities website (www.carson.org), all notices or other communications required or permitted to be given under this Contract shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by e-mail, by regular mail, by telephonic facsimile with simultaneous regular mail, or by certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address specified below.

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

4.2 Notice to **CONSULTANT** shall be addressed to:

Shaun A. Smith, P.E., President
Black Eagle Consulting, Inc.
4010 Technology Way, Ste. D
Carson City, NV 89706
775-222-0080
ssmith@blackeagleconsulting.com

4.3 Notice to **CITY** shall be addressed to:

Carson City Purchasing and Contracts Department
Carol Akers, Purchasing and Contracts Administrator
201 North Carson Street, Suite 2
Carson City, NV 89701
775-283-7362 / FAX 775-887-2286
CAkers@carson.org

5. COMPENSATION:

5.1 The parties agree that **CONSULTANT** will provide the SERVICES specified in **Section 2** (SCOPE OF WORK) and **CITY** agrees to pay **CONSULTANT** the Contract's compensation based upon the Scope of Work Fee Schedule for a not to exceed maximum amount of Fifty Seven Thousand Dollars and 00/100 (\$57,000.00), and hereinafter referred to as "Contract Sum".

5.2 Contract Sum represents full and adequate compensation for the completed SERVICES, and includes the furnishing of all materials; all labor, equipment, tools, and appliances; and all expenses, direct or indirect, connected with the proper execution of the SERVICES.

5.3 **CITY** has provided a sample invoice and **CONSULTANT** shall submit its request for payment using said sample invoice.

5.4 Payment by **CITY** for the SERVICES rendered by **CONSULTANT** shall be due within thirty (30) calendar days from the date **CITY** acknowledges that the performance meets the requirements of this Contract or from the date the correct, complete, and descriptive invoice is received by **CITY** employee designated on the sample invoice, whichever is the later date.

5.5 **CITY** does not agree to reimburse **CONSULTANT** for expenses unless otherwise specified.

6. TIMELINESS OF BILLING SUBMISSION:

6.1 The parties agree that timeliness of billing is of the essence to this Contract and recognize that **CITY** is on a fiscal year which is defined as the period beginning July 1 and ending June 30 of the following year. All billings for dates of service prior to July 1 must be submitted to **CITY** no later than the first Friday in August of the same year. A billing submitted after the first Friday in August will subject **CONSULTANT** to an administrative fee not to exceed \$100.00. The parties hereby agree this is a reasonable estimate of the additional costs to **CITY** of processing the billing as a stale claim and that this amount will be deducted from the stale claim payment due to **CONSULTANT**.

7. CONTRACT TERMINATION:

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

7.1 Termination Without Cause:

7.1.1 Any discretionary or vested right of renewal notwithstanding, this Contract may be terminated upon written notice by mutual consent of both parties or unilaterally by either party without cause.

7.1.2 **CITY** reserves the right to terminate this Contract for convenience whenever it considers termination, in its sole and unfettered discretion, to be in the public interest. In the event that the Contract is terminated in this manner, payment will be made for SERVICES actually completed. If termination occurs under this provision, in no event shall **CONSULTANT** be entitled to anticipated profits on items of SERVICES not performed as of the effective date of the termination or compensation for any other item, including but not limited to, unabsorbed overhead. **CONSULTANT** shall require that all subcontracts which it enters related to this Contract likewise contain a termination for convenience clause which precludes the ability of any subconsultant to make claims against **CONSULTANT** for damages due to breach of contract, of lost profit on items of SERVICES not performed or of unabsorbed overhead, in the event of a convenience termination.

7.2 Termination for Nonappropriation:

7.2.1 All payments and SERVICES provided under this Contract are contingent upon the availability of the necessary public funding, which may include various internal and external sources. In the event that Carson City does not acquire and appropriate the funding necessary to perform in accordance with the terms of the Contract, the Contract shall automatically terminate upon **CITY'S** notice to **CONSULTANT** of such nonappropriation, and no claim or cause of action may be based upon any such nonappropriation.

7.3 Cause Termination for Default or Breach:

7.3.1 A default or breach may be declared with or without termination.

7.3.2 This Contract may be terminated by either party upon written notice of default or breach to the other party as follows:

7.3.2.1 If **CONSULTANT** fails to provide or satisfactorily perform any of the conditions, work, deliverables, goods, or any SERVICES called for by this Contract within the time requirements specified in this Contract or within any granted extension of those time requirements; or

7.3.2.2 If any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by **CONSULTANT** to provide the goods or SERVICES or any services required by this Contract is for any reason denied, revoked, debarred, excluded, terminated, suspended, lapsed, or not renewed; or

7.3.2.3 If **CONSULTANT** becomes insolvent, subject to receivership, or becomes voluntarily or involuntarily subject to the jurisdiction of the bankruptcy court; or

7.3.2.4 If **CITY** materially breaches any material duty under this Contract and any such breach impairs **CONSULTANT'S** ability to perform; or

7.3.2.5 If it is found by **CITY** that any quid pro quo or gratuities in the form of money, services, entertainment, gifts, or otherwise were offered or given by **CONSULTANT**, or

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

any agent or representative of **CONSULTANT**, to any officer or employee of **CITY** with a view toward securing a contract or securing favorable treatment with respect to awarding, extending, amending, or making any determination with respect to the performing of such contract; or

7.3.2.6 If it is found by **CITY** that **CONSULTANT** has failed to disclose any material conflict of interest relative to the performance of this Contract.

7.4 Time to Correct (Declared Default or Breach):

7.4.1 Termination upon a declared default or breach may be exercised only after providing 7 (seven) calendar days written notice of default or breach, and the subsequent failure of the defaulting or breaching party, within five (5) calendar days of providing that default or breach notice, to provide evidence satisfactory to the aggrieved party demonstrating that the declared default or breach has been corrected. Time to correct shall run concurrently with any notice of default or breach and such time to correct is not subject to any stay with respect to the nonexistence of any Notice of Termination. Untimely correction shall not void the right to termination otherwise properly noticed unless waiver of the noticed default or breach is expressly provided in writing by the aggrieved party. There shall be no time to correct with respect to any notice of termination without cause or termination for nonappropriation.

7.5 Winding Up Affairs Upon Termination:

7.5.1 In the event of termination of this Contract for any reason, the parties agree that the provisions of this **Subsection 7.5** (Winding Up Affairs Upon Termination) survive termination:

7.5.1.1 The parties shall account for and properly present to each other all claims for fees and expenses and pay those which are undisputed and otherwise not subject to set off under this Contract. Neither party may withhold performance of winding up provisions solely based on nonpayment of fees or expenses accrued up to the time of termination; and

7.5.1.2 **CONSULTANT** shall satisfactorily complete SERVICES in progress at the agreed rate (or a pro rata basis if necessary) if so requested by **CITY**; and

7.5.1.3 **CONSULTANT** shall execute any documents and take any actions necessary to effectuate an assignment of this Contract if so requested by **CITY**; and

7.5.1.4 **CONSULTANT** shall preserve, protect, and promptly deliver into **CITY** possession all proprietary information in accordance **Section 19** (CITY OWNERSHIP OF PROPRIETARY INFORMATION).

7.6 Notice of Termination:

7.6.1 Unless otherwise specified in this Contract, termination shall not be effective until seven (7) calendar days after a party has provided written notice of default or breach, or notice of without cause termination. Notice of Termination may be given at the time of notice of default or breach, or notice of without cause termination. Notice of Termination may be provided separately at any time after the running of the 7-day notice period, and such termination shall be effective on the date the Notice of Termination is provided to the party unless a specific effective date is otherwise set forth therein. Any delay in providing a Notice of Termination after the 7-day notice period has run without a timely correction by the defaulting or breaching party shall not constitute any waiver of the right to terminate under the existing notice(s).

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

8. REMEDIES:

Except as otherwise provided for by law or this Contract, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, without limitation, actual damages, and to a prevailing party reasonable attorney's fees and costs. The parties agree that, in the event a lawsuit is filed and a party is awarded attorney's fees by the court, for any reason, the amount of recoverable attorney's fees shall not exceed the rate of \$125 per hour. **CITY** may set off consideration against any unpaid obligation of **CONSULTANT** to **CITY**.

9. LIMITED LIABILITY:

CITY will not waive and intends to assert available NRS Chapter 41 liability limitations in all cases. Contract liability of both parties shall not be subject to punitive damages. Liquidated damages shall not apply unless otherwise expressly provided for elsewhere in this Contract. Damages for any **CITY** breach shall never exceed the amount of funds appropriated for payment under this Contract, but not yet paid to **CONSULTANT**, for the fiscal year budget in existence at the time of the breach. **CONSULTANT'S** tort liability shall not be limited.

10. FORCE MAJEURE:

Neither party shall be deemed to be in violation of this Contract if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including, without limitation, earthquakes, floods, winds, or storms. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of this Contract after the intervening cause ceases.

11. INDEMNIFICATION:

11.1 To the extent permitted by law, including, but not limited to, the provisions of NRS Chapter 41, each party shall indemnify, hold harmless and defend, not excluding the other's right to participate, the other party from and against all liability, claims, actions, damages, losses, and expenses, including but not limited to reasonable attorney's fees and costs, arising out of any alleged negligent or willful acts or omissions of the indemnifying party, its officers, employees and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of the indemnity which would otherwise exist as to any party or person described in this Section.

11.2 As required by NRS 338.155, if this Contract involves a "public work" construction project as defined above, **CONSULTANT** shall defend, indemnify and hold harmless the **CITY**, and the employees, officers and agents of the public body from any liabilities, damages, losses, claims, actions or proceedings, including without limitation, reasonable attorney's fees, to the extent that such liabilities, damages, losses, claims, actions or proceedings are caused by the negligence, errors, omissions, recklessness or intentional misconduct of the **CONSULTANT** or the employees or agents of the **CONSULTANT** in the performance of the Contract. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of the indemnity which would otherwise exist as to any party or person described in this section. However, with respect to any anticipated benefits to **CITY** resulting from the Scope of Work, **CONSULTANT** shall not be responsible or liable to **CITY** for any warranties, guarantees, fitness for a particular purpose or loss of anticipated profits resulting from any termination of this Contract. Additionally, **CONSULTANT** shall not be responsible for acts and decisions of third parties, including governmental agencies, other than **CONSULTANT'S** subcontractors, that impact project completion and/or success.

11.3 Except as otherwise provided in **Subsection 11.5** below, the indemnifying party shall not be obligated to provide a legal defense to the indemnified party, nor reimburse the indemnified party for the same, for any period occurring before the indemnified party provides written notice of the pending claim(s) or cause(s) of action to the indemnifying party, along with:

11.3.1 a written request for a legal defense for such pending claim(s) or cause(s) of action; and

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

11.3.2 a detailed explanation of the basis upon which the indemnified party believes that the claim or cause of action asserted against the indemnified party implicates the culpable conduct of the indemnifying party, its officers, employees, and/or agents.

11.4 After the indemnifying party has begun to provide a legal defense for the indemnified party, the indemnifying party shall not be obligated to fund or reimburse any fees or costs provided by any additional counsel for the indemnified party, including counsel through which the indemnified party might voluntarily choose to participate in its defense of the same matter.

11.5 After the indemnifying party has begun to provide a legal defense for the indemnified party, the indemnifying party shall be obligated to reimburse the reasonable attorney's fees and costs incurred by the indemnified party during the initial thirty (30) day period of the claim or cause of action, if any, incurred by separate counsel.

12. **INDEPENDENT CONTRACTOR:**

12.1 **CONSULTANT**, as an independent contractor, is a natural person, firm or corporation who agrees to perform SERVICES for a fixed price according to his or its own methods and without subjection to the supervision or control of the **CITY**, except as to the results of the SERVICES, and not as to the means by which the SERVICES are accomplished.

12.2 It is mutually agreed that **CONSULTANT** is associated with **CITY** only for the purposes and to the extent specified in this Contract, and in respect to performance of the contracted SERVICES pursuant to this Contract. **CONSULTANT** is and shall be an independent contractor and, subject only to the terms of this Contract, shall have the sole right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Contract.

12.3 Nothing contained in this Contract shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for **CITY** whatsoever with respect to the indebtedness, liabilities, and obligations of **CONSULTANT** or any other party.

12.4 **CONSULTANT**, in addition to **Section 11** (INDEMNIFICATION), shall indemnify and hold **CITY** harmless from, and defend **CITY** against, any and all losses, damages, claims, costs, penalties, liabilities, expenses arising out of or incurred in any way because of, but not limited to, **CONSULTANT'S** obligations or legal duties regarding any taxes, fees, assessments, benefits, entitlements, notice of benefits, employee's eligibility to work, to any third party, subcontractor, employee, state, local or federal governmental entity.

12.5 Neither **CONSULTANT** nor its employees, agents, or representatives shall be considered employees, agents, or representatives of **CITY**.

