

REGIONAL TRANSPORTATION COMMISSION

A meeting of the Regional Transportation Commission was held on February 15, 2018, at 8:00 a.m. in White Pine County Library Conference Room, 950 Campton Street, Ely, Nevada.

THE FOLLOWING MEMBERS WERE PRESENT:

Wayne Cameron, Chairman
Jolene Gardner, City of Ely

ALSO PRESENT:

Bill Calderwood, WPC Public Works Director
Martin Troutt, WPC Road Department
BJ Almberg, Basin Engineering
Dave Berky, City of Ely
Steve Baer, NDOT Representative
Gretchen Baker, Snake Valley Trails Partnership
George Chachas
Naomi Harris, Recording Secretary

ABSENT WERE:

Richard Howe, WPC Commission
Desiree Barnson, Representing Ely Bus

Wayne Cameron called the meeting to order at 8:05 a.m.

***COMMENTS FROM THE PUBLIC (3 Minute Time Limit):**

Public comment 1:

Gretchen Baker, representing the Snake Valley Trails Partnership from Baker, Nevada was at the meeting to bring up the need for some increased pedestrian and bicyclist use along Highways 487 and 488 in Baker. Baker is the gateway to Great Basin National Park. Visitation to the Park has really increased over the last few years. In 2017, 168,000 people came to the park, up from 149,000 the year prior, which was up from 98,000 people 5 years ago. She said as you can see the numbers are really going up quickly. In addition to all that increased vehicle traffic on the road, they are also seeing a need for more hotels and restaurants in town. There will be a brewery opening later this summer in Baker and a planned lodge. They get a lot of people in the Baker area in the mornings and evenings. They go out for walks or riding their bikes and there are not any sidewalks in Baker so they are out on the highways. There is potential for conflict with the pedestrians, the cyclists and all the increased vehicles, including the monster RV's people are bringing to the National Park. The Snake Valley Trails Partnership contacted White Pine County to apply for a transportation alternatives program grant through NDOT to build a multi-use trail from Baker to 1 mile south. There are potential future phases that would also have multi-use trails along the highway to the north and to the west of Baker. This is their first time applying for this

grant so they do not know if they will get it. They just wanted to bring this to the RTC's attention so they have it in mind for possible other funding if that becomes available. She had some drafts of the proposal available for whoever wanted to see what they were proposing.

Bill Calderwood asked Gretchen if the TAP Grant requires a percentage match. Gretchen said yes, a 5% match. BJ AlMBERG asked if it also requires the County or RTC to apply for the grant or can the Snake Valley Trails Partnership apply for it? Gretchen stated that they cannot apply for it because they are not a non-profit group so they have been talking to the County to ask them to possibly be the applicant for it. She said she did a proposal at PLUAC the other night and they voted unanimously to take it to the County Commission to ask if they would support the project and she's been talking with Bill Calderwood and BJ AlMBERG also.

Wayne Cameron asked if she said "vehicular trails" also, like off-roads. Gretchen replied by saying they are looking at a non-motorized area so bike lanes, multi-use trails that are along the highway that are non-motorized are the main things. She said there is a need, though, for pull-outs for the RV's heading up the hill on Highway 488 because they just "putter" their way up. They have seen a lot more traffic out there.

BJ AlMBERG said that this is the same funding source used for the 11th Street Project.

Bill Calderwood asked what the deadline is and questioned if this type of project is something the RTC can legally assist with. Gretchen said the deadline for the application is February 26, 2018. BJ said he believes this is something the RTC can assist with, as in being the applying agency. Bill Calderwood said if the Board chooses to assist in the application process, where will the funding come from? The problem with the TAP grant is going to be the 5% match. Gretchen said they have people who have volunteered to donate hours. She said the total estimate at this time is ± \$800,000 so the match would be ± \$38,000. BJ said the TAP grant is only available up to \$750,000. Gretchen said she called and confirmed that you can actually go higher. BJ added that if the RTC Board was going to be the applicant for the grant they will have to have a special meeting before the deadline and asked about the posting requirements for this Board. It was decided that the Board could hold a special meeting on Thursday, February 22, 2018 as long as the agenda is posted today.

