A special joint meeting of the Carson City Regional Transportation Commission (RTC) and the Parks and Recreation Commission (PRC) was held on Wednesday, April 5, 2000, at the Carson City Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 6 p.m.

RTC MEMBERS PRESENT: Chair Jon Plank, Vice Chair Steve Reynolds, and Commissioners Kay Bennett, Bob Kennedy, and Marv Teixeira

PRC MEMBERS PRESENT: Chair John Simms, Vice Chair Glen Martel, and Commissioners Louis Cabrera, Jim Dunn, Ken Elverum, Larry Osborne, Jon Plank, Stacie Wilke, and Charles Wright

STAFF MEMBERS PRESENT: City Manager John Berkich, Deputy City Manager Dan St. John, Community Development Director Walter Sullivan, Engineering Manager Andy Burnham, Streets Operations Manager John Flansberg, Deputy District Attorney Melanie Bruketta, Parks Superintendent Scott Fahrenbruch, Parks Planner Vern Krahn, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (RTC 4/5/00 Tape 1-0001)

A. ROLL CALL AND DETERMINATION OF A QUORUM - RTC Chair Plank convened the RTC meeting at 6 p.m. Chair Simms immediately convened the PRC meeting. Roll call was taken. All of the members for both Commissions were present, constituting a quorum.

C. PUBLIC COMMENTS (1-0016) - PRC Chair Simms announced and acknowledged PR Commissioner Elverum for being appointed Carson City's Teacher of the Year and described his term of office on the Commission. (1-0039) Additional public comments were solicited but none were given.

B. AGENDA MODIFICATIONS (1-0029) - RTC Chair Plank removed Item E-5 from the Agenda.

D. DISCLOSURES (1-0052) - Commissioners' comments indicated each had discussed the agendized issues with several people.

E. PUBLIC MEETING ITEMS (1-0070)

E-1. DISCUSSION, OVERVIEW AND BACKGROUND INFORMATION REGARDING THE FREEWAY BIKE/MULTI-USE PATH PHASE I (DISCUSSION ITEM ONLY) - Deputy City Manager Dan St. John explained his dedication to the project and indicated he is a bicycle rider. His role this evening, however, is not as an advocate but to assist in the public education process. The information which would be provided is the result of several public and staff meetings that had occurred over the last year. He then introduced the freeway project team members who were present. The purpose of the meeting was described. The proposed inclusion of the multi-use path along the freeway is a new concept which is breaking new ground in Nevada. This includes the issue of who is to be responsible for the construction costs. The action taken this evening will be presented to the Board of Supervisors on the 20th. RTC Chair Plank indicated action would be taken under Item E-4. Staff's recommendation and public comments were also to be taken under this heading. No formal action was taken.

E-2. DISCUSSION REGARDING A PRESENTATION ON THE PRELIMINARY ALIGNMENT AND COSTS OF THE FREEWAY BIKE/MULTI-USE PATH PHASE I (DISCUSSION ITEM ONLY) (1-0192) - PBS&J Consultants Representative Dan England used a large map to described the proposed route along the freeway, the realigned areas on City streets, and the path's design including the purpose of the ballards. (Copies of the maps are in the file.) Discussion between Mr. England, PBS&J Consultants' Project Manager Jim Dotson, and the Commissioners described the path's elevations, distance and grade separation between the path and the

vehicle travel lanes, the sound wall and fencing along the freeway, and the restricted access/egress to the multi-use trail. NDOT Assistant Director of Engineer Susan Martinovich further delineated the fencing by indicating that some areas would have dual fences. She also explained the need for retaining walls in some areas which will have a "large" impact on the fencing costs. Mr. England then indicated that the project costs at this time for the trail is $3.3 million. The costs for each portion was limned. Discussion between the RTC and Mr. England indicated that a trail access at Carmine is not proposed. There is a grade separation at Carmine and Northgate. The purpose of the Carmine Street lights was noted. It is not a traffic control device. A yellow flashing light is proposed for Hot Springs and College Parkway. Ms. Martinovich indicated that there are AASHTO (American Association of State Highway Transportation Officials) and Federal guidelines for bicycle trails. These standards are included in the concept. She was unaware of a study concerning the impact vehicular emissions have on pedestrians. She agreed to check into this matter. RTC Chair Plank pointed out that the majority of the trail is along the western side of the freeway which is the wind side. This would push the exhaust fumes away from the trail users. RT Commissioner Teixeira pointed out there would not be any more fumes than that currently experienced by the pedestrians on Carson Street. No formal action was taken.