13. **INSURANCE REQUIREMENTS (GENERAL):**

13.1 NOTICE: The following general insurance requirements shall apply unless these general requirements are altered by any specific requirements set forth in CITY'S solicitation for bid document, the adopted bid or other document incorporated into this Contract by the parties.

13.2 **CONSULTANT**, as an independent contractor and not an employee of **CITY**, must carry policies of insurance in amounts specified and pay all taxes and fees incident hereunto. **CITY** shall have no liability except as specifically provided in this Contract.

13.3 **CONSULTANT** shall not commence work before: (1) **CONSULTANT** has provided the required evidence of insurance to **CITY** Purchasing and Contracts, and (2) **CITY** has approved the insurance policies provided by **CONSULTANT**.

13.4 Prior approval of the insurance policies by **CITY** shall be a condition precedent to any payment of consideration under this Contract and **CITY'S** approval of any changes to insurance coverage during the course of performance shall constitute an ongoing condition subsequent this Contract. Any failure of **CITY**

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

to timely approve shall not constitute a waiver of the condition.

13.5 *Insurance Coverage (13.6 through 13.23):*

13.6 **CONSULTANT** shall, at **CONSULTANT'S** sole expense, procure, maintain and keep in force for the duration of this Contract the following insurance conforming to the minimum requirements specified below. Unless specifically specified herein or otherwise agreed to by **CITY**, the required insurance shall be in effect prior to the commencement of work by **CONSULTANT** and shall continue in force as appropriate until the later of:

13.6.1 Final acceptance by **CITY** of the completion of this Contract; or

13.6.2 Such time as the insurance is no longer required by **CITY** under the terms of this Contract.

13.6.3 Any insurance or self-insurance available to **CITY** under its coverage(s) shall be in excess of and non-contributing with any insurance required from **CONSULTANT**. **CONSULTANT'S** insurance policies shall apply on a primary basis. Until such time as the insurance is no longer required by **CITY**, **CONSULTANT** shall provide **CITY** with renewal or replacement evidence of insurance no less than thirty (30) calendar days before the expiration or replacement of the required insurance. If at any time during the period when insurance is required by this Contract, an insurer or surety shall fail to comply with the requirements of this Contract, as soon as **CONSULTANT** has knowledge of any such failure, **CONSULTANT** shall immediately notify **CITY** and immediately replace such insurance or bond with an insurer meeting the requirements.

13.7 *General Insurance Requirements (13.8 through 13.23):*

13.8 **Certificate Holder:** Each certificate shall list Carson City c/o Carson City Purchasing and Contracts, 201 N. Carson Street, Suite 2, Carson City, NV 89701 as a certificate holder.

13.9 **Additional Insured:** By endorsement to the general liability insurance policy evidenced by **CONTRACTOR**, The City and County of Carson City, Nevada, its officers, employees and immune contractors shall be named as additional insureds for all liability arising from this Contract.

13.10 **Waiver of Subrogation:** Each liability insurance policy, except for professional liability, shall provide for a waiver of subrogation in favor of City.

13.11 **Cross-Liability:** All required liability policies shall provide cross-liability coverage as would be achieved under the standard ISO separation of insureds clause.

13.12 **Deductibles and Self-Insured Retentions:** Insurance maintained by **CONSULTANT** shall apply on a first dollar basis without application of a deductible or self-insured retention unless otherwise specifically agreed to by **CITY**. Such approval shall not relieve **CONSULTANT** from the obligation to pay any deductible or self-insured retention. Any deductible or self-insured retention shall not exceed \$5,000.00 per occurrence, unless otherwise approved by **CITY**.

13.13 **Policy Cancellation:** Except for ten (10) calendar days' notice for non-payment of premium, **CONSULTANT** or its insurers must provide thirty (30) calendar days prior written notice to Carson City Purchasing and Contracts if any policy will be canceled, non-renewed or if required coverage and /or limits reduced or materially altered, and shall provide that notices required by this paragraph shall be sent by mail to Carson City Purchasing and Contracts, 201 N. Carson Street, Suite 2, Carson City, NV 89701. When available, each insurance policy shall be endorsed to provide thirty (30) days' notice of cancellation, except for ten (10) days' notice for non-payment of premium, to City.

13.14 **Approved Insurer:** Each insurance policy shall be issued by insurance companies authorized to do business in the State of Nevada or eligible surplus lines insurers under federal and Nevada law and having agents in Nevada upon whom service of process may be made, and currently rated by A.M. Best as "A-VII" or better.

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

13.15 **Evidence of Insurance:** Prior to commencement of work, **CONSULTANT** must provide the following documents to Carson City Purchasing and Contracts, 201 North Carson Street, Suite 2, Carson City, NV 89701:

13.16 **Certificate of Insurance:** **CONSULTANT** shall furnish City with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein. The Acord 25 Certificate of Insurance form or a form substantially similar must be submitted to Carson City Purchasing and Contracts to evidence the insurance policies and coverages required of **CONSULTANT**.

13.17 **Additional Insured Endorsement:** An Additional Insured Endorsement (CG20 10 or C20 26), signed by an authorized insurance company representative, must be submitted to Carson City Purchasing and Contracts to evidence the endorsement of **CITY** as an additional insured per **Subsection 13.9** (Additional Insured).

13.18 **Schedule of Underlying Insurance Policies:** If Umbrella or Excess policy is evidenced to comply with minimum limits, a copy of the Underlying Schedule from the Umbrella or Excess insurance policy may be required.

13.19 **Review and Approval:** Documents specified above must be submitted for review and approval by **CITY** Purchasing and Contracts prior to the commencement of work by **CONSULTANT**. Neither approval by **CITY** nor failure to disapprove the insurance furnished by **CONSULTANT** shall relieve **CONSULTANT** of **CONSULTANT'S** full responsibility to provide the insurance required by this Contract. Compliance with the insurance requirements of this Contract shall not limit the liability of **CONSULTANT** or its subcontractors, employees or agents to **CITY** or others, and shall be in addition to and not in lieu of any other remedy available to **CITY** under this Contract or otherwise. **CITY** reserves the right to request and review a copy of any required insurance policy or endorsement to assure compliance with these requirements.

13.20 **COMMERCIAL GENERAL LIABILITY INSURANCE:**

CONSULTANT shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than \$1,000,000 each occurrence.

13.20.1 *Minimum Limits required:*

13.20.2 Two Million Dollars (\$2,000,000.00) - General Aggregate.

13.20.3 Two Million Dollars (\$2,000,000.00) - Products & Completed Operations Aggregate.

13.20.4 One Million Dollars (\$1,000,000.00) - Each Occurrence.

13.20.5 CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract [(including the tort liability of another assumed in a business contract)].

13.20.6 City and County of Carson City, Nevada, its officers, employees and immune contractors shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 or CG 20 26, or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

13.20.7 This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to City There shall be no endorsement or modification of the CGL to make it excess over other available insurance; alternatively, if the CGL states that it is excess or pro rata, the policy shall be endorsed to be primary with respect to the additional insured.

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

- 13.20.8 There shall be no endorsement or modification of the CGL limiting the scope of coverage for liability assumed under a contract.
- 13.20.9 Consultant waives all rights against City and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this Contract. Insurer shall endorse CGL policy as required to waive subrogation against City with respect to any loss paid under the policy.
- 13.21 **BUSINESS AUTOMOBILE LIABILITY INSURANCE:**
- 13.21.1 *Minimum Limit required:*
- 13.21.2 Consultant shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than \$1,000,000 each accident for bodily injury and property damage.
- 13.21.3 Such insurance shall cover liability arising out of owned, hired, and non-owned autos (as applicable). Coverage as required above shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage.
- 13.21.4 Consultant waives all rights against City and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the automobile liability or other liability insurance obtained by **CONSULTANT** pursuant this Contract.
- 13.22 **PROFESSIONAL LIABILITY INSURANCE**
- 13.22.1 *Minimum Limit required:*
- 13.22.2 **CONSULTANT** shall maintain professional liability insurance applying to all activities performed under this Contract with limits not less than One Million Dollars (\$1,000,000.00) and Two Million Dollars (\$2,000,000) in the aggregate.
- 13.22.3 Retroactive date: Prior to commencement of the performance of this Contract.
- 13.22.4 **CONSULTANT** will maintain professional liability insurance during the term of this Contract and for a period of three (3) years after termination of this Contract unless waived by the City. In the event of non-renewal or other lapse in coverage during the term of this Contract or the three (3) year period described above, **CONSULTANT** shall purchase Extended Reporting Period coverage for claims arising out of **CONSULTANT's** negligence acts, errors and omissions committed during the term of the Professional Liability Policy. The Extended Reporting Period shall continue through a minimum of three (3) years after termination date of this Contract.
- 13.22.5 A certified copy of this policy may be required.
- 13.23 **WORKERS' COMPENSATION AND EMPLOYER'S LIABILITY INSURANCE:**
- 13.23.1 **CONSULTANT** shall provide workers' compensation insurance as required by NRS Chapters 616A through 616D inclusive and Employer's Liability insurance with a minimum limit not less than \$1,000,000 each accident for bodily injury by accident or \$1,000,000 each employee for bodily injury by disease.
- 13.23.2 **CONSULTANT** may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that **CONSULTANT** is a sole proprietor; that **CONSULTANT** will not use the services of any employees in the performance of this Contract;

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

that **CONSULTANT** has elected to not be included in the terms, conditions, and provisions of NRS Chapters 616A-616D, inclusive; and that **CONSULTANT** is otherwise in compliance with the terms, conditions, and provisions of NRS Chapters 616A-616D, inclusive.

13.23.3

CONSULTANT waives all rights against City and its agents, officers, directors, and employees for recovery of damages to the extent these damages are covered by the workers' compensation and employer's liability or commercial umbrella liability insurance obtained by Consultant pursuant to this Contract. Consultant shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

14. BUSINESS LICENSE:

14.1 **CONSULTANT** shall not commence work before **CONSULTANT** has provided a copy of his Carson City business license to Carson City Purchasing and Contracts.

14.2 The Carson City business license shall continue in force until the later of: (1) final acceptance by **CITY** of the completion of this Contract; or (2) such time as the Carson City business license is no longer required by **CITY** under the terms of this Contract.

15. COMPLIANCE WITH LEGAL OBLIGATIONS:

CONSULTANT shall procure and maintain for the duration of this Contract any state, county, city, or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by **CONSULTANT** to provide the goods or SERVICES or any services of this Contract. **CONSULTANT** will be responsible to pay all government obligations, including, but not limited to, all taxes, assessments, fees, fines, judgments, premiums, permits, and licenses required or imposed by law or a court. Real property and personal property taxes are the responsibility of **CONSULTANT** in accordance with NRS Chapter 361 generally and NRS 361.157 and 361.159, specifically regarding for profit activity. **CONSULTANT** agrees to be responsible for payment of any such government obligations not paid by its subcontractors during performance of this Contract. **CITY** may set-off against consideration due any delinquent government obligation.

16. WAIVER OF BREACH:

Failure to declare a breach or the actual waiver of any particular breach of this Contract or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach.

17. SEVERABILITY:

If any provision contained in this Contract is held to be unenforceable by a court of law or equity, this Contract shall be construed as if such provision did not exist and the nonenforceability of such provision shall not be held to render any other provision or provisions of this Contract unenforceable.

18. ASSIGNMENT / DELEGATION:

To the extent that any assignment of any right under this Contract changes the duty of either party, increases the burden or risk involved, impairs the chances of obtaining the performance of this Contract, attempts to operate as a novation, or includes a waiver or abrogation of any defense to payment by **CITY**, such offending portion of the assignment shall be void, and shall be a breach of this Contract. **CONSULTANT** shall neither assign, transfer nor delegate any rights, obligations or duties under this Contract without the prior written approval of **CITY**. The parties do not intend to benefit any third party beneficiary regarding their respective performance under this Contract.

19. CITY OWNERSHIP OF PROPRIETARY INFORMATION:

Any files, reports, histories, studies, tests, manuals, instructions, photographs, negatives, blue prints, plans, maps, data, system designs, computer programs, computer codes, and computer records (which are intended to be consideration under this Contract), or any other documents or drawings, prepared or in the course of

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

preparation by **CONSULTANT** (or its subcontractors) in performance of its obligations under this Contract shall be the exclusive property of **CITY** and all such materials shall be delivered into **CITY** possession by **CONSULTANT** upon completion, termination, or cancellation of this Contract. **CONSULTANT** shall not use, willingly allow, or cause to have such materials used for any purpose other than performance of **CONSULTANT'S** obligations under this Contract without the prior written consent of **CITY**. Notwithstanding the foregoing, **CITY** shall have no proprietary interest in any materials licensed for use by **CITY** that are subject to patent, trademark or copyright protection.