Steve Baer (NDOT) asked Gretchen Baker if she knows how much funding is available through this LTAP program. Gretchen said they didn't give her a max amount but it seemed like there were some projects that were over \$1 million. Steve said he is just curious how much is appropriated each year for these projects. Gretchen said around \$10 million. BJ said it is actually Federal Highway funding, not NDOT or State funding. NDOT is strictly a mediator or go-between.

Gretchen said she contacted the Carson City Public Works Director because they had successfully applied for this before. He was very helpful. They are applying for a \$2.3 million grant to do a 3 mile project.

Bill Calderwood asked what the maintenance plan looks like. Gretchen said the grant requires the applicant to be willing to take on the maintenance. The Snake Valley Trails Partnership would be happy to support the maintenance of the trail. But they do not plan on plowing snow in the winter

or anything like that. She said it should not need a whole lot of maintenance for the first 10-15 years. There is also the Great Basin National Heritage area who allow grants for small pots of money for things that would help tourism so maintaining the trail would be something they could go to them for help with.

Steve Baer asked if their proposal was for an asphalt top trail. Gretchen said yes. BJ asked if it is within the NDOT right-of-way and Gretchen replied yes. Steve Baer said in terms of the agreement he understands that her group would be willing to maintain the trail but what happens if they don't? Especially if it is on a State right-of-way. He said it is pretty risky because if the Snake Valley Trails Partnership does not do it then it's going to fall on NDOT's jurisdiction and responsibility and they just don't have the personnel to do that.

Wayne Cameron asked if everyone was willing to come back for a special meeting next week because technically they should not be discussing the details in public comment. It was decided that there will be a special meeting Thursday, February 22, 2018 at 8:00 a.m. to discuss this topic. BJ said he can help with the wording for the agenda item.

Public comment 2:

George Chachas asked Wayne Cameron if he has been reading the minutes because he is not getting the information he's been asking for.

He went on to say that the Board has been looking at possibly increasing taxes. There is no accountability for what they're getting now. Wayne Cameron said he does not know if the County would be willing to raise taxes right now on anything because it was just announced that the Federal Government is looking at a \$0.25 gas tax increase to take care of Mr. Trump's infrastructure requirements.

George has yet to see any paving put on the agenda for out where he and Tom Oxborrow have lived since 1974. Other people who arrived much later than them have had their roads paved. That areas is growing but all he cares about are the two entities. They have waited long enough. Wayne Cameron said he took another look at George's request. He believes it could be something they could look at in the distant future. George said Wayne is looking at the distant future; he is looking at the present future. If the County can afford to pay a shop manager or parts manager out at the County shops, which they've never had before, then they have enough money to pave his road. Wayne said that has nothing to do with the RTC. George said when he sees the County putting money into an individual they have never had for 100 years, that tells him that the County has money to spend.

He said The Board has failed to collect the \$19,000 back from the Tour and Rec Board. That Board is flush. They collect 13-1/2% room tax and are bringing in \$1 million. They take \$200,000 away for the railroad and pay out almost \$300,000 in salaries out of \$800,000. It is being mismanaged. Why would anyone want to pay any more? That doesn't sit well with George at all. They need to bring that \$19,000 back so they can start on that road for Mr. Oxborrow and himself.

The Board has yet to have Keith Carson live up to his agreement to finish the valley gutter at Ruby and Orson. If you want to see one properly installed go up 2 blocks and take a look at the corner of Ruby and Ogden. There was an agreement. You have got to stop selectively enforcing the law.

Mr. Carson did a sub-par job on the 400 block of Parker Avenue. The residents are going to suffer because of that. If he says he is going to put in a valley gutter then he needs to put in a valley gutter. You folks are the ones who are not pushing him to the limit.

He has yet to receive from The Board the policy that states that anyone requesting public information must submit a request in writing via certified mail to the RTC. He said maybe they are pulling out regulations because they don't want George to receive information...