E-3. DISCUSSION REGARDING THE NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) DEPARTMENTAL DECISION PROCESS (DISCUSSION ITEM ONLY) (1-0550) - NDOT Assistant Director of Engineering Susan Martinovich indicated that her Department had not made a funding decision on this project. This decision will be made by the Statewide Transportation Board (STB). The original interlocal agreement had not included this project. Reasons for having the STB establish guidelines for the inclusion of such projects, if it decides to support the City's project. If the STB approves the project, it will create a financial impact on the projects which will be constructed. The FHWA (Federal Highway Administration) guidelines require the State adopted local streets and highways master plans which include bicycle paths and to include these paths in Federally funded projects. The State had adopted Carson City's streets and highways master plan. On it was a line designated as the bicycle path along the freeway. Discussion is occurring on this guideline. She agreed that Federal funds could be used for this project. The Board's options related to the path were to: Include the plan and reassign the funding and project priority listing or deny the request and require the State and City to revise their master plans to remove the path along the freeway. Either action could delay the total project. Other options are to utilize cost sharing for the trail or for the State to finance a loan for the City. The purpose of the meeting this evening was to develop a united front for presentation to the STB. P&R Commissioner Osborne indicated that this decision would be made on May 9. Ms. Martinovich expressed a willingness to continue to work on the concept, however, time is of the essence. P&R Commissioner Osborne also noted that the original price had been $7-8 million. Cooperative efforts had reduced the cost to $3-3.5 million. The Commissions' would determine whether or not to participate in the funding and the amount of that participation. No formal action was taken.

E-4. DISCUSSION AND ACTION REGARDING THE PROPOSED FREEWAY BIKE/MULTI-USE PATH PHASE I ALIGNMENTS, FUNDING STRATEGIES AND RECOMMENDED ALTERNATIVE(S) TO THE CARSON CITY BOARD OF SUPERVISORS AND THE STATE TRANSPORTATION BOARD (1-0697) - RTC Chair Plank suggested that public comments be held until after all of the presentations have been made.

Mr. St. John introduced Federal Highway Administration Representative John Price who is also a member of the project team. He also indicated that the College Parkway/Hot Springs freeway intersection may be a flashing safety signal intersection. It may eventually be a signalized intersection. He then described the term "AASHTO" and the organization's purpose. He pointed out that the Carson City Bicycle Master Plan map was on the opposite wall in the Sierra Room. It designates a single bicycle path basically along the freeway. He suggested that the Commissions act to support the bicycle/multi-
use trail as proposed regardless of the funding source and then take separate action regarding potential funding. He then indicated that the City had three choices regarding the trail: do nothing which would require the State to remove it from its master plan and it would not be constructed; to support the trail without a funding source and not allow its removal from the master plans which would halt all freeway projects in Carson City; or a cost sharing.

This was suggested as a compromise and made in an effort to continue the partnerships which had been established earlier. If and when the City becomes an MPO, a financially constrained transportation plan must be developed and constructed. Discussion referenced Ms. Martinovich's letter regarding funding options which was distributed to the Commissioners. (A copy is in the file.) The letter indicated an intent to continue to work together in the search for funding sources and to develop an agreement on the right-of-way and funding issues. PBS&J has been doing the additional engineering and developed the revised estimates as presented this evening. Mr. St. John then limned City staff's efforts to obtain additional rights-of-way and further reduce the costs. The agreement includes these efforts. Staff will continue this endeavor in the hope that additional costs can be reduced. Concerns regarding delaying the project were described. The matter had been brought to the Commissions in an effort to keep things moving while cost reduction efforts continue. Mr. St. John explained staff's recommendation to use RTC and Quality of Life funds for the trail. This would require 17 to 18 years to fund the $3.3 million for the trail. The agreement included enough flexibility to allow a decrease in the funding if the rights-of-way negotiations are successful in obtaining additional space. Discussion indicated that without funding or removal from the State master plans, the entire freeway will be placed on hold/stopped.

