

REGIONAL TRANSPORTATION COMMISSION

A meeting of the Regional Transportation Commission was held on February 4, 2019, at 1:00 p.m. in White Pine County Library (Back Room), 950 Campton Street, Ely, Nevada.

THE FOLLOWING MEMBERS WERE PRESENT:

Wayne Cameron, Chairman
Richard Howe, WPC Commission
Jolene Gardner, City of Ely

ALSO PRESENT:

Bill Calderwood, WPC Public Works Director
Russ Merritt, City of Ely
BJ Almborg, Basin Engineering
Steve Baer, NDOT Representative
Naomi Harris, Recording Secretary
George Chachas

ABSENT WERE:

Desiree Barnson, Representing Ely Bus

Wayne Cameron called the meeting to order at 1:00 p.m.

***COMMENTS FROM THE PUBLIC (3 Minute Time Limit):** - George Chachas started by reminding Chairman Cameron that codes are not being enforced.

George said Carol McKenzie in Lund has yet to address the flagrant disregard for ADA access on the concrete sidewalk she installed last year. She claims it is on her property yet the sidewalk is a mere 12" from the State right-of-way outside her fence line. She was on the Regional Planning Commission as chairman for years. She knows better and needs to comply. We either have rules or we don't. A person of that stature should know better. He asked why they are looking the other way and stated that they need to go straighten her out. Richard Howe said the State Highway looked at it and said it is ok. George said when it faces the State Highway there are regulations that the County adopted.

There is no ADA access on the corners of Avenue C and 11th Street, 13th Street and Avenue M. They were RTC projects.

He continued on saying that nothing has been done on 7th Street at the railroad crossing above the old grade school. He said it was a federal project and does not meet ADA. Rip rap was installed from the fence line to the street. Someone graded a lot of that rock from one end of the block to the other. It's been cleaned up but they need to address it. Handicapped persons are forced to walk onto the narrowed street because there is no sidewalk. The Historical Railroad needs to address that. Or cut off all of their funding including the application for Federal funds for other

projects. If they don't clean up their act they're going to continue messing up. Someone needs to give them that message.

He said the Mill Street project the RTC started last year needs to be a General Improvement District. There's a lack of curb and gutter which needs to be installed, as per City policy. The oil chipseal application does not meet the minimum Ely City Code requirement for street improvements. He said they need to stop before someone makes them tear it out.

George said at the October 18, 2018 RTC meeting he told the Board about a news article dealing with Avenue F and how Nathan Robertson and other business people are concerned about the flow of traffic and how it will affect their businesses. George wants to remind them that the downtown community is also concerned with the flow of traffic and the lack of business. Where there is no traffic, there is no business. He said if the State budget is that tight, they should just do the beautification and leave the rest as-is and forget the fluff. There was no talk about sidewalk applications down where those businesses are. Once you put that median on 15th Street you've narrowed the road in a sense. Where will the pedestrians walk?

George also wanted to remind the Board that they still have not gotten back to him in regards to proper access coming off of Park Avenue, Campton Street, Avenue I, Avenue K and Avenue L. All are accessing Great Basin Blvd. and none of them meet the minimum City codes, meaning minimum street width. The City of Ely sued George even though he followed their direction on 7th Street and Avenue G. Avenue G is much wider than any of the other streets mentioned. He said again, they cannot selectively enforce the law.

George continued on, saying that Keith Carson has yet to fulfill the RTC agreement he made in regards to the paving of Orson and Ruby Street. The valley gutter has not been completed. There is no completion of the curb and gutter which is also a City requirement.

DISCUSSION – UPDATES FROM NDOT – Steve Baer said right now they have the 3R Project which is in the process of being let. It will go from the end of town up to the Ruth turn. That will begin all the construction work. The Ely reconstruction is called CMAR (Construction Management at Risk). They are anticipating that it will be let and construction will begin in or around October. As the 3R begins to dwindle down, the other project will start.