George Chachas reminded the Board of the lack of ADA access on Avenue C and 11th Street where the new County Administration Building is located. Also Avenue M and 13th Street. They are still not in compliance with the law.

He wants to remind The Board about the erosion on 7th Street. Mr. Berky said he would take care of it so when he does take care of it, it's going to be from funds from the RTC, not the City of Ely.

He said at the last meeting the Board talked about purchasing equipment with RTC monies. He does not agree with that. The City and County both have money for purchasing equipment. RTC money should be used for paving and paving only. What do we want to look at the equipment for?

In closing George suggested that the bike trails planned for Aultman can go out to Baker.

DISCUSSION – UPDATES FROM NDOT – Steve Baer said they are still moving forward with the main project here in Ely and have no new projects to talk about.

DISCUSSION – CURRENT CITY OF ELY PROJECTS – Dave Berky said before the winter started they had the Murry Street project going on. They held off on the other projects they wanted to do until that was completed to see where they stood in regards to funds available. He thanked the County for sacrificing their projects also. He was wondering if the funds are still available to continue a project that he would like to finish in this fiscal year. BJ asked what he meant by that. Dave said they allotted so much for a slurry or microseal program last year, which was pushed back to finish Murry Street. BJ said he will have to check the balance but the funds are still available and Dave could potentially complete around 95% of the project. Bill Calderwood asked what fiscal year they are talking about. BJ said the current fiscal year and added that the funds were basically put on hold to finish the Murry Street project so they are still there. They will just have to check the balance. Dave said he would like to do a treatment on the remainder of Murry Street to try and buy some time until the City can come up with some more money to finish the underground. They can complete the whole street, although it will not be a complete reconstruct on the end. But it could potentially buy them 5-10 years. Wayne Cameron asked if they basically want to put a seal or cap on it. Dave said he would like to do a chipseal on the remainder of it. BJ said it will be determined later. Dave said tentatively he'd like to do a microseal over it. Wayne asked if there will be any major construction on Murry Street this coming fiscal year. Dave said no, there is no way the City can afford it right now because they still want to do the underground and utilities on. BJ agreed and said the City has committed to do some underground work on the Aultman project, which is a very large project.

Martin Troutt asked if anyone had an idea of a time frame that the underground infrastructure would be done. BJ asked if he was talking about Murry Street and Martin responded saying yes. Dave Berky said he would estimate about 5 years. BJ said they have a 2 year infrastructure project with NDOT coming up shortly. Martin said the most feasible thing that should be done with Murry Street is preserve what they have until that infrastructure underneath is done. Even doing something like a slurry or microseal on that street seems like it would be a waste. BJ said he doesn't know about a chipseal because a chipseal's life is only a certain amount of time. But by going in and extending it from the end will be buying some time to get that underground completed. BJ went on to say that he doesn't know about getting 10 years out of a chipseal, especially with what it is going on. If it was going on the portion of Murry Street that was just completed, yes it would last a long time. But it is going on a road that is already old and breaking down. Bill Calderwood said he agrees with Martin with the idea of just shooting some rejuvenating oil or something on it and it should hold you for that 5 years. The difference in the cost of a chipseal and a rejuvenating oil, you could use that money on a street like Avenue C. Shoot some rejuvenating oil on that. Martin said a rejuvenating oil along with a sand, maybe a scrub seal could be done for pennies on the dollar compared to a slurry or a chipseal. He asked Steve Baer if he had any thoughts on that. BJ said he wouldn't propose a slurry because they can't do a slurry.