Ms. Martinovich explained the Federal guidelines mandating that the bicycle path must be constructed if Federal funds are used on the facility and the path is on the master plan. This will impact other funding priorities or the project will stop until funding is available, e.g., remove the bridge over Highway 50 from Phase I. RT Commissioner Bennett noted the demands placed upon NDOT by larger Counties and projects they had developed to illustrate her concern as to when it would be Carson City's turn for its projects. The entire Carson City project is estimated to cost $400 million. The cost of the trail is minute in comparison to the total project. The City's funding commitment was stressed to illustrate its efforts to move the project along. Threats demanding more funding should not be made at this point. Such threats place Washoe and Clark County in line to receive the funding which had already been committed to Carson City's project for their own projects. RT Chair Plank also pointed out the concern that the decision would establish a new precedent for projects. The culture is changing as indicated by Federal guidelines. Carson City should not be penalized for its efforts to control its growth and funding participation. He hoped that when Phase II is being developed the culture will have changed enough to allow inclusion of the trail. Ms. Martinovich agreed that the culture is changing and becoming more sensitive to community needs. All of the Federal funds are allocated annually for highway projects within the State. There are additional unmeant needs out there. Efforts are made to get the funds which other States have not been able to use. The policy has been to spend all of these funds on roads as the demand for roads cannot be fulfilled with the available funds.

(1-1285) FHWA Administration Representative in Carson City John Price supported inclusion of the path in the initial project as the costs are more if added later. He explained the new Federal guidelines and that Federal funds are provided for trails and bicycle paths. This is a funded mandate. He understood the reasons NDOT chose to use the funds for highways. Costs aspects are not considered as a reason for leaving the trails and landscaping out of the highway plans. Justifiable reasons for leaving the trail out of the project had not been presented to his knowledge. He agreed that the Federal guidelines were on a collision course with the NDOT policies. The project warrants opening the dialogue on such policies. He felt that FHWA expected the trail and landscaping to be included in the project if Federal funds are used for it. He hoped that the project would continue to move forward in a partnership atmosphere which included the community, NDOT and FHWA participation. If these amenities help make the project a "good neighbor", he expressed a willingness to be an advocate for it. RT Commissioner Bennett thanked him for his comments and indicated that her comments had not been meant as an attack upon him personally. It is time for the City and NDOT to look beyond the paradigms. She appreciated his indication that he would advocate such projects in other roadway undertakings. She hoped that he would support the City's efforts to seek grants and other funding sources for the project.

RT Commissioner Teixeira explained Ms. Martinovich's need to represent NDOT and her inability to make a commitment for STB. He felt that the recommendation to mortgage 17 years of Park and RTC funds for this project was unreasonable. Justification for his objection was based on the community's needs and funding already provided for the project. He encouraged the community and NDOT to use the project as a model for the future. He suggested that another year be added to the previous funding source--the five cent gas tax which is now being used

to support the project.

PR Commissioner Osborne supported his comments, however, was concerned that the community not lose the freeway due to this one issue. The community was supporting the project. A report had purportedly chastised the State for failing to recognize the need for transportation beyond vehicles. The State may be willing to consider other methods if the City shares in the cost. He wanted the freeway with the multi-use path but was not prepared to risk losing the entire project. He felt that the Question 18 funds had included parks and trails and may be used for such a project.

PR Commissioner Simms explained his involvement with Question 18 which he also felt included parks and paths. The electorate had supported the tax. The community should not lose the opportunity to have the trail and landscaping. If it is not part of the original project, he doubted that it would be funded and constructed in the future. There is a threat of losing the entire project, however, a compromise should be offered and the funds could be used for it.

PR Commissioner Wright felt that by providing $50,000 for 17 years for Phase I, the City would also be required to assist with Phase II. There must be a stopping point somewhere.

RT Chair/PR Commissioner Plank felt, as Mr. Price had indicated, the City was on a collision course with the State as it had never been done previously. The culture and standards are evolving. Therefore, it may be possible to reduce the funding commitment on the second phase. Hopefully, the Federal guidelines will be stronger and disallow this participation.

PR Chair Simms explained his review of Question 18 materials. He felt that the tax could provide the necessary funding.

RT Commissioner Teixeira explained the original gas tax commitment for the freeway that started in 1996. Delays preventing its construction until now were noted. At that time it was felt that the entire freeway would be completed within 12 years. The increased cost of the project since 1989 was cited to illustrate the reasons for doing it now and not waiting until the State could afford it. He suggested that the Open Space funds be used for the project rather than the Parks Construction Funds.