20. PUBLIC RECORDS:

Pursuant to NRS 239.010, information or documents received from **CONSULTANT** may be open to public inspection and copying. **CITY** will have the duty to disclose unless a particular record is made confidential by law or a common law balancing of interests. **CONSULTANT** may clearly label specific parts of an individual document as a "trade secret" or "confidential" in accordance with NRS 332.061, provided that **CONSULTANT** thereby agrees to indemnify and defend **CITY** for honoring such a designation. The failure to so label any document that is released by **CITY** shall constitute a complete waiver of any and all claims for damages caused by any release of the records.

21. CONFIDENTIALITY:

CONSULTANT shall keep confidential all information, in whatever form, produced, prepared, observed or received by **CONSULTANT** to the extent that such information is confidential by law or otherwise required by this Contract.

22. FEDERAL FUNDING:

22.1 *In the event federal grant funds are used for payment of all or part of this Contract:*

22.1.1 **CONSULTANT** certifies, by signing this Contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency. This certification is made pursuant to the regulations implementing Executive Order 12549, Debarment and Suspension, 28 C.F.R. pt. 67, § 67.510, as published as pt. VII of the May 26, 1988, Federal Register (pp. 19160-19211), and any relevant program-specific regulations. This provision shall be required of every subcontractor receiving any payment in whole or in part from federal funds.

22.1.2 **CONSULTANT** and its subcontractors must be registered in the US Government System for Award Management (SAM) for verification on projects with federal funding.

22.1.3 **CONSULTANT** and its subcontractors shall comply with all terms, conditions, and requirements of the Americans with Disabilities Act of 1990 (P.L. 101-136), 42 U.S.C. 12101, as amended, and regulations adopted thereunder contained in 28 C.F.R. 26.101-36.999, inclusive, and any relevant program-specific regulations.

22.1.4 **CONSULTANT** and its subcontractors shall comply with the requirements of the Civil Rights Act of 1964, as amended, the Rehabilitation Act of 1973, P.L. 93-112, as amended, and any relevant program-specific regulations, and Executive Order 11478 (July 21, 2014) and shall not discriminate against any employee or offeror for employment because of race, national origin, creed, color, sex, sexual orientation, gender identity, religion, age, disability or handicap condition (including AIDS and AIDS-related conditions).

22.1.5 If and when applicable to the particular federal funding and the Scope of Work under this Contract, **CONSULTANT** and its subcontractors shall comply with: American Iron and Steel

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

(AIS) provisions of P.L. 113- 76, Consolidated Appropriations Act, 2014, Section 1605 – Buy American (100% Domestic Content of iron, steel and manufactured goods); Federal Highway Administration (FHWA) 23 U.S.C. § 313 – Buy America, 23 C.F.R. §635.410 (100% Domestic Content of steel, iron and manufactured products); Federal Transit Administration (FTA) 49 U.S.C. § 5323(j), 49 C.F.R. Part 661 – Buy America Requirements (See 60% Domestic Content for buses and other Rolling Stock).

23. **LOBBYING:**

23.1 The parties agree, whether expressly prohibited by federal law, or otherwise, that no funding associated with this Contract will be used for any purpose associated with or related to lobbying or influencing or attempting to lobby or influence for any purpose the following:

23.1.1 Any federal, state, county or local agency, legislature, commission, council or board;

23.1.2 Any federal, state, county or local legislator, commission member, council member, board member, or other elected official; or

23.1.3 Any officer or employee of any federal, state, county or local agency; legislature, commission, council or board.

24. **GENERAL WARRANTY:**

CONSULTANT warrants that it will perform all **SERVICES** required hereunder in accordance with the prevailing standard of care by exercising the skill and care normally required of individuals performing the same or similar **SERVICES**, under the same or similar circumstances, in the State of Nevada.

25. **PROPER AUTHORITY:**

The parties hereto represent and warrant that the person executing this Contract on behalf of each party has full power and authority to enter into this Contract. **CONSULTANT** acknowledges that this Contract is effective only after approval by the Regional Transportation Commission and only for the period of time specified in this Contract. Any **SERVICES** performed by **CONSULTANT** before this Contract is effective or after it ceases to be effective is performed at the sole risk of **CONSULTANT**.

26. **ALTERNATIVE DISPUTE RESOLUTION (Public Work):**

If the **SERVICES** under this Contract involve a “public work” as defined under NRS 338.010(18), then pursuant to NRS 338.150, a public body charged with the drafting of specifications for a public work shall include in the specifications a clause requiring the use of a method of alternative dispute resolution (“ADR”) before initiation of a judicial action if a dispute arising between the public body and the **CONSULTANT** engaged on the public work cannot otherwise be settled. Therefore, unless ADR is otherwise provided for by the parties in any other incorporated attachment to this Contract, in the event that a dispute arising between **CITY** and **CONSULTANT** regarding that public work cannot otherwise be settled, **CITY** and **CONSULTANT** agree that, before judicial action may be initiated, **CITY** and **CONSULTANT** will submit the dispute to non-binding mediation. **CITY** shall present **CONSULTANT** with a list of three potential mediators. **CONSULTANT** shall select one person to serve as the mediator from the list of potential mediators presented by **CITY**. The person selected as mediator shall determine the rules governing the mediation.

27. **GOVERNING LAW / JURISDICTION:**

This Contract and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada, without giving effect to any principle of conflict-of-law that would require the application of the law of any other jurisdiction. **CONSULTANT** consents and agrees to the jurisdiction of the courts of the State of Nevada located in Carson City, Nevada for enforcement of this Contract.

28. **ENTIRE CONTRACT AND MODIFICATION:**

This Contract and its integrated attachment(s) constitute the entire Contract of the parties and such are intended

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other Contracts that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Contract specifically displays a mutual intent to amend a particular part of this Contract, general conflicts in language between any such attachment and this Contract shall be construed consistent with the terms of this Contract. Unless otherwise expressly authorized by the terms of this Contract, no modification or amendment to this Contract shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Regional Transportation Commission. Conflicts in language between this Contract and any other agreement between CITY and CONSULTANT on this same matter shall be construed consistent with the terms of this Contract. The parties agree that each has had their respective counsel review this Contract which shall be construed as if it was jointly drafted.

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

29. ACKNOWLEDGMENT AND EXECUTION:

This Contract may be executed in counterparts. The parties hereto have caused this Contract to be signed and intend to be legally bound thereby as follows:

CARSON CITY

Executive Office
Purchasing and Contracts Department
201 North Carson Street, Suite 2
Carson City, Nevada 89701
Telephone: 775-283-7362
Fax: 775-887-2286
CAkers@carson.org

CITY'S LEGAL COUNSEL

Carson City District Attorney
I have reviewed this Contract and approve
as to its legal form.

By: _____
Sheri Russell-Benabou, Chief Financial Officer

By: _____
Deputy District Attorney

Dated _____

Dated _____

CITY'S ORIGINATING DEPARTMENT
**CONSULTANT will not be given authorization
to begin work until this Contract has been
signed by Purchasing and Contracts**

BY: Carol Akers
Purchasing & Contracts Administrator

Account: 2503035-507010
Project# P303518008

By: _____

Dated _____

PROJECT CONTACT PERSON:

Brianna Greenlaw, Project Manager
Telephone: 775-283-7083

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

Undersigned deposes and says under penalty of perjury: That he/she is **CONSULTANT** or authorized agent of **CONSULTANT**; that he/she has read the foregoing Contract; and that he/she understands the terms, conditions and requirements thereof.

CONSULTANT

BY: Shaun Smith

TITLE: President

FIRM: Black Eagle Consulting, Inc.

CARSON CITY BUSINESS LICENSE #: BL-002772

Address: 4010 Technology Way, Suite D

City: Carson City **State:** NV **Zip Code:** 89706

Telephone: 775-222-0080

E-mail Address: ssmith@blackeagleconsulting.com

(Signature of Consultant)

DATED _____

STATE OF _____)

)ss

County of _____)

Signed and sworn (or affirmed before me on this _____ day of _____, 20____.

(Signature of Notary)

(Notary Stamp)

PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 23300302

Title: Edmonds Sports Complex Multi-Use Path – QA Materials Testing

CONTRACT ACCEPTANCE AND EXECUTION:

The Regional Transportation Commission for Carson City, Nevada at their publicly noticed meeting of July 12, 2023, approved the acceptance of the attached Contract hereinbefore identified as **CONTRACT No. 23300302**. Further, Regional Transportation Commission for Carson City, Nevada authorizes the Chairperson to sign this document and record the signature for the execution of this Contract in accordance with the action taken.

CARSON CITY, NEVADA

Lori Bagwell, MAYOR/CHAIRPERSON

DATED this 12th day of July 2023.

ATTEST:

WILLIAM "SCOTT" HOEN, CLERK-RECORDER

DATED this 12th day of July 2023.

Ms. Brianna Greenlaw, PE, CFM
Carson City Public Works Department
3505 Butti Way
Carson City, Nevada 89701
BGreenlaw@carson.org

Exhibit A
May 19, 2023
Revised May 23, 2023

**RE: Proposal to Provide Materials Testing and Inspection Services
Edmonds Sports Complex Multi-Use Path
Carson City, Nevada**

Dear Ms. Greenlaw:

Black Eagle Consulting, Inc. (BEC) is pleased to present the following cost estimate to provide materials testing and inspection services for the above-referenced project. This proposal is based on satisfying the minimum requirements of local building codes, along with inspections and materials testing recommendations by BEC to ensure a high level of project performance. Our estimate is based on the following information:

- Project drawings titled, *Edmonds Sports Complex Multi-Use Path, Carson City, Nevada*, prepared by CCPWD, dated October 6, 2022.
- *Standard Specifications for Public Works Construction, 2016, (The Orange Book)*.
- *Standard Specification for Road and Bridge Construction, 2014 (The Silver Book)*.

Based on the information noted above and our experience with similar projects in the area, we anticipate the following scope of work:

Earthwork

- We have assumed subgrade preparation and aggregate base placement will take 60 days to complete. Our inspector will make 60 site visits at 3 hours each for inspection and density testing of the subgrade and aggregate base materials.

Utilities

- We have assumed installation of the new storm drain improvements will take 5 days to complete. Our technician will make 5 site visits at 3 hours each for testing and inspection of the bedding and backfill materials during installation of storm drain piping.

Site Concrete

- We have assumed concrete placement for the site curb, gutter and flatwork will require 12 pours to complete. Our technician will make 12 site visits at 4 hours each for testing and inspection of the concrete. Twelve (12) sets of concrete cylinders will be taken and tested for compressive strength; an allowance has been made for cylinder pickup and delivery to our Carson City, Nevada laboratory.

Asphalt

- We have assumed asphalt paving will require 5 days to complete. Our technician will make 5 site visits at 8 hours each for testing and inspection of the asphalt paving. Five (5) asphalt samples will be taken and tested for bituminous ratios, sieve analysis, and maximum specific gravity; an allowance has been made for sample pickup and delivery to our Carson City, Nevada laboratory.



- We have budgeted for our technician to make 5 site visits at 4 hours each for coring of the asphalt. Five (5) sets of asphalt cores will be taken and tested for in-place density and overall thickness.

Pavement Striping

- We have assumed installation of the permanent pavement striping will take 2 days to complete. Our technician will make 2 site visits at 4 hours each for testing and inspection of the permanent pavement striping materials. Four (4) samples during placement of the pavement striping will be taken and tested for in-place thickness.

Laboratory Testing

- We have estimated 12 set of concrete cylinders to be tested for compressive strength.
- We have estimated 5 asphalt sample to be tested for bituminous ratios, sieve analysis, and maximum specific gravity.
- We have estimated 5 sets of asphalt cores to be tested for in-place density and overall thickness.
- We have estimated 10 soils sample to be tested for Atterberg limits, proctor curves, and sieve analysis.
- We have estimated 4 pavement paint marking samples will be tested for in-place thickness.

Incidental Items

- A minimum 24-hour notice will be required for scheduling of testing and inspections.
- Allowance has been made for Prevailing Wage rates on this project.
- No allowance has been made for any re-testing or re-inspection of materials or workmanship not in conformance with project specifications.
- No allowance has been made for any weekend work or overtime work.
- We have made an allowance for project management and clerical time and for all field equipment required, including vehicles.

We propose a budget of **\$57,000.00** to perform materials testing and inspection services for this project. This cost is based on a **flat all-inclusive (inspector/technician, vehicle, and equipment) inspector rate of \$118.00 per-hour plus overtime and standard lab testing charges**. This price is based on our current 2023 Standard Rates for Services and is valid for a period of 90 days from the date of this proposal. If work is authorized after the expiration of 90 days, our budget may need to be modified to reflect any adjustments to our Standard Rates for Services in effect at that time.

Please note that our budget estimate is based on the scope of work outlined above and that our actual costs will be directly associated with the contractor's production.

All services will be performed on a time-and-materials basis in accordance with our Standard Rates for Services in effect at the time of service. Services rendered by BEC will be conducted in a manner consistent with that level of care and skill ordinarily expected by members of the profession currently practicing under similar conditions. No other warranty, express or implied, is made.