Steve Baer said it depends on the existing conditions. He is familiar with the existing road. It is very old so there are a lot of cracks in it where the slurry would tend to fill those cracks for water intrusion and things like that so you'll get longer time out of it. A flush seal is very superficial. You're not going to get a lot of time out of that. It will restore your oxidized pavement but in terms of sealing anything and trying to keep the water intrusion out, which is where you're at right now, you're just going to be continually patching. Obviously going a little bit further with it like a chip or slurry is going to help seal those cracks a little bit better. But he understands there is a lot bigger price tag associated with that also. You've got to try and weigh those differences. Martin Troutt said that's why he asked about the time frame of the underground work. Dave Berky said he will get with BJ Almberg as far as where the remaining funds are and with Bill Calderwood and Martin Troutt to discuss the gravel portion. BJ said the biggest thing they need to do is coordinate with the people that are actually coming to do the sealings and everything else and get their schedule. Between now and then they need to line out what existing funds they have available to them. Wayne asked if they (the contractor) is going to be available before the end of June. Dave Berky said he did talk to Eric at American Pavement and Eric said he could be here by the end of May so it would be done this fiscal year. Dave said he wants to do some patching over there before they do any kind of treatment. The oil won't be available in Salt Lake City until the end of April, first part of May so it will be a tight window there but they can make it work as long as it gets done before the end of June.

DISCUSSION – CURRENT COUNTY PROJECTS – Bill Calderwood said there is nothing going on with RTC projects.

DISCUSSION/ACTION/POSSIBLE APPROVAL – TENTATIVE RTC FY2019 RTC BUDGET – Everyone present received the tentative FY19 RTC budget.

Bill Calderwood told everyone to skip to the second page: He said based on previous discussion about doing more work in-house, they created some line items. He got a legal opinion from the DA's office who said the RTC Board can legally own their own equipment and property.

RTC Tentative Budget (065) FY19 – Page 1:

The first line item is 52505: Equipment Repair \$5,000 – He created this line item in case an RTC owned piece of equipment breaks down, they can either take it to the City shop to fix it, who can in turn bill the RTC Board for their time to repair it or it can go to the County shop who can do the same. But they're talking new equipment so very little repairs are anticipated at this time.

Second line item is 52503: Fuel \$3,000

Third line item is 52504: Oil and Grease \$500

Fourth line item is 52803: Master Policy Insurance – He does not know an amount yet but Elizabeth Frances will let him know when he submits the budget.

The last line item on page 1 is 52103: Operating Supplies and Expenses \$150,000 City of Ely; \$150,000 White Pine County for a total of \$300,000.

The bottom line is \$308,500 for everything on page 1.

RTC Tentative Budget (065) FY19 – Page 2:

First item is 53901: Equipment over \$5,000 – Distributor Truck that was discussed previously. The cost of it is \$240,000. It is a brand new truck and the price is inflated a bit to make sure they are not short on funds. They will absolutely shop around for prices, even for a used one but he put the top price in the budget to cover. That way the Board has options.

The next two line items are both 53901, Equipment over \$5,000 also: Although it's kind of expensive, the idea is if the City and the County are going to do their own projects to save money, they are going to need a pneumatic roller and a road broom. The prices are for a 4 month rental but who knows how long they will have to rent them. If they can coordinate it the rental time may be less. The rental costs are quite a bit.

The bottom line is \$274,800 for everything on page 2.

Bill Calderwood asked if there are any questions on the tentative budget for RTC. He reiterated that it reflects the idea that they talked about in prior meetings when he first took over in July 2017. They were looking at some prices that were submitted to the RTC Board for a slurry seal in Lund. In looking at those prices from American, they noticed that the County can spray all of Lund with a rejuvenating oil cheaper than their cost to mobilize, demobilize, traffic control and street prep. That is why they started having conversations of owning their own equipment. Look at the Murry Street project and the cost. There is no way you can do total rebuilds of these roads. You'll never keep up with the minimal funding the RTC receives. This is an option for the Board to consider so they can start in more of a preservation mode. This is the cheapest way to go. They can find out if it is cheaper to lease a broom and pneumatic roller but as a worst case scenario – you buy a distribution truck one year, the next year you buy a pneumatic roller and a sweeper so within 2 years you're back into the project mode where the City and County come forward with projects like you have seen historically like the Murry Street project. In two years he believes the cost savings will be amazing.