PR Commissioner Wilke expressed her objection to using the Quality of Life tax for the multi-use trail as City staff could not maintain the projects it has developed now. Open Space or other funding mechanisms should be found.

Parks Planner Vern Krahn felt that the Open Space funds could only be used for the acquisition of property and could not be used for construction. The Open Space Advisory Committee had expressed a willingness to consider using its funds to acquire additional right-of-way for the path. Its funding concept had always been to acquire property and for the Parks and Recreation side of the funding to acquire an easement on the property for a trail from it or reimburse Open Space. Staff supported maintaining this separation.

Discussion indicated that the Open Space funds could be committed for future projects by the current board. Public comments were then solicited.

(1-194) Dr. Michael Fischer explained his involvement with Question 18. He, too, felt that funding for bicycle paths and trails had been part of the plan. He also cautioned against recommending a large commitment from the Parks and Recreation funds for this project. The Open Space Advisory Committee is committed to providing a linkage throughout the community. He urged staff to include this item on its next agenda. He suggested that the City's funding be less than that suggested and that NDOT also be forced to participate financially.

RTC Chair Plank indicated that 85 individuals had signed in and supported the community multi-use trail. Only one individual who had signed in had opposed it.

Sue Newberry, as a private citizen, noted her support for the bicycle path and the cooperation which had occurred on the freeway between the City and NDOT in the past. Her involvement with the City on its bicycle plan was limned. This plan had been adopted by the Board of Supervisors and is now part of the City's master plan. AASHTO now refers to bicycle paths as shared use paths. Reasons for this designation were provided. The City's bicycle master plan is part of the State's transportation master plan. Three years before the City's bicycle master plan was adopted the Legislature established an agency to administer bicycle plans and to make communities more hospitable to bicyclists and pedestrians. In 1991 ISTEA included in its mandates planning for bicycle paths and their implementation. She had participated in both the meeting where the State decided to drop the bicycle plan and where the City had opposed this action. NDOT had been well aware of the desire to include the path with the freeway for years. She hoped that, since 1994, NDOT had been acquiring an appropriate amount of right-of-way to include the bicycle plan based on the mandates. Public concerns that the process would delay the project were noted. There may also be other issues which could delay the southern section. Delays and cost changes are normal at NDOT. Elimination of the path could create a delay. Several changes which had increased the cost of the project were noted to indicate the ability to provide funding when the priority is right. The trail should be considered as part of the full project. The public support for the project should be recognized. She thanked Mr. Price for his comments. Obesity in children was noted and explained as being due to a fear of having the children walk within their neighborhoods. This creates chaotic traffic situations. Changes must start some where and at some time. The time and place for change are right now. She hoped that in the future there is a network of paths that will enable the children to traverse the community safely. If the path is not constructed as part of the freeway, it may never be constructed. The community had already made an adequate financial commitment for the freeway. NDOT should implement the master plans implemented by the community.

(1-2174) Open Space Advisory Committee (OSAC) Alternate and Nevada Division of Environmental Protection Environmental Scientist Pat Anderson indicated that his comments were being made as a professional and as an individual and were not the opinion of his Division. He felt that the community had already meant the threshold for an MPO although the Federal government had not said so. This means that the RTC and the community will have to pay more attention to alternative forms of transportation. They must design a system/plan which includes the necessary funding. The discussion is a clear indication that Carson City is, once again, ahead of the curve. Funding is being considered through both the five cent gas tax and the potential use of Quality of Life funds. He indicated that OSAC does not at this time have an adequate amount of funds to acquire all of the property desired for open space. The funds are not the intended to be used for construction of trails. NDOT is well aware of the funding provided by the community for the freeway and the existence of the bicycle plan. He also indicated that his Division had been monitoring the carbon monoxide in the community for many, many years. The freeway should not raise the current readings and could lower it. Justification for this statement was provided. He urged the Commissions to hold fast on the position to have the bicycle path implemented.