Ms. Brianna Greenlaw
Carson City Public Works
May 19, 2023
Revised May 23, 2023

3

We greatly appreciate having the opportunity to submit this proposal and look forward to working with you on this project. If you have any questions or require any additional information, please feel free to call us.

Sincerely,

Black Eagle Consulting, Inc.



Tyler Hough
Division Manager

TH:rb

Attachments: 2023 Standard Rates for Services





BLACK EAGLE CONSULTING, INC.
Edmonds Sports Complex Multi-Use Path
2023 STANDARD RATES FOR SERVICES

The following lists a schedule of fees associated with engineering, materials testing, and construction testing and inspection support services. For projects lasting less than 4 weeks, invoices will be submitted upon project completion, while monthly invoices will be submitted for projects that last longer than 4 weeks. Overtime is defined as any hour of service provided in excess of 40 hours in a single week or any hour of service provided on a Saturday or Sunday. Any overtime work will be invoiced at time and one-half. Double time is defined as any hour of service provided on a holiday. Any double time work will be invoiced at double time.

SUPPORT SERVICE

RATE/HOUR

President	\$175.00
Vice President	\$175.00
Senior Consultant	\$175.00

ENGINEERING:

Division Manager	\$170.00
Project Manager	\$140.00
Project Engineer/Geologist	\$135.00
Engineering Technician	\$100.00
Drafting	\$ 85.00

MATERIALS TESTING:

Division Manager	\$150.00
Senior Materials Technician	\$100.00
Materials Technician II	\$ 87.00
Materials Technician I	\$ 80.00

CONSTRUCTION TESTING AND INSPECTION:

PREVAILING WAGE

Division Manager	\$160.00	
Project Manager	\$135.00	
Field Manager/Assistant Project Manager	\$110.00	
Inspector/Tester	\$ 98.00	\$118.00 *

TRAVEL AND EQUIPMENT:

Vehicle	\$ 40.00 *
Mileage	\$ 1.50 /mile *
Per Diem	P.O.R.**
Nuclear Densometer	\$ 40.00 *
Coring Machine	\$ 50.00
Pachometer	\$ 20.00
Torque Wrench	\$ 20.00
Skidmore-Wilhelm Bolt Tension	\$ 20.00
Ultrasonic Equipment	\$ 25.00
Thickness Gauge	\$ 20.00
Schmidt Hammer	\$ 15.00
Vane Shear	\$ 15.00
HERZ	\$ 65.00
ReMi Geophysical	\$600.00/day
Crosshole Sonic Logging	\$500.00/day
Floor Flatness Equipment + Labor	\$200.00/Hour

CLERICAL:

Clerical/Word Processor	\$ 65.00
Computer	\$ 10.00
Supplies	Cost + 10%
Copying	\$ 0.20/page
Color Copies: 8-1/2" x 11"	\$ 0.50/page
Color Copies: 11" x 17"	\$ 2.00/page

OUTSIDE SERVICES:

Cost + 10%



BLACK EAGLE CONSULTING, INC.
Edmonds Sports Complex Multi-Use Path
2023 STANDARD RATES FOR SERVICES

<u>TESTS</u>	<u>UNIT PRICE</u>
SOILS TESTING:	
Moisture Content (ASTM D 2216)	\$ 25.00/test
Moisture Content and Dry Density (ASTM D 2937)	\$ 50.00/test
Atterberg Limit (ASTM D 4318)	\$115.00/test
Minus 200 Wash (ASTM D 1140)	\$ 80.00/test
Standard Sieve Analysis (ASTM D 6913)	\$125.00/test
Hydrometer Analysis minus No. 10 (ASTM D 422)	\$225.00/test
Soil Specific Gravity (ASTM D 854)	\$110.00/test
R-Value, Untreated Field Sample (ASTM D 2844)	\$350.00/test
▪ ¾" Batching	add \$ 35.00/test
Consolidation, 4 points & 1 Rebound Point (ASTM D 2435)	\$400.00/test
Direct Shear, UU, CU, CD (ASTM D 3080)	\$400.00/test
Unconfined Compression (ASTM D 2166)	\$100.00/test
Durability Index	\$150.00/test
California Bearing Ratio	\$700.00/test
Resistivity (Miller Soil Box)	\$100.00/test
Standard Proctor Compaction (ASTM D 698)	
Method A or B (4-inch mold) or Method C (6-inch mold)	\$175.00/test
Modified Proctor Compaction (ASTM D 1557)	
Method A or B (4-inch mold) or Method C (6-inch mold)	\$200.00/test
Compaction Check Point (4-inch or 6-inch mold)	\$ 60.00/test
Rock Correction (ASTM D 4718)	\$ 95.00/test
Harvard Miniature (Nev T-101)	\$250.00/test
Expansion Index	\$180.00/test
AGGREGATE TESTING:	
Standard Sieve Analysis (ASTM D 6913)	\$125.00/test
Atterberg Limit (ASTM D 4318)	\$100.00/test
Moisture Content (ASTM D 2216)	\$ 25.00/test
Specific Gravity Fine Aggregate with Absorption (ASTM C 128)	\$ 95.00/test
Specific Gravity Coarse Aggregate with Absorption (ASTM C 127)	\$ 95.00/test
Clay Lumps and Friable Particles (ASTM C 142)	\$ 90.00/test
Flat and Elongated Particles (CRD 119, 120)	\$ 85.00/test
Fractured Faces (Nev T-230)	\$ 85.00/test
Sand Equivalent (ASTM D 2419)	\$125.00/test
Cleanness Test of Aggregate	\$125.00/test
Organic Impurities (ASTM C 40)	\$ 75.00/test
Dry Unit Weight of Aggregate (ASTM C 29)	\$ 60.00/test
Sodium Soundness of Aggregate (ASTM C 88)	\$ 95.00/fraction
Los Angeles Rattler, 1.5 inch minus aggregate size (ASTM C 131) and Los Angeles Rattler, greater than 1.5-inch aggregate size (ASTM C 535)	\$300.00/test
PORTLAND CEMENT TESTING:	
Compression of Concrete Cylinder (ASTM C 39)	\$ 25.00/ea.
Compression of Grout Cylinder (UBC 24-28)	\$ 25.00/ea.
Compression of Mortar Cylinder (UBC 24-22)	\$ 25.00/ea.
Compression of Cored Concrete (ASTM C 42)	\$ 50.00/ea.
Compression of Shotcrete per Core	\$100.00/ea.
Flexural Strength of Concrete Beams (ASTM C 78, C 293)	\$100.00/ea.
Splitting Tensile Strength of Concrete Cylinder (ASTM C 496)	\$ 55.00/ea.



BLACK EAGLE CONSULTING, INC.

Edmonds Sports Complex Multi-Use Path

2023 STANDARD RATES FOR SERVICES

MASONRY TESTING:

Compression of Masonry Unit (ASTM C 140) (Set of 3)	\$210.00/set
Compression of Masonry Prism (ASTM C 1314)	\$150.00/ea.
Shrinkage (Set of 3)	\$450.00/set
Moisture (Set of 3)	\$120.00/set

ASPHALT CONCRETE TESTING:

Bitumen Content by Ignition	\$120.00/test
Asphalt Gradation	\$100.00/test
Marshall Stability and Flow, Compaction and Unit Weight (ASTMD 1559)	\$230.00/test
Maximum Theoretical Specific Gravity (ASTM D 2041)	\$100.00/test
Unit Weight of Asphalt Cores (ASTM D 2726)	\$ 40.00/ea.
Hveem Compaction and Stability	\$130.00/ea.
Hot Mix Asphalt Mix Design	P.O.R.**
CTB Mix Design	P.O.R.**

MISCELLANEOUS:

Mobile Asphalt/Soils Testing Laboratory	P.O.R.**
Special Handling	\$ 75.00/hour
Rush Charge	50% Additional Charge
Fireproofing	\$ 75.00/test

**ADDITIONAL
INFORMATION**

Laboratory test unit prices are based upon the average running time required for each test. Special research, sample or equipment preparation or laboratory consulting will be based upon hourly personnel charges. Fixed unit prices do not include extra preparation time for large bulk samples, saturated samples or extremely clayey samples. This time will be invoiced on a per-hour basis. Special report preparation and data presentation beyond industry standards will also be invoiced on a per-hour basis. Cost estimates for hourly charges will be provided on a project-specific basis upon request.

Any specialized testing not covered by this fee schedule will be developed or subcontracted out under Black Eagle Consulting, Inc. supervision. Costs for these tests will be time-and-materials. When applicable, subcontractors' fees will be invoiced at cost plus ten (10) percent.

All samples will be discarded thirty (30) days after submission of our report, unless otherwise directed by the client. Upon request, Black Eagle Consulting, Inc. will deliver samples to the client, shipping collect on delivery, or will store them for an agreed charge.

* All-inclusive (inspector/technician, vehicle, and equipment) inspector rate

** Price on request

Additional Federal Funding Requirements

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. The Consultant and any subconsultants shall in the performance of its obligations hereunder comply with all applicable laws, rules and regulations of all governmental authorities having jurisdiction over the performance of this Agreement including, without limitation, the Federal Occupational Health and Safety Act and all state and federal laws including without limitation, 49 CFR, Part 27 (American Disabilities Act); the Civil Rights Act of 1964, as amended by the Rehabilitation Act of 1973; and DOT Order 1050.2A.
2. The Consultant shall provide all information and reports required by the regulations, or directives issued pursuant thereto, and shall permit access to its facilities as may be determined by the City or the FHWA to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a Consultant is in the exclusive possession of another who fails or refuses to furnish this information, the Consultant shall so certify to the City, or the FHWA as appropriate, and shall set forth what efforts it has made to obtain the information.
3. The Consultant agrees to complete and sign- "AFFIDAVIT REQUIRED UNDER SECTION 112(c) AND 2 CFR PARTS 180 AND 1200 – SUSPENSION OR DEBARMENT," RSOQ Exhibit C - "CERTIFICATION REQUIRED BY SECTION 1352 of TITLE 31, UNITED STATES CODE, RESTRICTIONS OF LOBBYING USING APPROPRIATED FEDERAL FUNDS," and "Instructions for Completion of SF-LLL, Disclosure of Lobbying Activities," attached hereto and incorporated herein.
4. Each party agrees to keep and maintain under generally accepted accounting principles full, true, and complete records and documents pertaining to this Agreement and present, at any reasonable time, such information for inspection, examination, review, audit, and copying at any office where such records and documentation are maintained. It is expressly understood that the duly authorized representatives of the CITY, Nevada Department of Transportation and FHWA, and the U.S. Department of Transportation's Inspector General, the Comptroller General of the United States, or any of their duly authorized representatives shall have the right to inspect/audit the professional services and charges of the Consultant whenever such representatives may deem such inspection to be desirable or necessary. Such records and documentation shall be maintained for three (3) years after final payment is made.
5. The Consultant agrees to pay the subconsultant when paid by the City for that portion of the services provided to the City and that no liability arises on the part of the Consultant for payment of the subconsultant services until payment has been made by the City (reference 49 CFR 26). Failure of the Consultant to carry out the requirements of 49 CFR 26 is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the contracting agency deems appropriate. If the City has paid the Consultant for the subconsultant services, the subconsultant's only recourse is against the Consultant and not against the City, either through the institution of legal or equitable action or the attachment of any lien,

6. The Consultant shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of City-assisted contracts. Failure by the Consultant to carry out these requirements is a material breach of this Agreement. In event of such a breach, the City may:
 - a. Withhold progress payments or a portion thereof;
 - b. Assess sanctions;
 - c. Liquidated damages; and/or
 - d. Disqualifying the Consultant from future bidding as non-responsible.

7. The Consultant must disclose in writing any exiting or potential conflict of interest relative to the performance of this Contract. Any such relationship that might be perceived or represented as a conflict must be disclosed. By signing this Contract, the Consultant affirms that it has not given, nor intend to give at any time hereafter, any economic opportunity, future employment, gift, loan, gratuity, special discount, trip, favor, or service to a public servant or any employee or representative of same, in connection with this Contract.

REQUIRED CONTRACT PROVISIONS

Carson City Public Works will include the following provisions in all federally funded contracts, where appropriate. All sub-contractors will be required to include language as well:

1. Nondiscrimination Assurance

Each federally funded contract signed with a contractor, and each subcontract the prime contractor signs with a subcontractor, will include the following statement:

"The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as Carson City Public Works deems appropriate."

2. Prompt Payment Policy and Provisions

Each federally funded contract signed with a contractor will include the following provision:

"The prime contractor must pay subcontractors for satisfactory performance of their contracts no later than 30 days from the receipt of payment made to the prime by Carson City Public Works. Prompt return of retainage payments from the prime contractor to the subcontractor will be made within 30 days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment among the parties may take place only for good cause and with Carson City Public Works's prior written approval. If the prime contractor determines the work of the subcontractor to be unsatisfactory, it must notify Carson City Public Works's project manager and Document Control Specialist immediately in writing and state the reasons. Failure by the prime contractor to comply with this requirement will be construed to be a breach of contract and may be subject to sanctions as specified in the contract or any other options listed in 49 CFR Part 26, §26.29."