BJ said the City is in support of this idea. He added that the City and the County have worked hard together to get the agreement in place so the two crews can support each other. They all have had many discussions about it and agree that in two years the roads will be better. Not new but better and they will be able to get a little more life out of them.

Bill Calderwood agreed and said the roads are deteriorating quicker than they can repair them so at least this puts them in a preservation mode by doing this work in-house.

Wayne Cameron said BJ Almberg spoke to him about the 11th Street project. BJ said he was unable to catch up with Bill Calderwood last week but yes, the discussion was about the 11th Street project. The TAP grant is what they are applying for. When it was originally applied for, NDOT was in the middle of their Aultman Street project so the City wanted to try and piggyback with them. So the application was set up to say if the City was successful in this grant application they would turn that money back around and give it to NDOT for them to complete 11th Street along with their Aultman Street project. That became all a part of NDOT's project planning. The City at that point was strictly intended to be a pass-through. Money comes and it would be given back to NDOT. NDOT has backed away from that idea now because it is federal funding. When you get into federal funding you have to jump through substantially more hoops than with state funding. Currently the Aultman Street project is 100% state funded so there is no federal money. NDOT has stated if they go along with the City's proposal it will delay their project by 2 years. The City was awarded the grant but it was stated that they would now have to take care of all of the things they originally wanted to pass onto NDOT. They were awarded \$750,000 strictly for 100% of the improvements. One of the ways the City was trying to pay for the match was for the City crew to assist in the demolition of curb, gutter, sidewalk and asphalt. Federal Highway told them they could not do that because they were phasing the project and taking work out of what would be the Contractor's scope of work. The City now has to take care of some things that they originally did not anticipate on doing.

They are not pushing to get this project under construction until 2020. The underground work will start in 2019 so they will not start paving until 2020 and it's a 2 year project schedule. So it is the City's desire to tag onto the back of that project so that in the spring of 2020 there is a project out there to bid on. They are hoping to get some better pricing based on the fact that there will be a Contractor already doing a very large project. What he spoke to Wayne about was possibly over the next couple of years, budget some money so that project can proceed based on what they just found out from the federal highway about their current way of financing it.

Bill Calderwood added one more thing in regards to the budget. He said not to forget that this will go into effect July 1, 2018 and for a distributor truck it is probably a 6-7 month lead time so they won't see it until the next summer. In addition, when you look at the top line of the front sheet it shows the average revenues with interest and the bottom line is the fund balance for the RTC. The \$150,000 lets both entities do what they want with that money but they can increase the line item 52103 if the Board desires. You take the \$45,250 from the front page, \$308,500 from the second page and \$274,800 from the last page and you get \$628,550 budgeted. That is around the amount which typically comes in every year but that number can increase because the fund balance is a significant amount. It will give Dave with the City and the County additional money for projects.

Say you give both entities an additional \$100,000 for materials he would assume the Board would be happy if they used that money and continued working on the streets. It gives them more flex.

BJ said from a material standpoint, with the distribution truck, they won't really be able to use it until next spring then you have \$150,000 for each entity next spring to be used up. Bill said no, after July 1, 2018, if this Board approves it, the County has \$150,000 to use towards supplies. They are just going to bring in a distributor truck and the City has the same option. They are not going to wait for the distributor truck.

BJ said his only suggestion is to phase in a 2 year plan in regards to the federal funding for 11 Street. It would be a 2 year plan because they don't anticipate it actually going until 2020. Some of the things that they are pushing that needs to be taken care of right away for federal funding are some SHIPO things and categorical exclusion which are environmental requirements. Those are some of the things that came out of their meeting a couple of weeks ago. These are some of the first things that need to be handled.

Wayne Cameron said Bill Calderwood threw out the number of \$100,000 to increase the budget for non-payroll expenditures. He asked BJ if that would cover what was required for the 11th Street project. BJ said yes and it can be coordinated with materials and supplies and everything else.