Mark Kimbrough explained his employment with the State Parks Department and appointment as the State Parks' Nevada Bicycle Board Representative. The duties of this Governor appointed board were noted. The Board is afraid that the bicycle path will be lost. There is a bicycle path near 580 in Reno and one in Las Vegas. Letters of support for the path had been written by the Board. State Parks is also concerned about the loss of connectivity to its paths/trails if the path is removed. Bicycle trails in Washoe Valley were noted to explain the need for Carson City's. NDOT's cooperation with State Parks on a Highway 28 project was noted. NDOT had supplemented the ISTEA funding for this project. Community support for the project was indicated by the electorate's approval of the Quality of Life tax. He also indicated that he is an occasional bicycle rider.

Penney Fairfield of Muscle Powered pointed out the economic advantages of having bicycle advocates in the community by describing the organization's bicycling activities and other bicycling tourist activities. The multi-use path would be an attraction for tourists visiting the community and provide an alternative transportation method for the community to enjoy. She invited the public to attend a seminar by Kenneth Brian of Rails to Trails on the economic benefit of a good multi-use trail system.

GROW President Mary Fischer explained the reasons GROW is involved with the multi-use path. When GROW developed the landscape plans for the path, the bicycle path was on the NDOT map. They had included it on their

plans also. As NDOT wants the City to maintain the landscaping, it will need a road to do so. The path could provide this. It is also sensible to have a path which serves the public if tax funds are going to be used to maintain it. Paths and plants provide a beautiful park. This is a lifetime opportunity as another north/south corridor will not be developed in the community. The multi-use trail does not have to be on City streets. The difficulty going from northern Carson City to Genoa was described to illustrate the need for such a trail. If the trail is not built now, it will never be built. She elaborated on the April 18th seminar with Mr. Brian.

Boys and Girls Club Executive Director Cathy Blankenship explained its new building site and the location of the bicycle path along one side of the property. The benefits of this easement were limned as 1600 youths attend the facility, do not drive, and will need alternative transportation to reach the site. Having a community-wide trail system would further benefit the Club and provide youth access. She felt that her non-profit agency should be used to assist in obtaining other easements or rights-of-way for the trail.

Ed Skudlarck thanked all of the participants for their dedication and efforts on behalf of the project. His understanding of the Quality of Life initiative had supported trails connecting the park system. The $50,000 a year commitment is only 15 percent of the funds derived from the tax. Regarding NDOT's policy, policies change as time moves as indicated by his example. Transportation policies should coordinate with environmental issues. The trail will be good for environmental quality and public health. He urged NDOT to make the policy change prior to its Board meeting.

Jackie Stroud explained her previous employment in the State of California which had promoted the inclusion of bicycle plans in master plans. She road her bicycle to work for 22 years and felt that she should be afford the same opportunity in Carson City. Bicycling is part of her life style and mode of transportation. She also pointed out that additional lanes on the streets for bicycles may be used by vehicles in the future if the traffic volume continues to grow. She urged the community to include this need in its plans.

Kelly Clark thanked the Commissions for acting so quickly on the issue. She then described the purpose of Muscle Powered and its goals. The importance of the trail was stressed. Membership forms had been placed at the back of the room for anyone wishing to join. She supported the decision regarding the Quality of Life issue and the precedent which would be established within the State.

(1-2937) Judy Cox from Lt. Governor Hunt's office noted that everyone had been working hard on the issue and everyone is right. She wanted to see the bike path also as she is a member of the community. She asked if any private industries had been approached for support. This would make it a public-private project as it would help their companies as well as the community. PR Commissioner Osborne was not aware of anyone working on this approach.

Ms. Martinovich explained for Ed McClintock that there is approximately $130 million in Phase I including the right-of-way, design and construction costs. Carson had committed $19-20 million. The Feds have provide 95 percent of the funding. NDOT has provided five percent.

Anne MacQuarie indicated Muscle Powered was in the process of obtaining signatures and post cards supporting the trail. They currently have between 3 and 400. This shows a significant interest and support for the path. She also pointed out that the STB was watching and that they should be cognizant of the community's uniqueness and support. She also urged the Commissions to be cognizant of the individuals who were unable to attend to show their support for the project.