Federal Language to be Included in all Sub-Contract Agreements

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 C.F.R. Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

CERTIFICATION REQUIRED BY SECTION 1352 OF TITLE 31, UNITED STATES CODE

RESTRICTIONS OF LOBBYING USING APPROPRIATED FEDERAL FUNDS

The undersigned certifies, to the best of his or her knowledge and belief that:

(1) No Federal appropriate funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

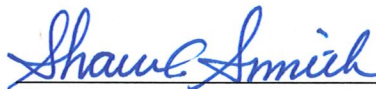
(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Shaun A. Smith, PE

Name (please type or print)



Signature

President

Title

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether sub-awardee or prime Federal recipient, at the initiation or receipt of a covered Federal action, or material change to a previous filing, pursuant to title 31 U.S.C. section 1352. The filing of a form is required for each payment or agreement to make payment to any lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Use the SF-LLL-A Continuation Sheet for additional information if the space on the form is inadequate. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity in and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a follow up report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, state and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is, or expects to be, a prime or sub-award recipient. Identify the tier of the sub-awardee, e.g., the first sub-awardee of the prime is the 1st tier. Sub-awards include but are not limited to subcontracts, sub-grants and contract awards under grants.
5. If the organization filing the report in item 4 checks "Sub-awardee", then enter the full name, address, city, state and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the Federal agency making the award or loan commitment. Include at least one organizational level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identified in item 1 (e.g., Request for Proposal (RFP) number; Invitation for Bid (IFB) number; grant announcement number; the contract, grant, or loan award number; the application/proposal control number assigned by the Federal agency). Include prefixes, e.g., "RFP- DE-90-001."
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitment for the prime entity identified in item 4 or 5.
10. (a) Enter the full name, address, city, state and zip code of the lobbying entity engaged by the reporting entity identified in item 4 to influence the covered Federal action.

(b) Enter the full names of the individual(s) performing services, and include full address if different from 10 (a). Enter Last Name, first Name, and Middle Initial (MI).
11. Enter the amount of compensation paid or reasonably expected to be paid by the reporting entity (item 4) to the lobbying entity (item 10). Indicate whether the payment has been made (actual) or will be made (planned). Check all boxes that apply. If this is a material change report, enter the cumulative amount of payment made or planned to be made.
12. Check the appropriate box(es). Check all boxes that apply. If payment is made through an in-kind contribution, specify the nature and value of the in-kind payment.
13. Check the appropriate box(es). Check all boxes that apply. If other, specify nature.
14. Provide a specific and detailed description of the services that the lobbyist has performed, or will be expected to perform, and the date(s) of any services rendered. Include all preparatory and related activity, not just time spent in actual contact with Federal officials. Identify the Federal officials. Identify the Federal official(s) or employee(s) contacted or the officer(s), employee(s), or Member(s) of Congress that were contacted.
15. Check whether or not a SF-LL-A Continuation Sheet(s) is attached.
16. The certifying official shall sign and date the form, print his/her name, title, and telephone number.

Public reporting burden for this collection of information is estimated to average 30 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, D.C. 20503.

1. Type of Federal Actions: <input type="checkbox"/> a. contract <input type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance		2. Status of Federal Action: <input type="checkbox"/> a. bid/offer/application <input type="checkbox"/> c. Initial award <input type="checkbox"/> d. post-award		3. Report Type: <input type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change For Material Change Only: year _____ quarter _____ date of last report _____	
4. Name and Address of Reporting Entity: <input type="checkbox"/> Prime <input type="checkbox"/> Sub-awardee Tier _____, if known: Congressional District, if known:			5. If Reporting Entity in No. 4 is Sub-awardee, Enter Name and Address of Prime: Congressional District, if known:		
6. Federal Department/Agency:			7. Federal Program Name/Description:		
CFDA Number, if applicable: _____			8. Federal Action Number, if known:		
9. Award Amount, if known: \$			10. a. Name and Address of Lobbying Entity (if individual, last name, first name, MI): (attach Continuation Sheet(s) SF-LLL-A, if necessary)		
11. Amount of Payment (check all that apply): \$ _____ <input type="checkbox"/> actual <input type="checkbox"/> planned			12. Form of Payment (check all that apply): <input type="checkbox"/> a. cash <input type="checkbox"/> b. in-kind; specify: nature _____ value _____		
13. Type of Payment (check all that apply): <input type="checkbox"/> a. retainer <input type="checkbox"/> b. one-time fee <input type="checkbox"/> c. commission <input type="checkbox"/> d. contingent fee <input type="checkbox"/> e. deferred <input type="checkbox"/> f. other; specify: _____			14. Brief Description of Services Performed or to be Performed and Date(s) of Service, including officer(s), employee(s), or Member(s) contacted, for Payment indicated in Item 11: (attach Continuation Sheet(s) SF-LLL-A, if necessary)		
15. Continuation Sheet(s) SF-LLL-A attached: <input type="checkbox"/> Yes <input type="checkbox"/> No					
16. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.			Signature: <u>Shaun P. Smith</u> Print Name: <u>Shaun Smith - President</u> Title: <u>775-359-6600</u> Telephone No.: _____ Date: _____		

Federal Use Only:

Authorized for Local Reproduction Standard Form - LLL

NOT APPLICABLE

AFFIDAVIT REQUIRED UNDER 23 USC SECTION 112(c)
AND 2 CFR PARTS 180 AND 1200 - SUSPENSION OR DEBARMENT

STATE OF Nevada }
COUNTY OF Washoe } SS

I, Shaun Smith (Name of party signing this affidavit
and the Proposal Form) President (title).

being duly sworn do depose and say: That Black Eagle Consulting, Inc. (name of person, firm,
association, or corporation) has not, either directly or indirectly, entered into agreement, participated in
any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with this
contract; and further that, except as noted below to the best of knowledge, the above named and its
principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgement rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; commission of any other offense indicating a lack of business integrity or business honesty that seriously and directly affects your present responsibility;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(Insert Exceptions, attach additional sheets)

The above exceptions will not necessarily result in denial of award, but will be considered in determining bidder responsibility and whether or not Carson City will enter into contract with the party. For any exception noted, indicate on an attached sheet to whom it applies, initiating agency, and dates of action. Providing false information may result in criminal prosecution or administrative sanctions. The failure to furnish this affidavit and required exceptions if any shall disqualify the party.

Shaun Smith
Signature

President
Title

Sworn to before me this 4th day of May, 20 23

(SEAL)

Michelle Casteel
Notary Public, Judge or other Official



Unique Entity ID

Contractors and sub-contractors need to have a Unique ID (12-character alphanumeric ID assigned to an entity by [SAM.gov](https://sam.gov)) for ease of verification they are not debarred from working on projects with federal funding. SAM registration must be completed and valid to execute the Contract. This is in addition to assuring they are properly licensed by the Nevada State Contractor's Board.

The unique entity identifier used in SAM.gov has changed.

On April 4, 2022, the unique entity identifier used across the federal government changed from the DUNS Number to the Unique Entity ID (generated by SAM.gov).

- The Unique Entity ID is a 12-character alphanumeric ID assigned to an entity by SAM.gov.
- As part of this transition, the DUNS Number has been removed from SAM.gov.
- Entity registration, searching, and data entry in SAM.gov now require use of the new Unique Entity ID.
- Existing registered entities can find their Unique Entity ID by following the steps here.
- New entities can get their Unique Entity ID at SAM.gov and, if required, complete an entity registration.

UEI# SKCLLK4W9PK4



Conflict of Interest Disclosure Form

Date: May 5, 2023

Project: RFQ#23300302/P303518008/TAP-580-1(034)/NDOT Project # 74275

Title: Edmonds Sports Complex Multi-Use Path - Materials Testing Services

Name: Shaun A. Smith

Position: President

Please describe below any relationships, transactions, positions you hold (volunteer or otherwise), or circumstances that you believe could contribute to a conflict of interest:

I have no conflict of interest to report. *las*

I have the following conflict of interest to report (please specify other nonprofit and for-profit boards you (and your spouse) sit on, any for-profit businesses for which you or an immediate family member are an officer or director, or a majority shareholder, and the name of your employer and any businesses you or a family member own:

I hereby certify that the information set forth above is true and complete to the best of my knowledge.

Signature: *Shaun A. Smith*

Date: May 5, 2023



BLACK EAGLE CONSULTING INC

Unique Entity ID SKCLLK4W9PK4	CAGE / NCAGE 32PD2	Purpose of Registration All Awards
Registration Status Active Registration	Expiration Date Jun 8, 2023	
Physical Address 1345 Capital BLVD Reno, Nevada 89502-7140 United States	Mailing Address 1345 Capital BLVD Reno, Nevada 89502-7140 United States	

Business Information

Doing Business as (blank)	Division Name (blank)	Division Number (blank)
Congressional District Nevada 02	State / Country of Incorporation Nevada / United States	URL www.blackeagleconsulting.com

Registration Dates

Activation Date Jun 17, 2022	Submission Date Jun 8, 2022	Initial Registration Date Oct 14, 2004
--	---------------------------------------	--

Entity Dates

Entity Start Date Oct 15, 1997	Fiscal Year End Close Date Dec 31
--	---

Immediate Owner

CAGE (blank)	Legal Business Name (blank)
------------------------	---------------------------------------

Highest Level Owner

CAGE (blank)	Legal Business Name (blank)
------------------------	---------------------------------------

Executive Compensation

Registrants in the System for Award Management (SAM) respond to the Executive Compensation questions in accordance with Section 6202 of P.L. 110-252, amending the Federal Funding Accountability and Transparency Act (P.L. 109-282). This information is not displayed in SAM. It is sent to USAspending.gov for display in association with an eligible award. Maintaining an active registration in SAM demonstrates the registrant responded to the questions.

Proceedings Questions

Registrants in the System for Award Management (SAM.gov) respond to proceedings questions in accordance with FAR 52.209-7, FAR 52.209-9, or 2. C.F.R. 200 Appendix XII. Their responses are displayed in the responsibility/qualification section of SAM.gov. Maintaining an active registration in SAM.gov demonstrates the registrant responded to the proceedings questions.

Exclusion Summary

Active Exclusions Records?

No

SAM Search Authorization

I authorize my entity's non-sensitive information to be displayed in SAM public search results:

Yes

Entity Types

Business Types

Entity Structure Corporate Entity (Not Tax Exempt)	Entity Type Business or Organization	Organization Factors Subchapter S Corporation
Profit Structure For Profit Organization		

Socio-Economic Types

Check the registrant's Repts & Certs, if present, under FAR 52.212-3 or FAR 52.219-1 to determine if the entity is an SBA-certified HUBZone small business concern. Additional small business information may be found in the SBA's Dynamic Small Business Search if the entity completed the SBA supplemental pages during registration.

Financial Information

Accepts Credit Card Payments No	Debt Subject To Offset No
---	-------------------------------------

EFT Indicator 0000	CAGE Code 32PD2
------------------------------	---------------------------

Points of Contact

Electronic Business

♀ Cindy Osmetti	1345 Capital BLVD STE A Reno, Nevada 89502 United States
Remo Osmetti	1345 Capital BLVD STE A Reno, Nevada 89502 United States

Government Business

♀ Shaun A. Smith	1345 Capital BLVD, STE A Reno, Nevada 89502 United States
Remo Osmetti	1345 Capital BLVD, STE A Reno, Nevada 89502 United States

Service Classifications

NAICS Codes

Primary	NAICS Codes	NAICS Title
Yes	541380	Testing Laboratories
	541330	Engineering Services

Disaster Response

This entity does not appear in the disaster response registry.

This page intentionally left blank.



