

# **CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

## **Minutes of the November 8, 2023 Meeting**

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A regular meeting of the Carson City Regional Transportation Commission (RTC) was scheduled for 4:30 p.m. on Wednesday, November 8, 2023, 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:** Darren Schulz, Public Works Director  
Chris Martinovich, Transportation Manager  
Todd Reese, Senior Deputy District Attorney  
Mihaela Neagos, Deputy District Attorney  
Kelly Norman, Senior Transportation Planner/Analyst  
Scott Bohemier, Transportation Planner/Analyst  
Jared Cragun, Transportation Planner/Analyst  
Dan Kelsey, Transit Coordinator  
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)**

(4:30:12) – Chairperson Bagwell called the meeting to order at 4:30 p.m.

### **2. ROLL CALL**

(4:30:17) – Roll was called, and a quorum was present.

### **3. PUBLIC COMMENT**

(4:30:30) – Chairperson Bagwell entertained public comments and acknowledged receipt of late material public comments from Paula Peters and Hope Tingle, available in the room to be viewed by members of the public and incorporated into the record. The following citizens provided their comments.

(4:31:18) – Richard Nagle noted his opposition to the proposed general improvement district (GID) in agenda item 5.A. He thought the GID would not “go away” and because asphalt maintenance is not broken out in the budget proposals, he believed that the funds would be “siphoned off” for other projects. Deni French agreed with Mr. Nagle and encouraged the public to “speak up.” Glenn Conant was also opposed to the GID and he wished to pursue the Supplemental Government Services Tax (added on

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vehicle valuations) option instead because both electric and gasoline-powered cars would be able to pay. Rose Krueger believed that fixed-income seniors should not pay for the tax and recommended sunsetting the taxes. Stuart Kimble spoke about the high cost of housing and recommended lowering the sewer, water, etc. fees. He also disapproved of the high cost of living. Lisa Partee did not believe in relying on the federal government “to construct and maintain roadways.” She believed the City should have budgeted for “critical infrastructure” and was opposed to a GID. Jim Shirk stated that he had talked to friends who were not aware of the workshops that the City had organized. He recommended a hiring and wage freeze for City employees and believed that many of the City’s survey answers were not from Carson City residents. Midge Breeden did not wish to see “rich parts of the City having good roads and poor parts of the City not having good roads.” Anita Haberfield spoke in support of the GID because “the revenues have not increased yet [and]...the roads are terrible.” Maxine Nietz noted her opposition to being taxed and believed that the streets had deteriorated due to the damage caused by construction equipment. She recommended taxing the developers including their heavy equipment, as well as taxing the buyers of the new residences. Mary Sanada was in support of the proposed GID and believed that as a Capital City, the street improvements should be funded. She likened the issue to the increase in water and sewer rates to avoid deterioration. Ms. Sanada believed that the public meetings and workshops were well noticed. Bill Horn was also opposed to the proposed GID. He believed that the State and the federal governments should not be exempted from taxes as they use the City’s roads.

#### **4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – OCTOBER 11, 2023**

(4:56:32) – Chairperson Bagwell introduced the item and entertained corrections or a motion. Vice Chair Schuette pointed out a missing word which has since been added.

**(4:56:57) – Vice Chair Schuette moved to approve the minutes of the October 11, 2023 RTC meeting as corrected. The motion was seconded by Commissioner Novak and carried 5-0-0.**

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

##### **5-A FOR DISCUSSION ONLY – DISCUSSION AND PRESENTATION REGARDING POTENTIAL MECHANISMS TO INCREASE FUNDING FOR THE CONSTRUCTION AND MAINTENANCE OF CARSON CITY’S ROADS AND RELATED TRANSPORTATION INFRASTRUCTURE.**

(4:57:30) – Chairperson Bagwell introduced the item and reminded everyone that the agenda item was for discussion only; therefore, no action would be taken during the meeting. Mr. Martinovich introduced Catherine Hansford, owner, and principal at Hansford Economic Consulting who was participating via WebEx. He also provided an update on the two public workshops that had hosted 106 attendees and 33 completed surveys were submitted. Mr. Martinovich and Ms. Hansford reviewed a PowerPoint presentation titled *Local Roads Funding Option General Improvement District* which is incorporated into the record and responded to clarifying questions.