RT Chair Plank closed public comments. He then explained staff's research had indicated that in the last 12 months there had been approximately 9,000 bicycles sold by Carson City merchants. There are 52,000 people who do a lot of walking, skateboarding, in-line skaters, etc. These are other means of transportation which could use the multi-use trail. Discussion ensued on how to proceed with the meeting. RTC Chair Plank then passed the gavel to RTC Vice Chair Reynolds and moved that the Carson City Regional Transportation Commission give its unanimous support to inclusion of the multi-use path as explained this evening along the corridor of the Carson

City freeway, that it be included in the construction of the freeway project in Phase 1B and that we seriously consider some of the recommendations given by staff to--. Following discussion, RTC Chair Plank amended his motion to remove consideration of the recommendations given by staff. RT Commissioner Kennedy seconded the motion. Motion was voted and carried 5-0. RTC Vice Chair Reynolds returned the gavel to RTC Chair Plank.

PR Commissioner Martel moved that Parks and Recreation Commission approve the Carson City bicycle system plans specifically identified on the current meeting agenda and as presented to be included in Phase 1B construction of the Carson City Bypass. PR Commissioner Osborne seconded the motion. Clarification indicated that the motion had not included any funding. Motion carried 9-0.

RT Commissioner Teixeira explained his desire to hold the line on committing additional City funds to the project based on the gas tax commitment. No other community had made the same commitment. Reasons this commitment had been made was explained. It is the right thing for NDOT to do. NDOT's Board should make the policy decision before the community commits the funds. The community had already reduced the cost from $8 million to $3.3 million. This effort should be recognized. This could be a valuable demonstration project. If the Board refuses, then the second question should be what amount is required. The City could then determine the funding source(s). He had seen the bicycle path when Ms. Newberry had visited his office in 1991. The plan had been initiated by the community. Ms. Newberry felt that NDOT had requested the path be removed as early as in 1996. RT Commissioner Teixeira felt that a firm STB decision would be made on May 9th. For this reason he felt that the City should be prepare to ask the second question if the request is denied. A good presentation and community support should be made. He did not feel that this small amount of money would make that large of a difference.

PR Commissioner Osborne indicated that it is a question of who should pay for the trail. There had not been anyone opposing the path. We are only trying to figure out who should pay for it. He questioned what would be required for Phase 2. He could support partial funding with Question 18 monies. He was unsure whether a line should be drawn forcing the issue. It may be wise to make a funding commitment of some type. If the STB denies the request, then the Board of Supervisors will decide the funding or next step. He agreed to support the PR's majority vote in order to have a unanimous vote.

(2-0025) RT Commissioner Teixeira indicated that STB had three options--total funding, partial funding, or denial of all funding. He limned how he felt the presentation should be made. He also pointed out the City efforts which had already reduced the costs. PR Commissioner Martel thanked City staff for its dedication and efforts on behalf of the community. He agreed that the community could provide the funding, if necessary and supported RT Commissioner Teixeira's position. The community had already provide a lot for the project. We should support keeping the path as it had been on the plan for ten years. RT Commissioner Bennett indicated that as a member of the Board of Supervisors she had heard the PRC's willingness to provide the funding if necessary. This could be enough. She suggested that its motion include this indication. RT Chair Plank explained a meeting he had been in with STB Member Frankie Sue del Papa who had indicated that negotiations should not occur at the Board meeting. She wanted a memorandum of understanding from NDOT and the City. RT Commissioner Teixeira also noted his discussion of the topic with her. He felt that the motion should include enough flexibility to allow the negotiations to occur between the staffs.

PR Commissioner Elverum pointed out that transportation includes more than just vehicles. He was certain that NDOT had heard this message. He then espoused his belief that it was time for NDOT to revamp its thinking and stop doing things "this way because we have always done it this way". He supported RT Commissioner Teixeira's comments that it is not the correct time to tell NDOT that the City is willing to spend Parks and Recreation funds. The Commission should reconsider the issue if NDOT tells the City no. **PR Commissioner Elverum then moved that the Parks and Recreation Commission not approve staff's recommendation to commit Quality of Life funding at this time because it is not the right time. PR Commissioner Wright seconded the motion.** PR Commissioner Wilke explained her unwillingness to mortgage 18 years of tax money particularly when we do not know when and where the tax money is going to be and there could be a deficiency. She was also not willing to