Carson City Regional Transportation Commission
Item for Commission Information

RTC Meeting Date: July 12, 2023
To: Regional Transportation Commission
From: Justin Tiarney, Street Supervisor
Date Prepared: July 6, 2023
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 May 2023

Street Repair and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Crack Seal Operation (blocks of sealant used)	537	737
Street Patching Operation (tons of asphalt)	0	367
Pot Holes Repaired	31	1171

Tree Care and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Tree Pruning Operations	4	171
Tree Removal	0	13
Tree Replacement	0	0
Tree Care Chemical Treatment (gallons)	0	2,252
Tree Work for Other Departments	0	0
Weed Abatement Chemical Sprayed (gallons applied)	1194	7,675

Concrete Repair and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Concrete Poured (yards)	42.75	206
Curb & Gutter (linear feet)	376	1,229
Sidewalk & Flat Work (sq/ft)	1,186	7,739
Wheel Chair Ramps	0	1
Misc.	0	0

Grading and Shoulder Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Dirt Road Work/Misc	0	1649
Shoulder Work on Asphalt Roads (feet)	260	10,259
Debris Cleaned	1	39

Storm Water

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Sediment Removed from Ditches (yards)	32	4,457
Lineal foot of ditch cleared	3,397	17,192
Pipe Hydro Flushed (linear feet)	42	1,067

Sweeper Operations

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Curb Miles Swept	378	5,172

Material Picked Up (yards)	382	2,658
City Parking Lots Swept	0	32

Trucking Bins

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Bins Hauled for Waste Water Treatment Plant (yards)	41	305
Bins Hauled for Sweeping Operation (yards)	15	257
Equipment Transported for other Departments	0	0

Banner and Decorations Activities

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Banner Operations Carson Street	4	44
Changed Lamp Post Banners	0	0
Installed Christmas Decorations	0	223
Removed Christmas Decorations	0	223

Signs and Markings

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Signs Made	11	318
Signs Replaced	44	207
Sign Post Replaced	14	72
Signs Refurbished/Replaced due to Graffiti Damage	2	133
Delineators Replaced	0	107
Cross Walks Painted	1	149
Stop Bars Painted	16	139
Yield Bars Painted	0	67
Right Arrows Painted	0	16
Left Arrows Painted	0	83
Straight Arrows Painted	0	2
Stop (word) Painted	0	0
Only (word) Painted	0	0
Bike Symbol & Arrow	0	0
Install Street, bicycle, and pedestrian counters	0	70
Curb Painted (linear feet)	2826	7429

Weather Events

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Snow and Ice Control	0	40
Sand/Salt mixture applied (Yards)	0	1875.25
Brine mixture applied (Gallons)	0	31243
Rain Event/Flood Control	1	7
Drainage Inlets Cleared	21	2330
Material removed from S/D system	2	137.55
Wind	0	0



Project Status Report

6-C

Carson City Regional Transportation Commission Capital Project Information

Meeting Date: July 12, 2023

Time Requested: 10 Minutes

To: Regional Transportation Commission

From: Bryan Byrne, Transportation Engineer

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

Project Name	*Project Cost to Date	Page #
P303518008 - Freeway Multi-Use Path to Edmonds Sports Complex	\$103,831	2
P303519009 - Roop Street Rehabilitation Project	\$115,685	3
P320121001 - FY 2021 Robinson Area Sewer Rehabilitation Project	\$2,980,749	4
P303521001 - Colorado Street CDBG Pavement Project	\$1,111,272	5
P303521008 - District 3 E. 5th Street Reconstruction Project	\$362,071	6
P751021001 - East William Complete Streets Project	\$1,487,436	7
P303522005 - DMV Multi-Use Path Project	\$47,945	8
P751021002 - Appion Way Traffic Signal and Intersection Improvement Project	\$188,970	9
P303523001 - Desatoya ADA Improvements CDBG	\$22,914	10
P303523003 - District 5 – Medical Parkway Preservation Project	\$9,405	11
P303523004 - District 5 – Mountain Street Preservation Project	\$24,249	12
P303523002 - District 5 - Winnie Lane Reconstruction Project	\$1,753	13
P303523005 - SRTS - Vulnerable User Pedestrian Safety Improvement Project	\$3,059	14
	\$6,459,339	

*As of June 28, 2023; includes design, construction management, and construction costs to date.

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

Project Cost to Date	\$103,831	As of Date	Grant Funded	Total Budget
		June 28, 2023	Yes	\$2,153,256
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund (Federal-TAP)	FY20	\$2,045,593
2503035	507010	RT Fund	FY20	\$107,663

Project Description

Project Length 2.3 miles of multi-use path.

This project will construct a 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

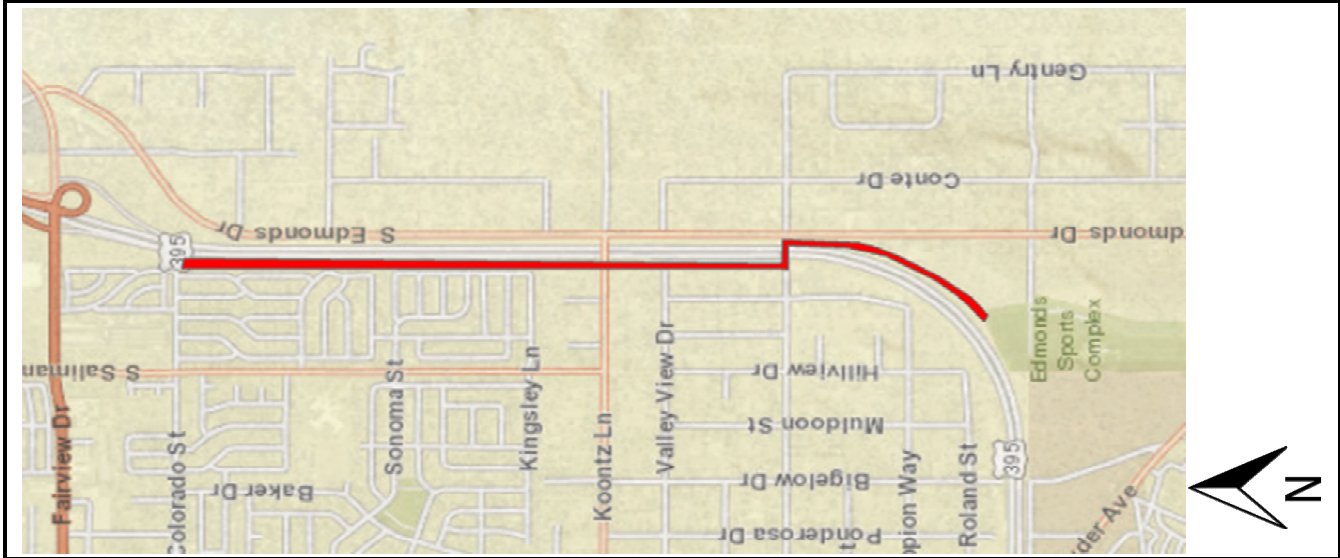
This project is in line with the City’s Unified Pathways Master Plan and goals from the CAMPO 2050 Regional Transportation Plan. The project is 95% funded through a competitive TAP grant, awarded by NDOT.

Project Status

The project has been awarded to the contractor. Materials testing contract is pending award by RTC. Construction is scheduled to begin in August 2023.

Project Schedule

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



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

Project Cost to Date	\$115,685	As of Date	Grant Funded	Total Budget
		June 28, 2023	No	\$1,574,702
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
2535005	507010	V&T Infrastructure Fund	FY23	\$280,000
5103205	507010	Wastewater Utility Fund	FY21	\$465,000
5203505	507010	Water Fund	FY 22	\$93,702
2503035	507010	RT Fund	FY21	\$95,000

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

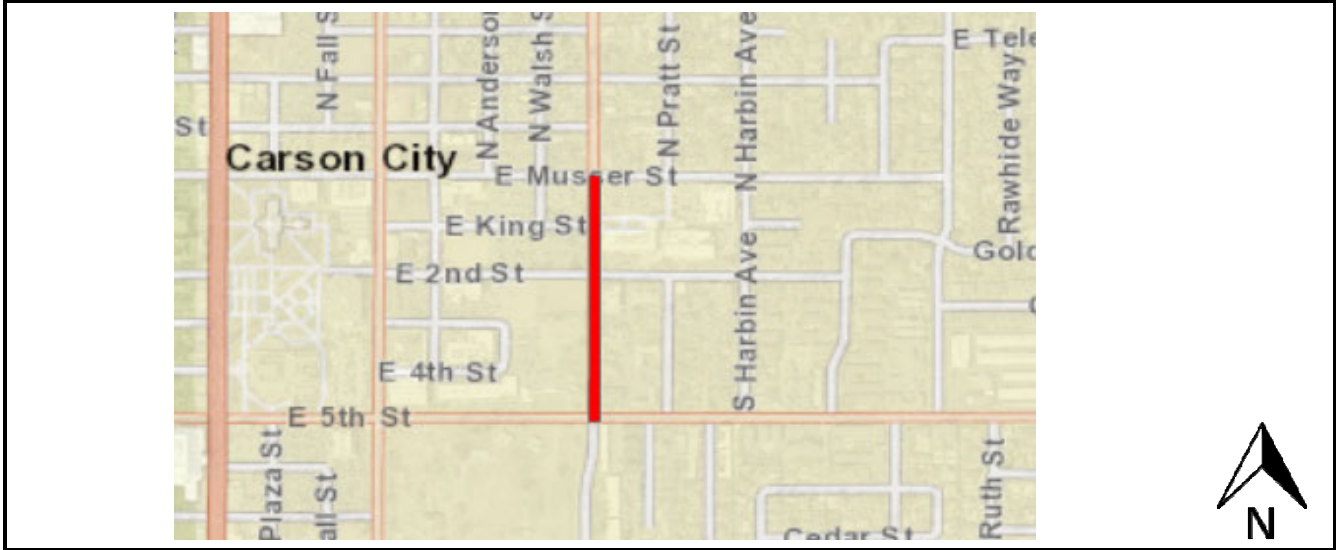
This route provides a critical north-south access connection to the Carson City Public Safety Complex. The pavement is in very poor condition and pedestrian facilities do not meet ADA standards.

Project Status

This project will be combined with the future design phase of Roop Street, between Musser Street and Washington Street.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Aug-19	Feb-22	N/A
Construction	TBD	TBD	N/A



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

Project Cost to Date	\$2,980,749	As of Date	Grant Funded	Total Budget
		June 28, 2023	No	\$3,123,409
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY21	\$75,000
5103205	507010	Wastewater Utility Fund	FY21	\$2,230,504
5203505	507010	Waterline Replace/Rehab	FY21	\$817,905

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

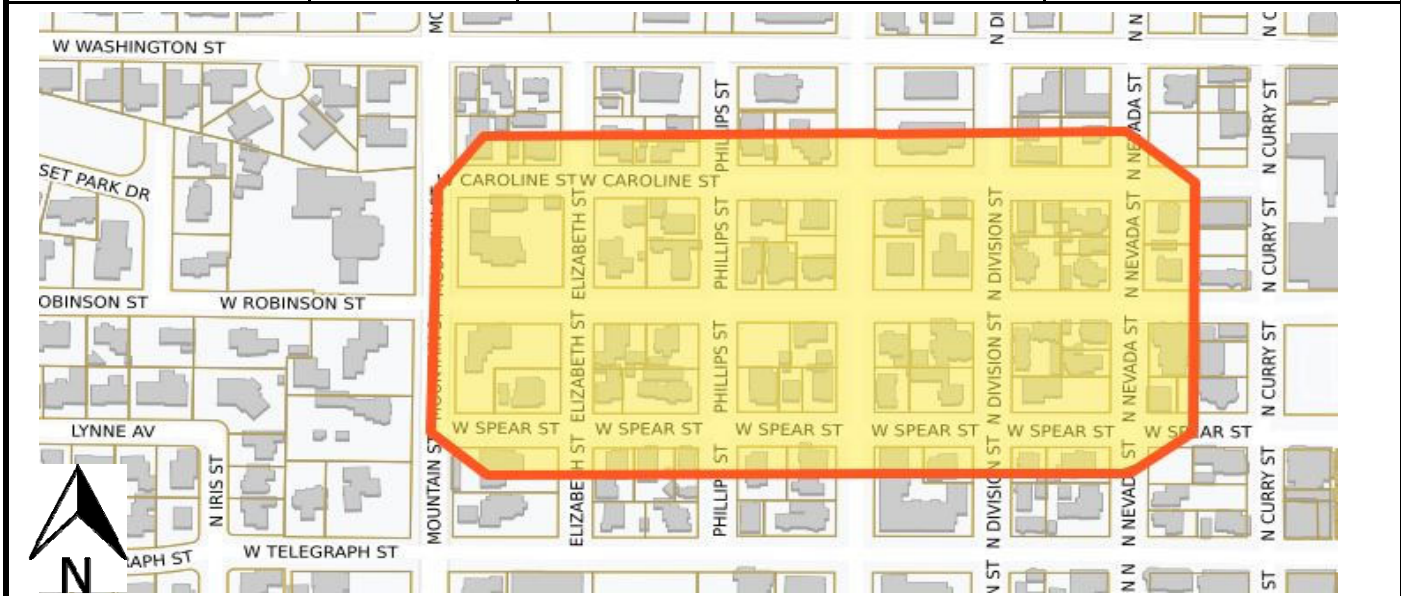
The existing sewer mains in the project limits were constructed in the 1950s and are at the end of their useful service life. They are undersized and are in need of replacement. Regional Transportation funds are being used to assist with the roadway reconstruction.