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(5:32:10) – Chairperson Bagwell responded to the earlier public comments. She clarified that the public workshops were not held during business hours, and were held at 5:30 p.m. Mr. Martinovich agreed to hold one of the upcoming workshops on a Saturday. Chair Bagwell explained that years ago the City had chosen to use gasoline tax to maintain the roads; however, as vehicles had become more fuel-efficient, or electric, the gas tax revenue had gone flat or had declined. Mr. Martinovich offered to address the Supplemental Vehicle Tax as an option during the next public workshop and to revisit it as one of the options presented earlier. He also informed the Chair that the Special Purposes (Transportation) Sales Tax generated between \$4 and \$4.5 million per year, and the Infrastructure Sales Tax generated between \$2 or \$2.5 million per year. Mr. Martinovich clarified that the \$21 million funding gap was identified for pavement maintenance which included crack sealing, pothole sealing, and other maintenance in addition to full road construction.

(5:40:00) – Chairperson Bagwell clarified that GID funds would not go to the General Fund; however, she wished to hear community feedback on whether to use the funds for road repair only or to do other maintenance on those roads. She cited ADA compliance as an example. The Chair also suggested getting further input on how the funds should be collected and inquired if anyone had a suggestion on how to make budget cuts or suggestions on an amount different from the identified \$21 million funding gap. Vice Chair Schuette reported on comments she had received during the public workshop one of which was to fund failing roads instead of all roads. Mr. Martinovich explained that each mile of reconstruction would cost approximately \$1.5 million. He also believed that focusing funds on a single road and its infrastructure could be beneficial. Vice Chair Schuette agreed and believed utility dollars could be leveraged with matching federal funds.

(5:54:50) – Commissioner Novak believed that heavy trucks do pavement damage. He also received confirmation from Ms. Hansford that a way to handle the folks who don't drive cars is to associate the GID funds with bus passes. Discussion ensued regarding the staffing requirements and Mr. Martinovich did not expect a great impact on staffing needs. Commissioner Dodson wished to understand the revenue stream to be generated from the GID. Commissioner Maloney responded to an earlier comment and explained that Chair (Mayor) Bagwell and Vice Chair (Supervisor) Schuette were elected but she, Commissioner Novak, and Commissioner Dodson were volunteer appointees. She also thanked the public commenters and explained that the federal and State exemptions applied to the gas tax in addition to the other taxes. She wished to understand what would happen if the funds were not increased. Mr. Martinovich explained that the GID would not create new eminent domain as it already existed in Carson City. Ms. Hansford explained that the Board of Trustees could meet once a year but would appoint a management board that meets frequently. Discussion ensued on whether the RTC could act as the management board. Chair Bagwell promoted transparency and noted that more public input would be sought. She also entertained public comments.

(6:12:06) – Paula Peters realized that the roads should be maintained; however, she did not wish to see property taxes increased. She believed the GID should be decided by the voters. She suggested sales tax as an alternative to have visitors and owners of electric vehicles contribute.

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Ms. Peters also inquired about the V&T funding and the possibility of using that for road maintenance. John Vettel believed that the GID would not have additional administrative costs. He was informed that the GID would be necessary to have the assessment as part of the property tax. He was also told that there would not be an end to the assessment. Bill Horn noted his appreciation to the Commission for clarifying things. He was in favor of a sales tax instead of the property tax to make it simpler. Rose Krueger called GID a mistake and believed sales tax was a better option. She also suggested finding a way to tax electric vehicles. She cited the example of her street which should have used joint funding to repair the entire street instead of a small section of the road. Harry Butts recommended not using a percentage of the utility bills for road maintenance but suggested a set amount. He also believed that all vacant properties should be taxed as well and recommended having “good quality specifications” for the contractor. Kerry Garcia was informed that bicycle paths were not part of the GID, and multifamily housing would be taxed. He also inquired about special rates for businesses with heavy trucks.

(6:30:03) – Ana Winston stated her opposition to GID. She was concerned with the term “creativity” in the presentation and Ms. Hansford explained that she had used the term for the City to be creative and not be boxed into a certain methodology used by other cities. Stuart Kimble believed the additional sales tax would be a mistake. Glenn Conant reiterated his preference for sales tax, calling it fair. He also recommended notification via utility bills. Cody Shelton was in favor of “paying for the roads to be fixed;” however, he wished to see it funded “for the future with electric vehicles” which he believed were heavier than gasoline-powered ones and would “tear up the road faster.” Deni French stated that he had trouble finding the agenda and the supporting materials. He was also concerned about growth and recommended looking into materials other than asphalt, adding that trails should not be asphalt. Betsy Strasburg noted that she had trouble finding the supporting materials for the agenda as well. She also inquired about “current funding sources” and wished to find out the line-item spending on local roads. She recommended not increasing the road inventory and thought contractors should have a performance bond. Chairperson Bagwell explained that currently there is no detail on local road spending because not much has been spent on them. She also clarified that last year only one mile of road inventory had been added and ensured that all City contracts had performance bonds.