tell her children that they could not have any parks because the money had been spent on the bike path, which may be obtained otherwise, and that we should get it from the State and Federal money. PR Commissioner Elverum explained his motion to reject staff's recommendation. Recording Secretary McLaughlin repeated the motion as being that the Parks and Recreation Commission not approve staff's recommendation to commit Quality of Life funding at this time because it is not the right time. PR Commissioner Elverum expressed his feeling that the right time would be after the May 9th meeting particularly if NDOT rejects the City's position. The Commission could then reconsider the issue. This would be the appropriate time to make a funding decision. If the Quality of Life funds are the only funding source available, they can be considered at that time. He had voted on the Quality of Life issue. The trails were part of the Quality of Life proposal. The correct time to do the funding is if the State says no. Both of staff's options--not do anything and there would be no bike path as well as if the bike plan is not removed from the plan, there will be no freeway--are not valid options. The third option is for the City to put the money up front. That is not acceptable either. The fourth option is to put the issue in the State's court. It is NDOT's "ball game". They should be the ones ponying up the funds. The Feds have provided 95 percent of the $110 million which is $100.4 million. Another $3 million will not kill them. The Commission should be united in this matter of telling them that this is our position at this point. If they reject it, then we can come back and the Board of Supervisors have the option of going lots of different ways. They could extend the gas tax another year or come back to the PRC. He would be willing to support the use of the Quality of Life funds all the way at that time but not at this time. PR Commissioner Cabrera felt that a clear message should be sent to the Board of Supervisors that the PRC has no desire to jeopardize the path system. The only desire is to state a position that we think we have spent enough money. **The motion to reject staff's recommendation that Quality of Life funds be committed at this time was voted and carried 9-0.**

RT Commissioner Kennedy moved that we, the RTC Board, recommend that the Board of Supervisors direct staff to return to NDOT and ask them to reconsider their position that Carson City once again needs to offer financial support. Discussion indicated that this could not be considered due to the Agenda. RT Commissioner Kennedy then withdrew his motion.

RT Commissioner Teixeira then moved that the Carson City RT Commission reject the funding proposal as presented by staff and we send the message to the Board of Supervisors that we feel that Carson City has paid substantially toward the project and, that our participation in reducing the cost of the bike path from $12 or $8.4 million down to $3.3 million, should be funded by NDOT and that we hope that they will be successful, however, if they are not, we would like to know what NDOT's options are. RT Commissioner Bennett seconded the motion for discussion. RT Commissioner Teixeira indicated that he had intended to leave the door open for NDOT. NDOT needs to tell us that they are going to take a hard line, are "digging their heels in" and not further the City's cause. This will be determined at the meeting. Discussion with Mr. Price indicated that he would not be able to attend the meeting but would send a representative or a letter on behalf of FHWA. RT Commissioner Teixeira did not wish to dig his heels in. He did not believe that NDOT Representative Susan Martinovich had dug her's in. She was keeping the door open. He wished to keep the door open also. He wanted to do what is right. RT Chair Plank indicated that he would support the motion based on his private conversations with the Mayor and several staff members, of which Engineering Manager Burnham had been one. He understood staff's recommendation. He felt that the recommendation was a little too generous. He would support the motion even though it was a little harder than he would have liked. RT Commissioner Teixeira then expressed his willingness to advocate that if NDOT requires 50 percent of the funding, which is $1.7 million, one year of gas tax monies could be used. He did not want to mortgage 17 years of funding from RTC monies. RTC needs this money now. For this reason he supported using the gas tax one more year. The current funding commitment ends in 2010. This would mean it would be extended one year to 2011. He could not do 17 years at $50,000 as a taxpayer. The Board of Supervisors should support this, otherwise, it would be more costly on the other side. RTC Chair Plank noted that the Board of Supervisors would make the final decision. RT Commissioner Reynolds indicated his support of the thought that 50 percent is a high commitment for the City. He would like to see a better deal if it is necessary. He preferred to see NDOT fund the entire amount. He also pointed out that in the Transportation Plan there is an estimated $11 million for bike paths which we would like to see constructed that does not include the freeway multi-use trail. Some of these trails will add a lot of value to transportation within the

community, i.e., the bicycle path along Edmonds Lane which will provide a method to reach the soccer fields in the residential area. A 17 year mortgage for only one path will leave the Commission light in its funding for other paths in the plan. RTC Chair Plank stressed the importance of the freeway path as it is the backbone to the multi-use transportation plan. The other portions are the ribs that hold the torso together. You must have it all to be successful. It is right to push for NDOT to come forward with this piece so that the City can afford to do the remainder at an accelerated rate if it is possible to get NDOT to that point. Ms. McLaughlin repeated the motion as being that **the Carson City Regional Transportation Commission reject the funding proposal as presented by staff and that we send the message to the Board of Supervisors that we feel that Carson City has paid a substantial amount toward the project in that we are participating in the reduction of the cost of the project from $8.4 million to $3.3 million, which should be presented to the NDOT---. RT Commissioner Teixeira continued the motion with: Board of Directors and to stop the motion at this point.** RT Commissioner Bennett concurred. Additional comments were solicited but none made. The motion as restated was voted and carried 5-0.