Project Status

The project is complete and is being closed out. This project will be removed from the project status report. The RT Funds were fully spent for this project. The remaining funds will be distributed to the utility accounts listed above.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	May-20	Mar-21	NA
Construction	Jul-21	May-23	NA



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

Project Cost to Date	\$1,111,272	As of Date	Grant Funded	Total Budget
		June 28, 2023	Yes	\$4,397,101
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
5203505	507010	Water Fund	FY 22	\$1,822,937
2750620	507010	RT Fund (Federal-CDBG)	FY 21	\$340,868
2750620	507010	RT Fund (Federal-CDBG)	FY 22	\$234,237
2503035	507010	RT Fund (Federal-STBG)	FY 20	\$741,292
2535005	507010	V&T Infrastructure Fund	FY 21	\$927,767
6037510	507010	Redevelopment Capital	FY 22	\$330,000

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

The water main along Colorado Street is complete, and the contractor is continuing utility work until mid-July. Sidewalk demolition and installation has begun and will continue through August.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Oct-20	Nov-21	Jan-21
Construction	Mar-23	Oct-23	Feb-22



Project Name: District 3 E. 5th Street Reconstruction Project
Project Number: P303521008
Department Lead: Public Works

Project Cost to Date	\$362,071	As of Date	Grant Funded	Total Budget
		June 28, 2023	Yes	\$2,511,200
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY 22	\$646,000
2503035	507010	RT Fund (Federal-STBG)	FY 22	\$1,382,000
2533035	507010	V&T Infrastructure Fund	FY 22	\$108,200
5203035	507010	Water Fund	FY 22	\$375,000

Project Description

Project Length | 1.2 Miles

This project was directed by the RTC board on May 10, 2023, to revise the project scope as the following. E. 5th Street between Carson River Road and Marsh Road will have pavement reconstruction, pavement rehabilitation, a new right-turn lane (intersection of Carson River Road and 5th Street), waterline enhancements, ADA curb ramp improvements, curb, gutter and sidewalk reconstruction, multi-use path enhancement, drainage, landscaping, and utility cover adjustments. Improvements to the roundabout at 5th Street and Fairview Drive have been postponed until additional funding can be secured.

Project Justification

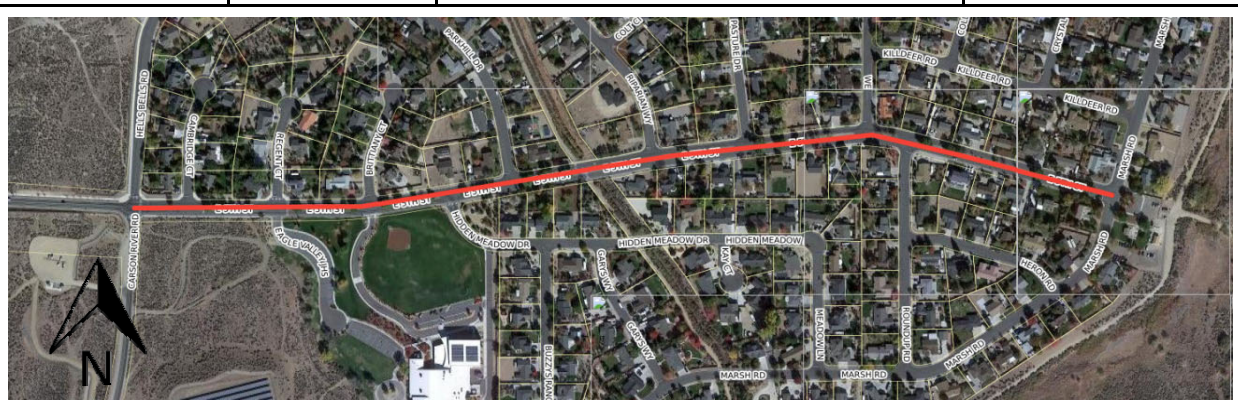
The project is a transportation infrastructure projects for Pavement Performance District 3. It was identified as being a Major Rehabilitation/Reconstruction Project due to the deteriorating pavement condition and includes a combination of rehabilitation and pavement preservation treatments. Improvements along E. 5th Street will improve pedestrian safety for children and families walking to and from Eagle Valley Middle School as identified in the 2020 Safe Routes to School Master Plan. Lastly, the Water Utility Division has identified the need to replace the waterline along E. 5th Street. This replacement will be included as a component of the project.

Project Status

Staff is working on completing 90% design plans for the revised scope of the project and submitting to NDOT for review by mid-July. Final design of the project is expected in October.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Jul-21	Oct-23	8/5/2021
Construction	Jun-24	2024	TBD



Project Name: East William Complete Streets Project
Project Number: P751021001
Department Lead: Public Works

Project Cost to Date	\$1,487,436	As of Date	Grant Funded	Total Budget
		June 28, 2023	Yes	\$21,400,047
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2453028	501210	CAMPO	FY 22	\$100,000
3100615	507010	Infrastructure Fund (RAISE)	FY 23	\$9,300,000
3100615	507010	Infrastructure Fund	FY 22/23/24	\$4,459,260
6037510	507010	Redevelopment Capital	FY 22/23	\$385,000
2503082	431010	Federally Directed Spending	FY 23	\$2,000,000
		Water / Sewer / Stormwater	FY 23/24	\$5,155,787

Project Description

Project Length 1.5 Miles of complete streets improvements and associated utility infrastructure
 The project limits are along East William Street between North Carson Street and the interchange of I-580. The project will include roadway resurfacing and the addition of Complete Streets improvements such as sidewalks, bike lanes, transit stops, and landscaping. The project is being completed in three phases; a feasibility study, engineering design, and construction.

Project Justification

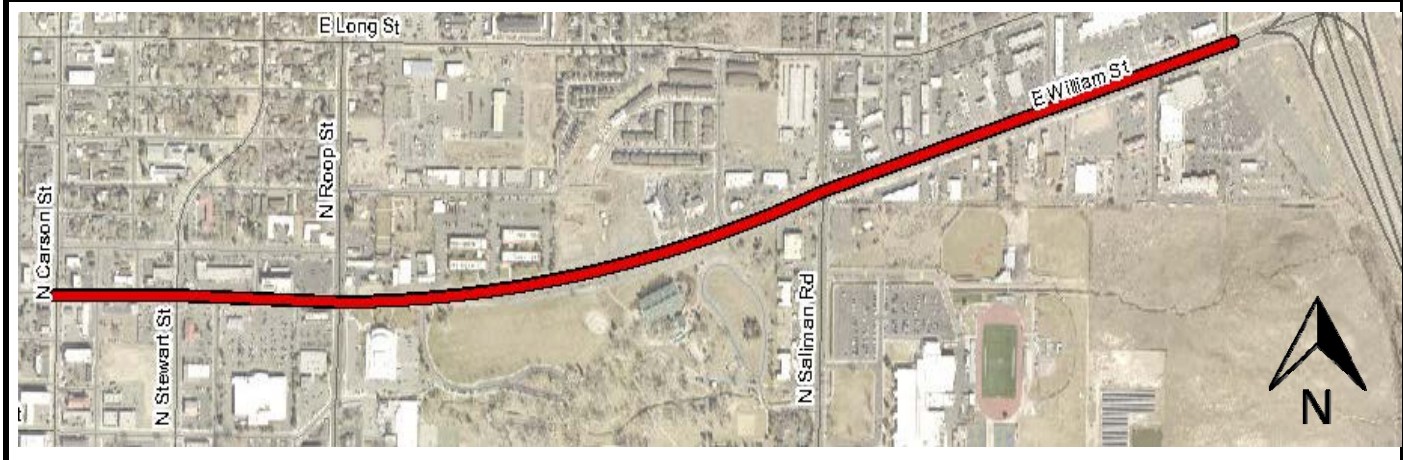
William Street is wide, with traffic moving at higher speeds, and there are few bicycle or pedestrian amenities. In some sections, there are no sidewalks. While traffic has decreased since the completion of the freeway, crashes have increased. Blocks are long, and intersections with protected pedestrian crossings are infrequent. The result is a vehicle focused corridor with only minimal accommodations for pedestrians and bicyclists. The project was awarded a RAISE Grant in the amount of \$9,300,000. This competitive grant awarded by the US Department of Transportation will support project roadway and complete street

Project Status

The consultant is developing 90% design plan. The NEPA documents have been reviewed and are close to being finalized. A 30-day public comment period is open regarding impacts to Mills Park as a result of the project improvements.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Nov-21	Aug-23	NA
Construction	Aug-24	Dec-25	TBD



Project Name: DMV Multi-Use Path Project
Project Number: P303522005
Department Lead: Public Works

Project Cost to Date	\$47,945	As of Date	Grant Funded	Total Budget
		June 28, 2023	Yes	\$1,630,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY 22	\$81,500
2503035	507010	RT Fund (Federal-TAP)	FY 22	\$1,548,500

Project Description

Project Length | 0.37 miles of new paved path; 7 miles rehabilitated path

This project is for the construction of a new paved multi-use path south of the DMV, from the end of the Linear Ditch Trail, along Governors Field on Roop Street, to S. Carson Street. The project also includes the rehabilitation of up to 7 miles of existing city-wide multi-use pathways.

Project Justification

This project is in line with the City’s Unified Pathways Master Plan and goals from the CAMPO 2050 Regional Transportation Plan. The project is 95% funded through a competitive TAP grant, awarded by NDOT.

Project Status

Staff is working on 90% design plans, to be submitted to NDOT in mid-August 2023. Efforts have been initiated for environmental permitting. The final design for the project is still expected to be completed in Fall 2023, with construction to begin in Spring/Summer 2024.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Jul-22	Aug-23	1/11/2022
Construction	Spring 2024	Fall 2024	TBD



Project Name: Appion Way Traffic Signal and Intersection Improvement Project
Project Number: P751021002
Department Lead: Public Works

Project Cost to Date	\$188,970	As of Date	Grant Funded	Total Budget
		June 28, 2023	No	\$1,478,800
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY 22	\$58,000
6037510	507010	Redevelopment Capital	FY 22	\$100,000
2503082	431010	Federally Directed Spending	FY 23	\$1,100,000
2503082	475100	Developer Contribution	FY 22	\$220,800

Project Description

Project Length | New signal at intersection of S. Carson Street and Appion Way

Construction of a new traffic signal and intersection improvements at the intersection of S. Carson Street and Appion Way in Carson City. This project will design the signalized intersection to operate as a three-leg intersection in the near-term, and a four-leg intersection in the long-term with minimal geometric and traffic signal modifications required to the existing intersection when the fourth leg is constructed. The future leg of this intersection will connect a new frontage road to Snyder Avenue.

Project Justification

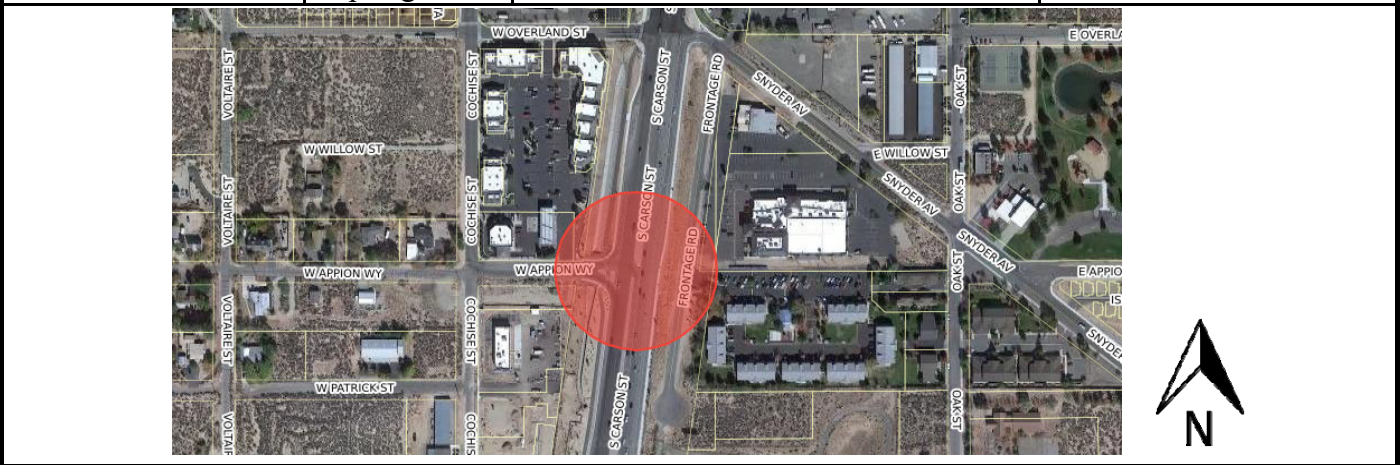
Providing a new signalized crossing of S. Carson Street at W. Appion Way will help facilitate future traffic volumes including anticipated traffic from approved development. This project would accommodate left turns from W. Appion Way and improve emergency response time to the west side of S. Carson Street from Carson City Fire Station 5.