BJ asked Gretchen Baker what the time frame is for the Snake Valley Trails Partnership project. He asked when will it be awarded and constructed. He asked her if it is a project that they want to construct this summer. She replied no just engineering this summer. He said he doesn't think they would have to come up with the match fund the first day coming in. He said maybe next year this Board could plan on helping with some match funding for that project if they are successful. He said the Board probably does not want to budget something today when the project is not guaranteed to be successful in receiving the grant they are applying for.

Wayne Cameron said they can put it in but have the flexibility to move it to other areas. BJ said he thinks they are talking about two different things. BJ was talking about the 11th Street project. If the Board supports the Baker trail that would be something they would budget next year.

Bill Calderwood asked what the Board wanted to do with the budget and if they wanted to increase the 52103, Operating Supplies and Expenses by \$100,000 total or each entity. BJ said he didn't want to limit the funds to supplies only because of the environmental requirements that need to be completed for the 11th Street project are not supplies. Bill Calderwood said there is not line item for that in this budget because they've never done anything like that before. He said he can create a new line item for Contract Services. Wayne Cameron told Bill Calderwood that he would give Bill the flexibility to put the funds where they will get the most use out of.

Jolene Gardner made a motion to approve the RTC FY2019 Budget and to add \$50,000 for a new line item for Contract Services and an additional \$100,000 for Operating Supplies and Equipment for the City and \$100,000 for Operating Supplies and Equipment for the County. Wayne Cameron seconded the motion. A vote was taken and the motion was approved.

DISCUSSION/ACTION/POSSIBLE APPROVAL – TENTATIVE PUBLIC TRANSIT FY2019 BUDGET – Everyone present received the tentative FY19 Public Transit budget. Wayne Cameron asked Bill Calderwood about the Ely Bus increase for assistance from \$25,000 to \$27,000. Bill Calderwood said yes, they are asking for additional funds in the letter attached dated 02.02.2018 from White Pine County Social Services.

Line item 52213, County Road Expenditures: \$220,000

Line item 52236, Ely Bus Expenses: \$27,000

Line item 52237, City Road Expenditures: \$125,000

Line item 53901, Equipment over \$5,000: \$511,500 includes:

- Grader picks – cutting edge attachment for use on roads with mag chloride and oil stabilization. They are little picks that go on the grader. \$5,500
- New water truck \$140,000
- 140M Grader \$320,000 with buy-back option
- (2) ea walk-n-rolls \$46,000

Martin Troutt said the 140M Grader will come with a walk-n-roll so actually they will get (3) total and with the buy-back option the walk-n-roll stays with the County. That does not get traded back in. Bill Calderwood explained that a walk-n-roll is a roller that goes behind the grader. It saves a whole piece of equipment and man power.

Line item 53904, Equipment under \$5,000: canopy for CAT roller, flat plate compactor, jumping jack compactor and traffic control signage for a total of \$5,000.

BJ AlMBERG handed out the itemized budget for the City of Ely under 063 Public Transit for a total of \$125,000.

Bill Calderwood wanted to take a moment to thank the RTC Board for supporting the Interlocal Agreement between the City and County. Everyone commented on how pleased they are with the agreement and how well the City and County have been working together.

Jolene Gardner made a motion to approve the Public Transit FY2019 Budget. Wayne Cameron seconded the motion. A vote was taken and the motion was approved.

DISCUSSION – SET DATE FOR NEXT MEETING – The next meeting is scheduled for Thursday, March 22, 2018 at 8:00 a.m. in the White Pine County Library conference room.

***APPROVAL OF RTC MINUTES (11/16/17 and 01/18/18 Meeting Minutes)** – Jolene Gardner made a motion to approve the 11/16/17 and 01/18/18 meeting minutes. Wayne Cameron seconded the motion. A vote was taken and the motion was approved.

COMMENTS FROM THE PUBLIC (3 Minute Time Limit) –

George Chachas has an ongoing concern in regards to Carol McKenzie's sidewalk. She claims it is outside her fence line which means she is littering. If it was a side walk it needs to comply with the regulations. It's along the State Highway and she needs to comply.

Wayne Cameron adjourned the meeting at 9:04 a.m.