Richard Howe asked what they are doing from the end of town to Ruth. He asked if they are going down and re-digging the whole road. Steve Baer said they are milling the surface. Richard asked if they are going down under like they are on Main Street. Steve said no, nothing to that extent. Richard asked if they are going to go from west to east when they start in October. Steve said yes, that would most likely be the scenario because they are going to have to deal with storm water so he believes that would be the first item to be addressed within the reconstruction project. Richard asked how they are going to work with the flood plain. Steve said there is going to be a lot of work down by the Museum, to the outfall. Usually when you begin your storm drain process you begin at the outfall and work backwards. Richard asked if they are supposed to meet March 19th with NDOT. He added that there is a need to get that planned because if they are taking it through the Shears property, the County has to deed that property. Steve said they are well aware of that. He said when they do a Construction Management at Risk, they hire on a consultant to look at the design plans (which are right around 60%) and they evaluate them to see if there are savings or

improvements that haven't been thought of. It really is a fast-track process of designing and finalizing the plans when they have a consultant on board.

Richard Howe said if they start in October, winter is going to set in soon after. So they're going to be going from west to east, starting at the tunnel coming towards town. They're going to be in the middle of the project when winter sets in like this year and they're not going to be able to get to it. So downtown Main Street will be tore up. Steve said in dealing with the storm drain they will most likely start at the outfall, down by Carson's property working backwards so a lot of that work will be done away from the main flow of traffic. Once they get into the reconstruction of the Main Street storm drain they will use temporary pavement to keep the lanes open if need be. It will be tear away if the temperatures are too cold. But they will keep moving backwards. Richard said during the construction phase there are going to be issues with the downtown businesses and downtown traffic. He asked if they're going to be detoured around downtown. Steve Baer said he does not believe so but possibly in some situations for very short-term. All of the businesses will be notified of those types of things that will affect their business. The way he understands it right now, there will be access to all of the businesses. There may be some issues with parking in front of the businesses but everything will be accessible. It's part of the Contractor's responsibility to make sure that the businesses aren't adversely affected. Richard Howe said he's concerned about special events like Arts in the Park, 4th of July Parade, etc. Steve said the events are noted in the plans. The Contractor has to button up those segments of highway prior to those events. He said their specifications state that when there is a holiday the project is to be shut down the day before and the day after.

Wayne Cameron asked Steve Baer when they would have a tentative schedule. Steve Baer said there are a lot of things moving right now with this CMAR project. So far it is the October time frame. Wayne Cameron asked if they have their CMAR selected. Steve said they are still in the process but hopefully by April they will have a consultant selected.

DISCUSSION/ACTION/POSSIBLE APPROVAL – CONTRIBUTION TO THE TAP GRANT FOR THE BAKER MULTI-USE TRAIL IN THE AMOUNT TO BE DETERMINED BY THE RTC BOARD BASED ON VERIFICATION OF LEGAL AUTHORITY AND DETERMINATION OF LONG TERM IMPACTS – Bill Calderwood said the RTC Board does have the legal authority to put funds towards a transportation alternative project. Last year Gretchen Baker came forward and requested some funding from this Board. He believes at that time the Board just offered a letter of support for the project. The 5% required contribution for this project is \$36,272. Of that amount, \$15,000 is what the short-fall is at this time. The Road Department put together some quick numbers to show the Board some cost estimates of what they want the RTC Board to be aware of. They estimate about \$1,700/year to maintain the trail. Obviously there will not be anything for ±10 years. The maintenance falls back to the County so the RTC Board could possibly help assist with that funding long-term for the maintenance of it.

Richard Howe asked if there is an EIS (Environmental Impact Statement) that has to be done for it. Bill Calderwood said he does not think so because it all falls within the State right-of-way.

Richard Howe asked if the Board only issued a letter of support. Bill Calderwood said yes that is all the Board did last year. Richard asked if they had to bring it back to approve it and Bill said no, that was already done. They are asking for contribution of funds. \$15,000 would complete the project. Legally they could go forward with it and they are estimating \$1,700 annually for the long-term impacts. The long-term impact is down the road 10 years or so but they will ultimately be making a decision to help assist with the maintenance if they decide to help fund it. They just need to decide on an amount, if any, to contribute. Wayne Cameron said that is something they would have to budget for every year. BJ Almberg asked if they are asking for \$15,000 to participate this year and \$1,700 is the amount for estimated maintenance costs. Bill Calderwood said the agenda item is for \$15,000 to complete the 5% requirement. The District Attorney wanted to note that down the road there will be some expenses but they will not be dealing with that at this time. The Snake Valley Trails Partnership have raised over half of the \$36,272 required so they are only asking for \$15,000.