(6:46:09) – Donna McLaren inquired whether the new construction and property taxes would be applied to roads. Chair Bagwell explained that developers may be required to repair certain roads or traffic lights based on the project. Shelly Shannon stated that she had attended the public workshop and believed that no alternative to the GID was presented. However, she was thankful that this meeting had shed more light and called it “satisfying.” Ms. Shannon noted her opposition to the GID. Karen Stephens also explained that she had attended the workshop and believed Staff was “pushing the GID” to which she was opposed and stated it involved “too much government.” She preferred to place it on the ballot. There were no other public comments. Chair Bagwell thanked members of the public for their comments and suggestions and encouraged written comments and suggestions via <https://www.carson.org/government/departments-g-z/public-works/preserve-carson-city-roads>. This item was not agendaized for action.

(6:50:44) – Chairperson Bagwell recessed the meeting.

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(7:03:12) – Chairperson Bagwell reconvened the meeting. A quorum was still present.

**5-B FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING (1) AMENDMENT 1 (“AMENDMENT”) TO COOPERATIVE AGREEMENT NO. PR585-21-063 (“AGREEMENT”) BETWEEN THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION (“RTC”) AND THE NEVADA DEPARTMENT OF TRANSPORTATION (“NDOT”) FOR THE CARSON CITY DMV MULTI-USE PATH PROJECT (“PROJECT”) WHICH WILL ADD \$310,212 IN FEDERAL CARBON REDUCTION PLAN (“CRP”) FUNDING FOR A NEW TOTAL OF \$1,858,712 IN FEDERAL FUNDING; MAKE A CORRESPONDING \$16,327 INCREASE IN THE 5% LOCAL MATCH, FOR A NEW TOTAL LOCAL MATCH OF \$97,827; ADD \$81,000 IN LOCAL FUNDS OUTSIDE THE AGREEMENT; EXTEND THE AGREEMENT’S TERMINATION DATE TO JUNE 30, 2028; AND UPDATE THE PARTIES’ CONTACT INFORMATION; AND (2) AUTHORIZATION FOR THE TRANSPORTATION MANAGER TO SIGN THE AMENDMENT 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.**

(7:03:17) – 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 gave background, presented the Staff Report, and addressed Commissioner Novak’s question regarding an issue with the DMV Path and State Lands. He stated that these federal funds must be used for non-roadway infrastructure such as multi-use paths and not to reconstruct, repair, or maintain any vehicular road in Carson City. Chair Bagwell entertained public comments.

(7:08:15) – Mr. French noted his opposition to asphalt on paths due to the heat and fumes it generated. He also recommended not using federal funds if they are being used for asphalt projects. There were no additional comments; therefore, Chairperson Bagwell entertained a motion.

(7:10:59) – Vice Chair Schuette moved to approve the Amendment, as presented and to authorize the Transportation Manager to sign the Amendment and future amendments regarding extensions of time and changes in funding not exceeding 10% of the present amount. The motion was seconded by Commissioner Maloney. Chair Bagwell clarified that this is an amendment to an existing contract, adding that she was not opposed to Mr. French’s comments; however, she would be voting for the amendment. The motion carried 5-0-0.

## 6. NON-ACTION ITEMS

### 6-A TRANSPORTATION MANAGER’S REPORT

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(7:13:21) – Mr. Martinovich reviewed several slides, incorporated into the record as late material, pertaining to Jump Around Carson (JAC) and neighboring counties' ridership. Discussion ensued regarding the possibility of COVID-19 and the general safety of riders causing reduced ridership numbers nationwide. Referencing the same document, Mr. Martinovich reviewed the list of Carson City Failed Roads. He also responded to clarifying questions and informed that they were working with State Lands to obtain an easement for the path.

### **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**

(7:22:00) – Commissioner Maloney believed that the evening's discussion was constructive. She noted that what could have been a frustrating item had been positive.

## **7. PUBLIC COMMENT**

(7:23:55) – Chairperson Bagwell entertained final public comments. Mr. French believed that the 911 Memorial location should be reconsidered as it was being weathered. Chairperson Bagwell explained that the item was not within the purview of the RTC. Mr. French reiterated his complaint about his inability to find the agenda on the website.

## **8. FOR POSSIBLE ACTION: TO ADJOURN**

(7:26:00) – Chairperson Bagwell thanked everyone for a great meeting and input and adjourned the meeting at 7:26 p.m.

The Minutes of the November 8, 2023, Carson City Regional Transportation Commission meeting are so approved on this 13<sup>th</sup> day of December, 2023.