E-5. DISCUSSION AND ACTION REGARDING MINOR MODIFICATIONS TO THE CARSON CITY BICYCLE SYSTEM PLAN, SPECIFICALLY:

A. ELIMINATION OF BIKE PATH FROM ARROWHEAD DRIVE TO RONALD D. WILSON MEMORIAL PARK

B. ELIMINATION OF BIKE PATH UNDERPASS AT US 395

C. ADD BIKE PATH FROM US 395/ARROWHEAD DRIVE INTERSECTION TO FREEWAY BIKE PATH AND EXTEND SHARED ROADWAY ON NORTH US 395 TO ARROWHEAD DRIVE

D. ELIMINATION OF ACCESS POINT AND SHARED LANE FACILITY EAST OF SALK ROAD

E. ELIMINATION OF BIKE LANES ON GONI ROAD; SOUTH OF COLLEGE PARKWAY, BIKE PATH UNDERPASS; AND SHARED ROUTE ON CARRIAGE CREST SOUTH OF NORTHRIDGE DRIVE

F. ON-STREET FACILITY TO CONNECT COLLEGE PARKWAY TO NORTHRIDGE/LINEAR PARK

G. RELOCATION OF SMALL SECTION OF BIKE PATH AT MILLS PARK PER COMMUNITY CENTER MASTER PLAN

H. ELIMINATION OF BIKE PATH THROUGH US 50/FREEWAY (S.P.U.I.) INTERCHANGE ON SOUTH SIDE OF US 50 (EAST)

I. ELIMINATION OF BIKE PATH UNDERPASS AT ROBINSON STREET

J. ELIMINATION OF BIKE PATH EAST OF HIGH SCHOOL/WEST OF AIRPORT ROAD

K. ADD BIKE PATH FROM FREEWAY TO HIGH SCHOOL WITHIN ROBINSON STREET RIGHT-OF-WAY

L. ADD BIKE PATH UNDERPASS IN ASSOCIATION WITH BRIDGE DRAINAGE STRUCTURE

M. ADD A NEIGHBORHOOD ACCESS POINT AT INTERSECTION OF MEXICAN DITCH TRAIL AND LINEAR PARK TRAIL

N. CHANGE DIVISION STREET'S SHARED FACILITY TO ON-STREET LANES BETWEEN FIFTH STREET AND KINGS CANYON ROAD (NO ACTION - INTRODUCTION OF CONCEPT)

O. ADD BIKE PATH FROM BIGELOW DRIVE TO EDMONDS SPORTS COMPLEX ALONG SNYDER AVENUE

P. REMOVE FRONTAGE ROAD FROM PLAN

Q. REMOVE CURRY STREET UNDERPASS AT US 50 (WEST)

R. RETENTION OF ON-STREET BIKE LANES SOUTH OF CLEARVIEW DRIVE ON SOUTH CURRY STREET

S. ADD ON-STREET BICYCLE LANES TO CLEARVIEW DRIVE BETWEEN US 395 AND SOUTH CURRY STREET

T. ELIMINATION OF BIKE PATH FROM US 395/50 WEST INTERCHANGE TO FUJI PARK

U. ADD NEW BIKE PATH FROM SNYDER AVENUE TO FREEWAY ALONG US 395 (1-0029) - Pulled.

F. ADJOURNMENT 2-0379) - RT Commissioner Bennett moved to adjourn. RT Commissioner Teixeira seconded the motion. Motion carried 5-0. RT Chair Plank adjourned the meeting at 9:19 p.m.

A tape recording of these proceedings is on file in the Clerk-Recorder's office. This tape is available for review and inspection during normal business hours.

The Minutes of the Special 4/5/00 Joint Meeting of the Carson City Regional Transportation Commission and the Carson City Parks and Recreation Commission

ARE SO APPROVED ON___July_12_____, 2000.

_/s/_____

Jon Plank, Chair