Richard Howe made a motion to approve a contribution to the TAP grant for the Baker Multi-Use Trail in an amount NTE \$20,000 based on verification of legal authority and determination of long term impacts. Jolene Gardner seconded the motion. A vote was taken and the motion was approved.

DISCUSSION/ACTION/POSSIBLE APPROVAL – TENTATIVE REVISED FY20 RTC BUDGET – Bill Calderwood said they approved the RTC budget in the last meeting but this will reflect the revision of the action they just took in an amount up to \$20,000 for the support of the transportation alternative. Wayne Cameron said last time they approved the budget of \$1,073,000. Bill said that last budget did not include this request because it was requested after the fact.

Richard Howe made a motion to approve the revised FY20 RTC budget. Jolene Gardner seconded the motion. A vote was taken and the motion was approved.

DISCUSSION/ACTION/POSSIBLE APPROVAL – TENTATIVE FY20 PUBLIC TRANSIT BUDGET – Everyone present received a copy of the tentative FY20 Public Transit budget. Bill Calderwood explained the budget as follows:

Equipment under \$5,000:	\$ 0
Ely Bus Expenses:	\$ 27,000 (Desi Barnson's request attached)
City Road Expenditures:	\$ 219,248

Russ Merritt broke down the City of Ely budget request:

City of Ely request:	\$ 219,248
2018 ending balance:	\$ 281,687
5-year average:	\$ 178,476
Projected 2019 ending balance:	\$ 240,915

Russ said in addition to normal budget items, they are asking for \$100,000 to go towards equipment. The City has 3 plows that are all over 20 years old and they've recently had issues with them so he would like to purchase another plow. In looking at decent used equipment they can purchase a plow that could be utilized in the summer as a dump truck also. It's something that can be utilized year around but their main reason to purchase is for the plow/sander in the winter.

Richard Howe asked if there is any value in their older equipment. Russ said they try to keep up on the maintenance the best that they can and said one plow is in fairly decent condition. He would like to keep and maintain the equipment they already have. If they have an instance where they have a plow go down, they will have back-up. Richard said he wants to see them get some value out of their old plows and does not want to see them stockpile equipment and have a boneyard of equipment that "maybe" they can use in 10 years. He suggested they get a scrap value for them or something to bring down the price of the new plow. He does not want to see inventory that continually builds up.

Wayne Cameron asked Russ Merritt to expand a little bit on the \$50,000 lighting request. Russ said the \$50,000 is for supplies which includes the electrical and lighting. It would also include tooling, cutting edges for the plows, street signs, work signs, various materials and safety supplies. He said the \$50,000 will help pay for lighting.

Bill Calderwood said it was confirmed with the DA's office last year that this funding can be used for street lighting. He said last year the City made a request for \$33,000 - \$35,000 to go towards street lighting. This is something that would just continue on using these funds as street lights go out.

Continuing on with the budget explanation:

County Road Expenditures: \$ 225,000

Bill Calderwood said this dollar amount is \$5,000 over last year's budget request. It will be used for mag-chloride, road stabilization oil, rejuvenating oil and chipseal projects. It will also be used for traffic control, signage, salt/sand, cattleguards and culverts.