Project Status

The consultant is working on 100% design plans. The completion of the design is anticipated for Summer 2023. The City is actively seeking to establish a formal agreement to facilitate the completion of the design for the fourth leg. The City is also initiating NEPA reviews.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Apr-22	Jun-23	NA
Construction	Spring 2024	Fall 2024	TBD



Project Name: Desatoya ADA Improvements CDBG
Project Number: P303523001
Department Lead: Public Works

Project Cost to Date	\$22,914	As of Date	Grant Funded	Total Budget
		June 28, 2023	Yes	\$357,800
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2750620	507010	RT Fund (Federal-CDBG)	FY 23	\$330,000
2503035	507010	RT Fund	FY 23	\$27,800

Project Description

Project Length | Two intersections

Project improvements include replacing existing and reconstructing new pedestrian curb ramps to be ADA compliant, replacing substandard or hazardous sidewalks, ensuring pedestrian landing areas are ADA compliant, enhancing crosswalk safety at intersections, and associated roadway pavement and drainage replacement as needed in areas where curb and sidewalk are being reconstructed. Improvements are at the intersections of La Loma Drive, and Monte Rosa Drive.

Project Justification

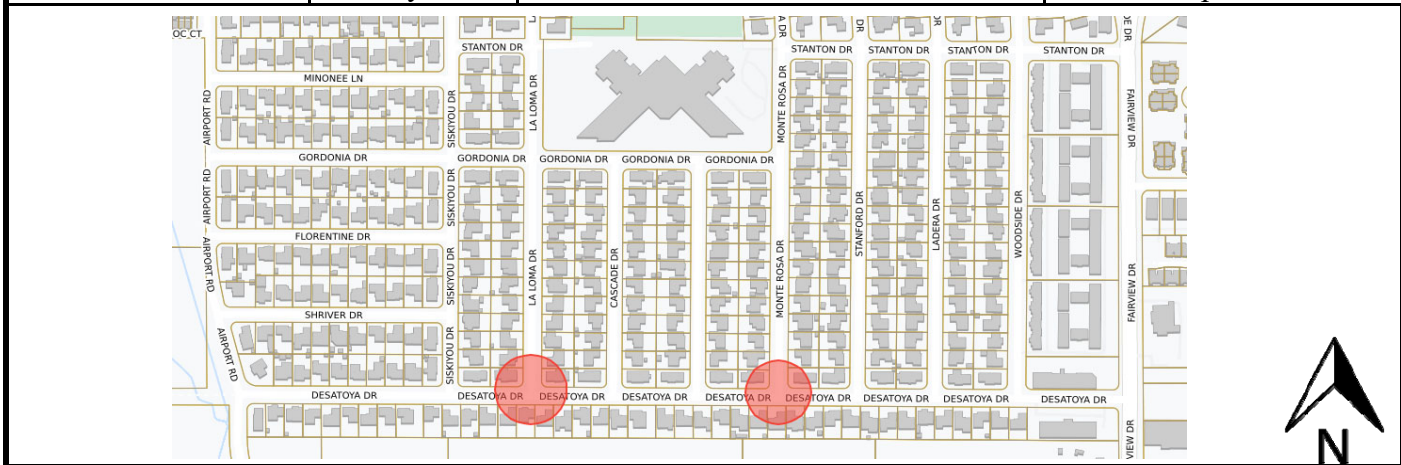
Improvements in this area would improve pedestrian safety for children and families walking to and from nearby schools and commercial areas. Desatoya Drive is utilized by children accessing Empire Elementary School and Eagle Valley Middle School. The road was identified in the 2020 Safe Routes to School Master Plan as one of several projects aimed at enhancing safety and connectivity for students.

Project Status

The project is under construction and is anticipated to be completed in July 2023.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Oct-22	Feb-23	N/A
Construction	May-23	Fall 2023	Apr-23



Project Name: District 5 – Medical Parkway Preservation Project
Project Number: P303523003
Department Lead: Public Works

Project Cost to Date	\$9,405	As of Date	Grant Funded	Total Budget
		June 28, 2023	Yes	\$670,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY23	\$420,000
2750600	507010	ARPA	FY23	\$250,000

Project Description

Project Length | 1.4 miles of slurry seal

This is a pavement preservation project (Type 3 Modified Slurry Seal) of Medical Parkway between Carson Street and around the Medical Parkway loop. Pavement preservation is also planned for Silver Oak Drive, Presti Lane, and Vista It also includes some curb ramps modifications, pavement patching, and striping.

Project Justification

Medical Parkway provides access to the Carson Tahoe Hospital and commercial areas. Completing a pavement preservation treatment will maintain existing pavement life and avoid rapid deterioration of this collector roadway which provides the primary access to several medical facilities. In early 2022, the Board of Supervisors allocated ARPA funding to preservation of local roads in each performance district. a portion of the project includes preservation using ARPA funds.

Project Status

The project was awarded in April 2023, and the contractor is expected to begin construction in July 2023.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Oct-22	Jan-23	N/A
Construction	May-23	Fall 2023	N/A



Project Name: District 5 – Mountain Street Preservation Project
Project Number: P303523004
Department Lead: Public Works

Project Cost to Date	\$24,249	As of Date	Grant Funded	Total Budget
		June 28, 2023	Yes	\$500,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY 22	\$500,000

Project Description

Project Length | 1.1 miles of slurry seal and ADA upgrades

This is a pavement preservation project (Type 3 Modified Slurry Seal) of Mountain Street between King Street and Winnie Lane. It also includes ADA upgrades to several curb ramps along Mountain Road near Fritsch Elementary School and Bordewich Bray. Other items of work include pavement patching, and striping.

Project Justification

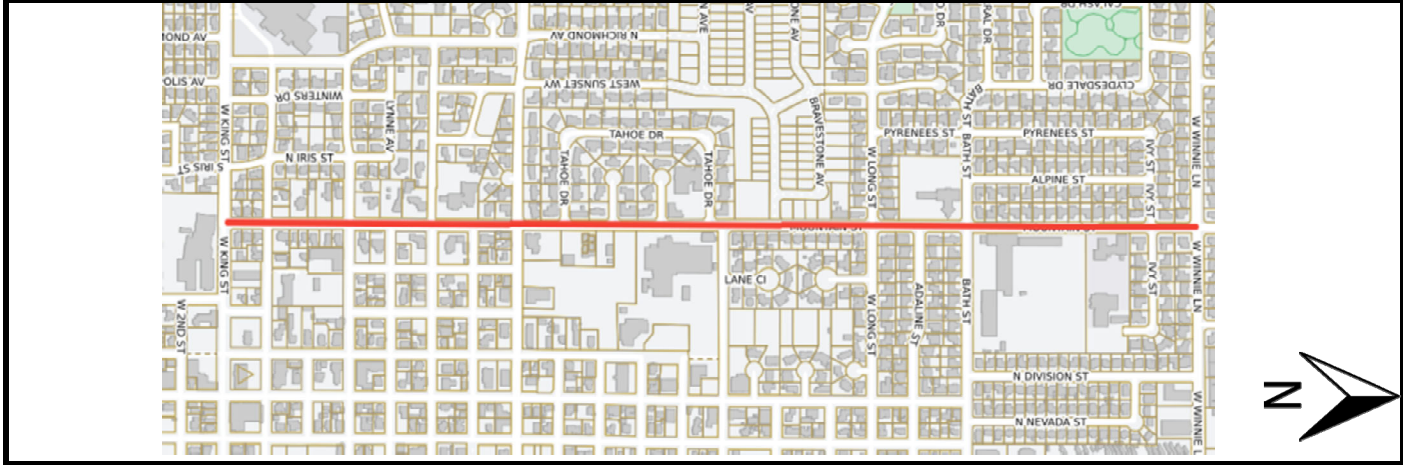
Mountain Street provides access to residential areas, Carson Middle School, Bordewich Bray, and Fritsch Elementary School. Completing a pavement preservation treatment will maintain existing pavement life and avoid rapid deterioration of this collector roadway. The project also includes improvements identified in the ADA Transition Plan and the Safe Routes to School Master Plan.

Project Status

The project is complete and the contractor is working on punch list items.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Oct-22	Feb-23	N/A
Construction	Apr-23	Jul-23	N/A



Project Name: District 5 - Winnie Lane Reconstruction Project
Project Number: P303523002
Department Lead: Public Works

Project Cost to Date	\$1,753	As of Date	Grant Funded	Total Budget
		June 28, 2023	No	\$920,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2535005	507010	V&T Infrastructure Fund	FY 23	\$920,000

Project Description

Project Length 0.31 miles (1,640 feet) of roadway rehabilitation and ADA improvements.

This project is for ADA and roadway improvements along Winnie Lane between S. Carson Street and Mountain Street. It includes pavement rehabilitation, ADA upgrades, curb and gutter, sidewalk, crosswalk enhancements, and minor utility improvements.

Project Justification

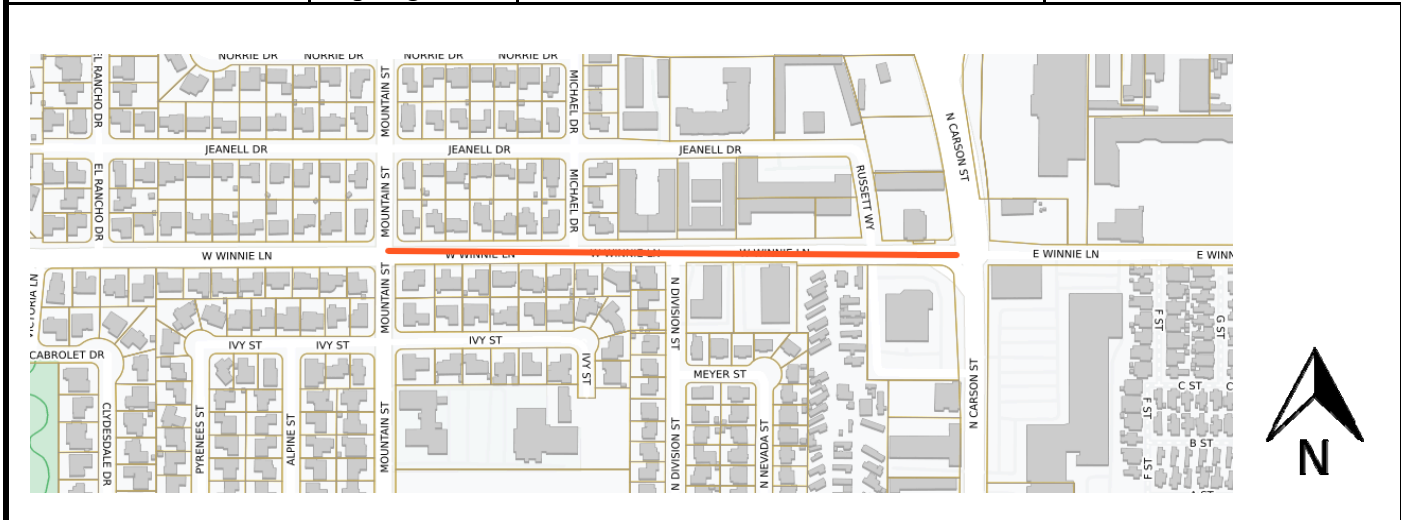
This section of Winnie Lane serves as a crucial link for connecting residential areas, local businesses, and public schools. However, the pavement has a Pavement Condition Index (PCI) of 52 (poor condition), and the pedestrian facilities fail to meet the ADA standards. Pavement reconstruction is required.

Project Status

The consultant is working on the 50% design plans and is expected to continue until the Fall of 2023. Construction is anticipated to begin in early 2024.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Feb-23	Sep-23	Feb-23
Construction	Spring 2024	Fall 2024	N/A



Project Name: West Carson Vulnerable User Pedestrian Safety Improvement Project
Project Number: P303523005
Department Lead: Public Works

Project Cost to Date	\$3,059	As of Date	Grant Funded	Total Budget
		June 28, 2023	Yes	\$1,250,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503082	431010	Federally Directed Spending	FY 23	\$1,000,000
2503035	507010	RT Fund	FY 23	\$250,000

Project Description

Project Length | 0.7 miles of slurry seal and ADA upgrades

This project outlines improvements in sidewalk gap closures, bicycle enhancements, ADA compliant infrastructure, and intersection enhancements. Intersection enhancements may include additional signing or striping, curb ramps and extensions, additional crosswalks, and raised pedestrian crossings. Along with pedestrian and bicycle improvements, roadway improvements will include a preservation treatment. The Project area is between Musser St, Telegraph St, Thomson St, and W 5th Street, which are all in the Carson Middle School and Bordewich Bray Elementary School area.

Project Justification

The proposed project will improve pedestrian and bicycle safety near Carson Middle School and Bordewich Bray Elementary School to promote safe and accessible transportation options for students, staff, and community members. The project aligns with the City's vision of promoting active transportation and creating a safe and healthy community, making it a crucial investment in the safety and well-being of the community and its students. The Project is supported by the Safe Routes to School Master Plan.

Project Status

Staff is finalizing the survey data with the consultant, and preliminary design has begun. Design will progress towards 30% design plans which are expected for fall 2023.

Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Feb-23	Sep-24	Feb-23
Construction	Spring 2025	Fall 2025	N/A