Equipment Over \$5,000: \$ 593,500

Bill Calderwood said this would be used for the Road Department to purchase equipment: another semi or transport truck, belly dump and side dump. They are also looking to get a self-contained material stacker. What they have now are 2 guys that run the screening plant. The self-contained stacker allows for just 1 operator to run. It will go through the screening and then dump to a stacker that will run it up and put it in a pile. It will save 1 guy's labor screening gravel. They are also looking at a broom attachment. He believes 3 years ago the Road Department purchased a 5-yard dump truck, which has not been used a lot. It does not have a lot of hours. But they can add a broom to this truck and use it for chipping projects and use it as a sweeping tool. Grader picks: As they do the mag-chloride treatments, the edges on the graders (in some instances) do not even last a shift. The surface is so hard so they go through them so fast. The grader pick attachment goes across the grader on the edge and it just has carbide teeth that does the road. They last a lot longer but the initial cost is somewhat expensive at \$6,500. They also have equipment storage on their list. This will be a 3-sided storage to get their equipment out of the elements, not a complete enclosure. Richard Howe asked if they will be able to put the new machine they just purchased inside that building. Bill Calderwood said yes. Richard asked where they plan on putting the building. Bill said it will be in the back of the Road Shop off the hill where the auctioned equipment was parked. They will utilize the hill and it will help block some of the sun from beating on the equipment.

Bill said the Road Department had a chipper machine that hadn't been used in 7-8 years. Part of the problem was that the exhaust rusted off and it filled the heads with water. This building would prevent things like that from happening. Richard Howe asked how big the building is going to be. Bill said they haven't determined the size yet. It will most likely house 7-8 pieces of equipment but they are not exactly sure yet. It depends on the price. They will spend the \$170,000 and get as much building as they can out of that amount. Richard asked if they will spend up to that amount or are they going to spend that amount and then hope to get more money to add onto it down the road. Bill said that typically for improvement projects or equipment purchases, you submit a total budget to the Commission. For example, if you budget \$170,000 and the building comes in at \$175,000, you can go ahead and purchase as long as it does not go over that total line item amount. Some of the prices might be higher and some of them might be lower. But all of the estimates are pretty close.

Richard Howe made a motion to approve the FY20 Public Transit budget. Jolene Gardner seconded the motion. A vote was taken and the motion was approved.

DISCUSSION – SET DATE FOR NEXT MEETING – The next meeting was scheduled for April 18, 2019 at 8:00 a.m. in the White Pine County Conference Room.

***APPROVAL OF RTC MINUTES (1/17/19)** – Jolene Gardner made a motion to approve the 1/17/19 meeting minutes. Richard Howe seconded the motion. A vote was taken and the motion was approved.

COMMENTS FROM THE PUBLIC (3 Minute Time Limit) – George Chachas asked if RTC funds were used to pave the 5 ft. section of unpaved street from the curb and gutter to the paved street down on Avenue L at Councilman Sam Hansen's property as well as utility board member Dale Derbridge's on Avenue L. Regardless if RTC funds were used, he wants to know who did the paving. Richard Howe asked when it was done and George said he believes it was last year. BJ Almberg said those were "pavebacks" that the City did and it's been multiple years since it was done. George said he doesn't think so and he wants an answer when they find out who did it. BJ reiterated that it was a paveback and he believes the City crews did it. He explained that the City does pavebacks to property owners who put curb and gutter in. George said there are no pavebacks and he's been waiting 14 years. BJ asked what location George is waiting on. George stated 7th Street, the location he was sued over and said he could show BJ if he would like. BJ agreed and said he assumed everything was done by George's motel. George stated that it was not done.

George reminded The Board that we need 4 lanes downtown, not 2. He wants them to check and see what kind of business people are doing down there. Don't take his word for it; call Department of Taxation. Those businesses are empty for a reason. If the traffic was there, the businesses would be full - but they're not.

George went on to say that here were improvements made on Aultman and 8th Street at R-Place 2 which does not meet City code. They did the parking lot, which is fine. But the sidewalk area has to be made of concrete per City code. He's told BJ and his office. He reiterated that we either have codes or we don't. We go after some people and ignore others.

On Avenue B and 11th Street (Nevada Northern Railway), at Mark Bassett's home, he put in concrete on the front side facing 11th Street and on Avenue B he put in asphalt. He can't do that. The rules should be the same for everybody. Jolene Gardner said she thought was answered already. George said that's why he is still here. They violated their own codes.

Wayne Cameron adjourned the meeting at 1:35 p.m.

DRAFT

